

# COMMITTEE REPORT

**Date:** 10 September 2026      **Ward:** Holgate  
**Team:** West Area      **Parish:** Holgate Planning Panel

**Reference:** 25/02384/REMM  
**Application at:** York Central Leeman Road York  
**For:** Reserved matters application for layout, scale, appearance, landscaping and access for erection of hotel with ground floor retail/leisure units (use class E) on Plot C4; new Western Station Entrance building, cycle hub and 1063 sq m (GEA) retail/leisure units (use class E) and 345 sq m (GEA) office use (use class E(g)(i and ii)) on Plot C3; 1no. office building (use class E c (i, ii and iii) and/or E g (i and ii) and 555 sq m (GEA) retail/leisure units (use class E) on Plot D; 144 dwellings and 357 sq m (GEA) retail/leisure units (use class E) on Plot E; 508 dwellings and 2985 sq m (GEA) retail/leisure units (use class E) on Plots F3 and F4; 362 dwellings and 1no. retail/leisure unit 430 sq m (GEA) (use class E (a) and/or (b)) on Plots K and L; new central park, public realm including public square at the former Coal Drops, with associated demolition and infrastructure pursuant to outline planning permission 18/01884/OUTM.  
**By:** York Central Limited, Network Rail Infrastructure Limited  
**Application Type:** Major Reserved Matters Application  
**Target Date:**  
**Recommendation:** Approve

## 1.0 THE SITE & PROPOSAL

### The Site

1.1. The York Central site is located to the west of York City Centre. It is an irregular ovoid shape, being widest at the east and then tapering to the west. The application boundary subject to the Outline Planning Permission (OPP) is 46.28 hectares (ha) and the extent of the application boundary for this fifth reserved matters application (RMA5) is 10.5 hectares.

1.2. The York Central Masterplan comprises of a series of character areas and development zones which are annotated on the parameter plans. The character areas are: the Station Quarter (zones B, C D and F); the National Railway Museum

(zone G); York Yard South (zones E, J and M); the Foundry Quarter (zones H, K, L, N and P); and the Central Park. The development zones have subsequently been divided into plots. This reserved matters application under RMA5 relates to the following plots:

#### Station Quarter:

- Plots C3 and C4
- Plot D2
- Coal Drops Square
- Plots F3 and F4

1.3. Plots C3 and C4 are situated within the Station Quarter Character Area of the York Central Masterplan. The plots are bordered by York Railway Station to the east and the proposed Coal Drops Square to the west. To the south are Plot D2 which will neighbour Plots C3 and C4 and the future Plot C2 (Plot C2 is outside of the scope of this reserved matters application). Plots C3 and C4 currently has an asphalt surface with temporary parking provision. Access to Plots C3 and C4 is via Leeman Road. Plot D2 is located on the southern edge of proposed Coal Drops Square. Coal Drops Square is also within the Station Quarter and is located at the intersection of the Marble Arch Tunnel, the proposed Western Station Entrance, and the National Railway Museum. The proposed Coal Drops Square contains the remains of the historic coal drops. There is around a three-metre level change across the site and access if provided via Leeman Road. Plots F3 and F4 are also within the Station Quarter. The site's frontage is along Cinder Street (the spine road through the York Central site) and Hudson Boulevard (dedicated pedestrian and cycle route).

#### York Yard South:

- Plot E

1.4. Plot E is situated within the York Yard South Character Area of the York Central Masterplan. The plot is located along the southwest boundary of York Central, alongside the Network Rail boundary of the Freight Alleviating Line to the south and Network Rail temporary office compound to the east. The Plot acts as a connecting plot between Station Quarter and the park, benefiting from direct linkage to Cinder Street. The existing landscape features include secure railway fencing and maintenance access track. The future Wilton Rise Footbridge abridges the Plot E

boundary to the southeast corner, providing stepped access from the bridge down to the public square between Plot E and Plot B.

The Foundry Quarter:

- Plots K and L

1.5. Plots K&L are situated within the Foundry Quarter Character Area of the York Central Masterplan. Plots K&L are bound by Leeman Road to the North, Central Park to the South and existing residential communities to the East. The plots have been used as a compound for the infrastructure works and is largely clear of structures, with the exception of a red brick 1930s administration building on Leeman Road.

Central Park

1.6. Central Park is located in the middle of the York Central site and forms its own Character Area. It has a distinctive linear shape, stretching 550 metres in length. It is framed by the principal pedestrian and cycle routes along the Park Street to the south and Foundry Way to the north.

### Proposed Development

1.7. **Plots C3 and C4:** Plot C3 will provide a new entrance to York Railway Station on the western side and a Cycle Hub with secure storage for a minimum of 300 cycles. Plot C4 will provide a 200+ bedroom hotel. Floor plans show 213 bedrooms of which 11 (5.16%) are accessible. However, the hotel operator is not known at present, and the overall internal bedroom configuration could be subject to change once the operator has been identified. The developer has advised the operator is assumed to be a 3–4-star product with a typical room size of 20-25sqm but the requirement remains that the hotel must provide 200+ bedrooms. Ground floor retail/leisure units are proposed across Plot C3 and Plot C4.

1.8. **Coal Drops Square:** A proposed public realm civic square with planting and stepped terraces.

1.9. **Plot D2:** A seven-storey building composed of a ground floor with six floors above primarily focused on Class E Office use is proposed for Plot D2. Floors 1 and 2 have the ability to accommodate serviced workspaces, suitable for incubator

space and smaller start-ups. Floors 3, 4 and 5 have regular office floorplates. Floor 6 is set back to create external terraces with views to York Minster and the City Walls. The Ground Floor contains a lobby and cycle storage with retail spaces facing the public realm and back of house facilities located to the rear adjacent to the service road.

**1.10. Plot E:** A predominantly residential plot with four commercial units at ground floor level. Formed of 8no. blocks (E1-E8) providing 144 mixed tenure dwellings across 19 townhouses and 125 apartments. Ground floor retail/leisure units are proposed to Blocks E1, E2 and E6.

**1.11. Plots F3 and F4:** Build to rent plot with 508 dwellings and associated amenity space for build to rent residents, plus 2985 sq m (GEA) retail/leisure commercial units at ground floor level.

**1.12. Plots K and L:** Plots K and L are predominantly residential with the exception of a 430 sq m (GEA) convenience store. Overall 362 dwellings are proposed for the plot. The dwellings are designed to be tenure blind and are a combination of open market sale and social rent.

**1.13. Central Park:** A public realm park providing formal and informal opportunities for play.

#### Scheme amendments and re-consultation

**1.14.** During the course of the application's consideration, the scheme was formally amended by the applicant in response to feedback received from the Local Planning Authority, internal Council officers, and external consultees. The amended submission differs from the original scheme in the following ways:

- In overall terms, there has been an increase in 15no. dwellings, bringing the total number of dwellings from 999 to 1,014. By plot, this results in 15no. additional dwellings on Plot E, 6no. additional dwellings on Plots F3 and F4, and a reduction of 6no. dwellings on Plots K and L.
- In overall terms, there has been a decrease of 18sqm in retail/leisure floorspace, all of which arises from Plot F3 and F4 where 3003sqm has been reduced to 2985sqm.
- There have been no changes to Plots C3 and C4 during the application's consideration;

- For Plot E, there has been a revision to the accommodation mix with a reduction in 3-bed dwellings overall; the incorporation of a play street adjacent to Block E1; update to highways layout to rationalise access and egress from Cinder Street, provide more green space, and managed URS collection and cycling routes; a minor amendment to the red line boundary of the plot to the northeast along Cinder Street to include a layby; updates to elevation articulation and detail on Block E1 and updates to elevation massing and detailing on block E2 to E6; introduction of a car club bay and 4no. motorcycle parking spaces; increase in cycle parking provision; and updates to drainage layout in line with the updated architectural proposals.
- For Plot F, an increase in the red line boundary of the plot to take account of the through route access; removal of the amenity pavilion on Plot F3 and alteration to the courtyard in F4; amendments to building heights, scale and massing; changes to the material palette and façade articulation; changes to the highways layout.
- For Plots K&L, the omission of 'Terrace G' in the northeast corner of the plot (location of the existing Carlisle Street Car Park) and movement of the red line boundary of the plot to account for this; provision of 2no. motorcycle parking spaces, 1no. car club space and 1no. visitor parking space; changes to highway layout; update to cycle parking; updates to landscaping; updates to drainage layout in line with the updated architectural proposals.
- Coal Drops, revision of the walking/wheeling/cycling access arrangement to the Western Station entrance and Cycle Hub from Cinder Street across the Coal Drops Square space (detail to be agreed by condition); additional accessible cycle parking stands provided; detail of the drop-off/pick-up for the National Railway Museum's road train to be agreed by planning condition.
- Central Park, general arrangement update to provide an additional car club space and an additional visitor car parking space on Foundry Way.

1.15. The amended scheme has been subject to a full formal re-consultation with consultees and the public.

## **BACKGROUND AND RELEVANT PLANNING HISTORY**

1.16. The site forms part of York Central which is allocated under Local Plan Policy SS4 for a mixed-use development. In 2019 outline planning permission (18/01884/OUTM) was granted for the redevelopment of the site to provide a mixed-use development of:

*“Up to 379,729 m2 of floorspace Gross External Area (GEA) primarily comprising up to 2,500 homes (Class C3), between 70,000m2 and 87,693 m2 of office use (Class B1a), up to 11,991m2 GEA of retail and leisure uses (Classes A1-A5 or D2), hotel with up to 400 bedrooms (Class C1), up to 12,120m2 GEA of non-residential institutions (Class D1) for expansion of the National Railway Museum, multi-storey car parks and provision of community uses all with associated works including new open space, ancillary car parking, demolition of and alterations to existing buildings and associated vehicular, rail, cycle and pedestrian access improvements.”*

1.17. The outline planning permission was supported by an Environmental Statement and was subject to 83 conditions together with a Section 106 agreement.

1.18. The first of the reserved matters applications under reference 20/00710/REMM was granted in November 2020. That application sought approval for layout, scale, appearance, landscaping and access for the construction of the primary vehicle, pedestrian and cycle routes and included associated landscaping and alterations to the existing road network pursuant to outline planning permission 18/01884/OUTM. This consent secured the new vehicular, pedestrian and cycle routes through York Central which include alternative routes to Leeman Road as referred to in Condition 45 of the outline consent.

1.19. The second of the reserved matters application under reference 21/02793/REMM was granted in August 2022. This application sought approval for the layout, scale, appearance, landscaping and access for the construction of Central Hall (F1 use class) including entrance hall, exhibition space and café with associated access, parking, landscaping and external works following the demolition of the mess room and other structures pursuant to outline planning permission 18/01884/OUTM.

1.20. The third reserved matters application under reference 23/01494/REMM was granted in February 2024. This application sought approval for the layout, scale, appearance, landscaping and access for the creation of a new public realm with associated infrastructure and landscaping and alterations to the existing road network pursuant to outline planning permission 18/01884/OUTM.

1.21. The fourth reserved matters application under reference 23/02255/REMM was granted in July 2024. This application sought approval for the layout, scale, appearance, landscaping and access for erection of a six storey (plus basement) office building (Use Class E (g) (i)) with ancillary uses and self-contained retail

floorspace (Use Class E (b)) at ground floor, associated car and cycle parking, servicing and access, public realm and other associated infrastructure pursuant to outline planning permission 18/01884/OUTM.

## **2.0 LEGISLATIVE AND POLICY CONTEXT**

2.1. Planning applications should be determined in accordance with the development plan unless there are material considerations that indicate otherwise.

2.2. The development plan is the City of York Local Plan.

### **CITY OF YORK LOCAL PLAN**

2.3. The City of York Local Plan was adopted on 27 February 2025. Local Plan Policies relevant to the determination of this application are:

- DP1: York Sub Area
- DP2: Sustainable Development
- DP3: Sustainable Communities
- SS1: Delivering Sustainable Growth for York
- SS4: York Central
- EC1: Provision of Employment Land
- R3: York City Centre Retail
- H1: Housing Allocations
- H2: Density of Residential Development
- H3: Balancing the Housing Market
- H4: Promoting Self and Custom House Building
- H10: Affordable Housing
- HW7: Healthy Places
- D1: Placemaking
- D2: Landscape and Setting
- D4: Conservation Area
- D5: Listed Buildings
- D6: Archaeology
- D7: Non-Designated Heritage Assets
- GI1: Green Infrastructure
- GI4: Trees and Hedgerows
- GI6: New Open Space Provision
- CC2: Sustainable Design and Construction of New Development

- ENV1: Air Quality
- ENV2: Managing Environmental Quality
- ENV3: Land Contamination
- ENV4: Flood Risk
- ENV5: Sustainable Drainage
- T1: Sustainable Access
- T3: York Railway Station and Associated Operational Facilities
- T5: Strategic Cycle and Pedestrian Network Links and Improvements
- T6: Development at or Near Public Transport Corridors, Interchanges and Facilities
- T7: Minimising and Accommodating Generated Trips
- T8: Demand Management
- DM1: Infrastructure and Developer Contributions

## NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

2.4. The NPPF (August 2026) is a material consideration relevant to the determination of this application. The relevant sections of the NPPF for the determination of this planning application are:

- S4: Principle of development within settlements
- CC2: Mitigation of Climate Change
- CC3: Adaptation to Climate Change
- HO7: Meeting the need for homes
- HO8: Providing affordable homes
- HO13: Build out of residential strategic sites
- E2: Meeting the need for business land and premises
- L2: Making effective use of land
- L3: Achieving appropriate densities
- DP3: Key principles for well-designed places
- TR3: Locating development in sustainable locations
- TR4: Street design, access and parking
- TR6: Assessing transport impacts
- HC3: Community facilities and public service infrastructure serving new development
- P2: Ground Conditions
- P3: Living conditions and pollution
- P4: Impact of development on existing activities
- P5: Maintaining public safety and security

- F4: Assessing flood risk for decision-making
- F8: Sustainable drainage systems and watercourses
- N2: Improving the natural environment
- N3: Trees in new development
- HE4: Securing the conservation of heritage assets
- HE5: Assessing effects on heritage assets
- HE6: Proposals affecting designated heritage assets
- HE7: Decisions on non-designated heritage assets
- HE9: Conservation areas
- HE10: Loss or removal of heritage assets

### **3.0 REPRESENTATIONS**

3.1. The application has been subject to two rounds of consultation and has been advertised by site notice, press notice and neighbour notification letter in December 2025 and July 2026. The second round of public consultation was necessary following the submission of revised drawings and documents received on 26 June 2026.

3.2. During the first round of public consultation, four representations were received: one in support, one in objection and two general representations.

3.3. The support comment, representing York College, noted the significant additional education, skill development and employment benefits to York College as a result of apprenticeships, work experience for students, apprenticeships, and careers guidance for York College students provided by York Central.

3.4. One general representation noted disappointment to see the loss of a significant part of what remains of the coal drops but goes on to state that the coal drops wall would otherwise act as a barrier between the square and the hotel. A suggestion is made that a short section of the coal drops wall be rebuilt with track and coal wagon to demonstrate the way the site would have been used within the setting of the listed buildings associated with the railway. The second general representation, representing the views of Wheels for Wellbeing, raised concern with the Wilton Rise Footbridge application (Reference: 25/02252/FUL) and supported the position taken by Active Travel England in their first set of consultee comments (dated January 2026) in objecting to the requirement for cyclists to dismount and walk through Coal Drops Square to the station cycle hub.

3.5. The objection comment relates to the Wilton Rise Footbridge. Whilst acknowledging the new footbridge is under application reference: 25/02252/FUL, the comment expresses concern with the invasion of privacy, environmental and conservation effects, traffic and parking problems, and contractual requirements of the new footbridge. The comment queries that if the infrastructure for the York Central development is already in place, does that mean that no change is possible or considered in respect of the effect of such infrastructure as it may affect the new footbridge construction.

3.6. During the second round of public consultation, one general representation was received suggesting an alternative location for the Wilton Rise Footbridge (Reference: 25/02252/FUL) and one objection comment was received to the proposed hotel building on Plot C4. The objection raised concerns that the layout, scale and architectural appearance of the plot represent an unacceptable overdevelopment for the site footprint which would create an “overbearing wall effect” close to the public square which would severely restrict natural daylight and lack local distinctiveness.

## 4.0 CONSULTATIONS

4.1. The application has been subject to two rounds of consultation in December 2025 and July 2026. Prior to the resubmission, internal Council consultees provided feedback to the applicant across a series of workshops held during the Spring of 2026 which informed the resubmission.

**Note to members:** where consultees have made reference to paragraph numbers of the NPPF (December 2024), the closest corresponding NPPF (August 2026) policy reference is provided by the planning case officer in [square brackets] where relevant.

INTERNAL

### **Design & Conservation: Design and Conservation Manager**

*Final consultation response: August 2026*

4.2. Comments give support for all plots and state that revised information updates/clarifies previous key recommendations (some minor recommendations remain) and there are no outstanding significant architecture/conservation issues.

4.3. Masterplan: The refuse strategy of underground refuse system (URS) bins for residents is supported as it generally promotes better place making but if this idea fails, then any late reassigning to find ground floor bin stores instead could be problematic.

4.4. Plots C3-C4: Proposed plot layout is supported with vehicles beneficially absent and servicing hidden at the rear. Instances of minor non-compliances with approved parameters of the Outline Permission are noted, however these are not considered to be significant and there are no concerns raised with these. Sensitive views are not harmed or hindered. Architectural detailing is supported and full support is given to the canopied nature of Western Station Entrance circulating spaces. Hotel functions at street level are minimised which helps animate the square. The proposed bridge into the station from the Western Station Entrance is outside the RMA5 area and will be delivered by Network Rail. However, the improved angle of the bridge (compared to pre-app) is the reason for needing minor non-compliance for plot position on plan. In the hotel there is no direct daylight around the hotel lift core nor to two of the three corridors, which is not ideal. Confirmation is sought regarding the capacity of passenger lifts and staircase widths for the Western Station Entrance supported with evidence that this supports current and projected train station pedestrian capacity.

4.5. Plot D2: Proposing a largely timber frame at this height is highly innovative. The Compliance Statement identifies a minor non-compliance with guideline code 2.1.2 of the Outline Permission Parameter Plan (PP 005 Development Zones Above Ground). However, there is no concern with this minor non-compliance with the parameter plan. The massing approach is supported, as is the approach to architectural detailing and the material palette.

4.6. Coal Drops Square: The proposed layout is supported, and level change is considered to be well managed providing a large, open, flexible space with the accessible route part of main natural pedestrian circulation. No notable impacts on designated heritage assets. The loss of the Generator Building (non-designated) is accepted due to the need to level the topography to make the Coal Drops Square space as accessible as possible. However, for the Coal Drops themselves, the proposal beneficially reintroduces some sense of level change on the roadside aspect allowing the coal drops to provide a (visually) retaining function. However,

not satisfied that requesting cyclists to dismount after the road crossing is suitable. Use of the Civic material palette of the Design Guide is welcomed; however it is unclear how reused materials will be incorporated. Seating looks suitably provided/distributed across the space. Conditions are recommended to secure power provision to ensure the design maximises the flexibility of the multi-function space, more detailed design for material re-use and controlled industrial aesthetic, condition to the water feature to control it to delivery, condition for detailed lighting design.

4.7. Plots F3-F4: Site layout is supported. Building-to-building separation in routes running through the urban block have a clear hierarchy of widths that help define/reinforce their intended character and use. There are lots of individual residential entrances directly off the street which is welcomed for animating the ground floor street edge. Positioning of cycle stores in building footprints is welcomed to avoid taking up landscape space. Very little parking is welcomed from a placemaking perspective. Queried whether upper floor M4(3) are units accessible. Recommended more discussion about the design of the inner landscape spaces/routes of the blocks. The size of the commercial space provision is positively received more information needed about how these spaces will be curated. Very long straight internal corridors connecting to multiple cores is not usually conducive to good place making. Apartment sizes are confirmed as following minimum Nationally Described Space Standards which is welcome. The unit size mix ratios appear acceptable. There are minor deviations exceeding parameter limits in a few places, however there are not concerns over this. Inner quads have a sufficient degree of openness for good daylight. The overall massing is suitably articulated. However, design on the amenity buildings with a traditional pitched roof is incongruous. Ground floor articulation is unclear, especially for shopfront areas. Material strategy is unclear. Building prow is architecturally confusing.

4.8. Plot E: The proposed site layout approach is supported. The rear service road has widened to a two-way street which is beneficial for cyclists, but space has been lost for soft landscaping to accommodate this. The Local Equipment Area for Play (LEAP) at the west end of the plot (west of Block E8) includes a vehicle turning head which raises safety questions. There is a good variety of apartment size and design which welcomed for diverse placemaking. Ground floor commercial space is on the corners of apartment buildings in eye catching spots and adds diversity to uses. The townhouse blocks are generously planned; however the link townhouses feel exposed at ground floor with limited defensible space to both front and rear with the rear looking over a treeless carpark. In apartment blocks (Blocks E1, E2

and E6), ground floor apartments are mostly positioned in less busy plan locations which is welcomed. Accessible apartments appear to be distributed, which is good for diversity/choice. Massing and articulation throughout Plot E are carefully considered, varied and interesting. Massing sits within the outline permission height and footprint limits (which were particularly designed for the purposes of protecting distant Minster views from the high ground around Holgate Windmill resulting in the low height restriction for Block E8. Block E1 is a standalone apartment building surrounded on three sides by a landscaped space described as a “Civic Square.” The building is described within the Design and Access Statement as a “foreground” building designed to be intentionally eye catching within open space on a bend in the road. Unfortunately the fenestration design of Plot E1 does not quite capture the intended special architectural qualities and it is ironically plainer than all the other buildings on Plot E. This should be reviewed.

4.9. Plots K&L: The proposed layout design is supported. The plot has more residential typologies than any other plots on this application. This has the benefit of making the street experience architecturally varied. The open space between dwellings is designed to promote social interaction. The variety and choice are exciting and help promote diverse communities. Ground floor street access is given to individual units where possible and small zones of defensible open space is welcomed. The street hierarchy is clear. A LEAP is located at the northwest corner of the plot with a series of triangular open spaces treated as a series of small public realm pockets runs northwest-southeast between the apartment blocks which is a good strategy. A desirable quantity and distribution of street trees are included in this application however it is recommended confirmation is sought that street trees are deliverable within easement constraints. Demolition of the 1930s Administration Building on Leeman Road building is not compliant with the Design Guide. Retentions (even small amounts) ensure new development is physically rooted as a continuum and not a complete break. Queried how the windows and downpipes on the rear wall of Terrace Type H would be easily maintained. Seeks confirmation that the internal layout of residential units meets nationally described space standard (NDSS). There are small instances of non-compliance with the parameter plans, however, no concerns are raised. Massing across Plots K&L is varied and generally purposeful and external appearance is carefully considered to express/code the variety of house types but to be consistent within each single type which is welcomed. Apartment blocks generally have a flavour of Victorian warehouse aesthetic. Everything is generally reds or creams, with the exception of the green glazed brick apartment block which is an appropriate and deliberate quirk drawing attention/footfall at the park gateway. Drawings indicate that individual design

elements like windows will be carefully detailed and facades sometimes slightly layered, for visual interest.

4.10. Central Park: Central Park is very attractively designed and will be a fantastic asset for the development. Central Park will be privately maintained. Queried how the Service Charges will be applied to all York Central plots and tenures to ensure the necessary funds required for park upkeep are not prohibitive to potential affordable housing providers.

## **Design & Conservation: Landscape Architect**

*Final consultation response: August 2026*

4.11. Overall: Support.

4.12. For Coal Drops Square/Plot D2/Plot C3 and C4: the position of support is on the presumption that landscape detail adjacent or over the attenuation tanks is deliverable.

4.13. For Plot E, the inclusion of a play street and planting along the boundary with the railway line is supported.

4.14. For Plot F, the necessity of the colonnades within F4 and the extent of the built structure within F3 and its integration with the landscape are questioned. Overall, the proposals for the plot are largely supported with the exception of the detail of the colonnades which could either be agreed under Condition 24 (if deemed part of the landscape/boundary treatment) or under a separate condition to cover this specific area of detailed design.

4.15. For Plots K&L, whilst the overall number of trees has been reduced since the first submission of this application, the remaining tree cover is sufficiently effective, and support is given to the proposals for this plot provided specimen shrubs are deliverable over the attenuation tanks. It is recommended that if this application is approved, the Planting Plans and Planting Schedule are included in the list of approved drawings. The recommendation remains to include cycle storage within building footprints to reduce the impact on amenity spaces.

*First consultation response: February 2026*

4.16. General: It is strongly recommended that officers are satisfied that there is sufficient and robust evidence that all the proposed plans are entirely compatible and deliverable, especially between the disciplines of Landscape Architecture, Flood Risk Management and Network Management.

4.17. Plots F3 and F4: The inclusion of the amenity buildings within the main courtyard space is not supported due to the interruption to and loss of much needed outdoor space provision across the entire York Central site and in relation to the immediate number of apartments within the plot; the loss of amenity potential of the main spaces as semi-private oases within the city; and the negative impact on outlook from upper floor windows. As an alternative, facilities could be provided on the ground floors of the main building blocks.

4.18. Plot E: Concern that internal courtyards are entirely taken up with parking provision and that the LAP appears reduced in size due to a turning head. Notes the presence of Outline Condition 24 and agreeing final planting.

4.19. Plots K&L: There is an incompatibility between the proposed terraced housing backing (T60 and T61), which are worthy of retention and protection due to their contribution to the amenity of existing residential streets and community garden. Recommends maximising the range of activities within the main LAP and perhaps the use of natural play features.

4.20. Central Park: The scheme is fully supported with various types of open space which are clear in their function and character and marry well with each other. The distribution, types and sizes of tree planting is supported. Notes that the occasional-use railway line is outside the red line boundary and queries whether this means if a 1.8m weldmesh fence either side of the track is required. Recommends more benches at park entrances and fewer in play area. Queries if there are additional informal pedestrian links across the rail line from Plots K&L into the park. Queries if the relocation of the wetland, which was supposed to be continuous between the footpath and the railway line, to the other side was acceptable. Suggests realigning of the water gardens to improve on the ground experience but notes this is only a very minor point.

**Design & Conservation: Senior Countryside and Ecology Officer**

*Final consultation response: August 2026*

4.21. Support. Previous comments in relation to Central Park have either been addressed through amendments to the LEMP and Ecological Enhancement Strategy, or the required details are proposed to be provided through the discharge of Condition 24. Noting that detailed matters relating to soft landscaping, including tree planting proposals and any necessary amendments arising from utility or drainage constraints can be addressed through the discharge of Condition 24 and reflected within the updated LEMP and associated landscaping submissions, there are no further ecological comments.

*First consultation response: February 2026*

4.22. Within the Ecological Enhancement Strategy, a shortfall of 0.23ha in “Wetland/waterbody for biodiversity” creation is identified when compared to areas from the Environment Statement which is unlikely to be made up in other phases. More clarity is needed on this in terms of whether this was essential mitigation and whether this deficit now presents a material change to the impacts assessed for the original permission as detailed in the Environment Statement. A deficit of 0.55km in green corridor has been identified and it is requested a general indication should be provided on which phases/locations will address this deficit. The wetland features need to be appropriate given the size of waterbodies and the seasonal uncertainty of water levels. Greater detail is required in terms of monitoring proposals. Concerns raised over the density of tree planning near wetland which may cause overshadowing.

### **Affordable Housing: Housing Strategy Manager**

*Final consultation response: July 2026*

4.23. Overall 1,014 homes are proposed, of which 20% (203) are affordable housing in respect of the Section 106 affordable housing obligations of the Outline permission. The affordable homes are provided in Social Rent, and Intermediate tenures. As required in the Section 106, 80% of the affordable homes are proposed for Social Rent and 20% for Intermediate tenure.

| <b>Affordable Housing Proposed Mix</b> |                          |                           |                                        |                         |                                |
|----------------------------------------|--------------------------|---------------------------|----------------------------------------|-------------------------|--------------------------------|
| <b>Type</b>                            | <b>Social Rent homes</b> | <b>Intermediate homes</b> | <b>Of which: Part M4(3) accessible</b> | <b>Affordable total</b> | <b>Size range: Social Rent</b> |
| 1-bed flat                             | 46                       | 19                        | 4                                      | 65                      | 50.5-65.8m <sup>2</sup>        |

|              |            |           |           |            |                     |
|--------------|------------|-----------|-----------|------------|---------------------|
| 2-bed flat   | 87         | 18        | 14        | 105        | 63-94.1m2           |
| 3-bed flat   | 5          | 3         | 5         | 8          | 88-112.2m2          |
| 3-bed house  | 20         | 0         | 0         | 20         | 99-99.7m2           |
| 4-bed house  | 5          | 0         | 0         | 5          | 116.2m2             |
| <b>Total</b> | <b>163</b> | <b>40</b> | <b>23</b> | <b>203</b> | <b>Exceeds NDSS</b> |

4.24. Overall the inclusion of a range of house types of good size, provision of social rented family houses in a high-density urban location and amenities including open space opportunities for residents is significantly welcomed. All Social Rent homes exceed the Nationally Described Space Standard (NDSS) which offers best practice approach to size and internal layout. A Nominations Agreement for Social Rent homes will be completed in accordance with the Section 106 agreement. This will include some flexibility for lettings to key workers in the City meeting defined criteria, in addition to prioritising applicants with assessed need on the council's Housing waiting list. The proposed mix for Intermediate tenure homes is supported and provides a good standard that would be suitable in meeting the intended needs.

4.25. A total of 111no. Part M4(3) compliant fully wheelchair accessible homes are proposed across the site for all tenures. Of those 111no. homes, 23no. are within the affordable housing provision including 19no. at Social Rent which makes an important contribution to meeting the needs for accessible housing. This provision complements the 88no. Part M4(3) homes for open market sale or rent.

4.26. Affordable forms of low carbon heating are essential for affordable housing residents; provision of affordable heating systems that do not rely on direct electric heating or hot water provision should be confirmed for the affordable housing provision.

*First consultation response: February 2026*

4.27. Overall 999 homes, of which 20% (200) are proposed as affordable housing in respect of the Section 106 affordable housing obligations of the Outline permission. Overall the inclusion of a range of house types of good size, provision of social rented family houses in a high-density urban location and amenities including open space opportunities for residents is significantly welcomed. Block E, comprising 26

flats, is proposed for social rent of which 16 are 3-bedroom apartments. It is requested alternatives are considered as this number of 3-bed apartments are unlikely to be suitable for social rented housing in this location without appropriately located play space sufficiently accessible from this block. Details of intermediate tenure provision will be reviewed once provided.

## **Public Health: Director of Public Health**

*First consultation response: March 2026 (no comment in second round of consultation).*

4.28. Support. Suggest benches could be available at more regular intervals in Central Park and that benches across the development should have back and arm rests plus the inclusion of areas for community growing and edible beds. Speed limits of 20mph should be encouraged throughout the site. There should be an avoidance of wind traps around taller buildings. Active travel has been well considered, however concern raised regarding the need for cyclists to dismount in Coal Drops Square. There is a need for multiple exit points from parkland to improve perceptions of safety and for there to be adequate signposting/street markers. There is a missed opportunity to incorporate outdoor gym equipment, and it is not clear where the indoor community facilities to promote physical activity will be sited. Provision of free play equipment within the green spaces would benefit the existing residents of Carlise Street and Carleton Street. Around 10% of homes do not meet M4(2) 'accessible and adaptable dwellings' standards. Plot E and F4 face due south so measures to prevent overheating homes in extreme temperature needs to be considered.

## **Highways: Transport Major Projects Regulatory Coordinator (York Central Lead)**

*Final comments: August 2026*

Note to members: further amendments were made to Coal Drops Square, Plot E, and Plots K&L in response to the sustained highways objection of July 2026. Final comments relate to these amendments only.

4.29. Coal Drops Square - servicing: the Local Highways Authority (LHA) would support the use of an appropriately worded planning condition requiring details of event servicing arrangements, including vehicle types, sizes and routing, to be submitted to and approved by the Local Planning Authority prior to relevant events

taking place in Coal Drops Square. However, any servicing arrangement requiring vehicles to traverse the Sparrow Crossing would present an unacceptable risk to highway and pedestrian safety and would therefore not be supported by the Highway Authority. The Highway Authority is satisfied with the proposed maintenance vehicle access arrangements. Regarding emergency access, whilst the proposed arrangement is not ideal, it is understood from the submitted documentation that emergency vehicles would be able to access the Coal Drops area when required. A further consideration relates to the proposed NRM layby. To prevent its misuse by general traffic for pick-up and drop-off activities, a robust management and enforcement strategy will be required. Recent discussions have identified ANPR cameras as a potential solution. The Highway Authority would expect any such system to be installed, operational and appropriately managed prior to the NRM access and exit arrangement being brought into use.

4.30. Coal Drops Square – cycle route: Regarding the route serving the Cycle Hub (from Cinder Street across Coal Drops Square to the Western Station Entrance and Cycle Hub), the Highway Authority is satisfied that the applicant has responded positively to previous concerns relating to pedestrian and cycle connectivity within the Coal Drops area. The latest indicative drawings illustrating the connections between the Western Station Entrance, Cinder Street and Museum Square demonstrate a clear improvement over the original proposals and represent an acceptable design direction in principle. The Highway Authority therefore supports the principle of the proposed approach and recommends that the detailed design, delivery and implementation of these connections are secured through an appropriately worded planning condition.

4.31. Plot E: The LHA welcomes the provision of on-street parking within the proposed layout. Whilst parking bays would reduce the effective carriageway width when occupied, the overall street cross-section remains sufficient to support the proposed arrangement. The proposed Dutch-style kerb treatment is also supported which provides an appropriate level of separation between users and is considered suitable for the character of the development. The proposed turning head dimensions and vehicle manoeuvring arrangements, including the associated reversing lengths, are acceptable from a highway perspective. Regrading the loading bay on Cinder Street, the extent of the controlled crossing zig-zag markings have been reduced to the minimum level considered acceptable, a planning condition is recommended requiring the submission and approval of the detailed lay-by and loading bay design, together with a Road Safety Audit, to demonstrate

compliance with relevant standards and ensure safe operation of the pedestrian crossing.

4.32. Plots K&L: The LHA is satisfied that the submitted swept path analysis demonstrates that refuse collection vehicles can access and manoeuvre within the development. Some vehicle movements are relatively constrained, but they remain achievable within accepted operational tolerances. The widening of all carriageways to 3.9m is particularly welcomed.

*Second consultation response: July 2026*

4.33. Object. The Local Highway Authority (LHA) considers that the proposal has not demonstrated compliance with Paragraph 116 of the National Planning Policy Framework (NPPF) [NPPF Policy TR6]. Several significant issues remain. These are:

4.34. Coal Drops Square: Submitted information does not sufficiently demonstrate how the proposed sparrow crossing would integrate with the pedestrian and cycle network within the Coal Drops area. The LHA cannot be satisfied that the proposed arrangement would operate safely or efficiently. The application documentation does not adequately demonstrate the operational arrangements for the National Railway Museum Road Train or emergency and maintenance access through the Coal Drops area. However, the LHA is content that this can be addressed through appropriately worded conditions.

4.35. Carriageway Widths (Plot E and Plots K&L): Carriageway pinch points of approximately 3.2metres remain within the proposed layout which conflict with the recommendations contained within LTN 1/20. In Plots K&L, the proposed layout raises concerns in relation to vehicle turning radii, manoeuvrability and carriageway width, with sections reducing to approximately 3.7m whilst also accommodating contraflow cycling.

4.36. Plot E: provision of two on-street Blue Badge parking/loading spaces within newly constructed layby on Cinder Street. Submitted drawings indicate the layby may extend into the controlled area associated with the adjacent signal-controlled pedestrian crossing which would attract an objection on highway safety grounds. However, it should be possible to condition the detailed design of this layby to ensure it accords with relevant standards. Additionally, Plot E offers no visitor parking with the exception of the Blue Badge layby aforementioned and given the

constrained nature of the highway layout, informal parking would be likely to obstruct pedestrian routes, servicing operations and emergency vehicle access. Nonetheless, it appears there is sufficient space to provide an improved parking arrangement, possibly through the provision of time limited on-street parking.

4.37. Plot F: The visibility splays at the junction between the internal Plot F access road and Wilton Lane is obstructed by URS infrastructure located within the cyclist visibility envelope, this will need to be addressed at detailed design stage.

Additionally, the proposed pedestrian connection between Cinder Street at Wilton Lane contains footway widths reducing to approximately 1m and is designed as a shared space with no kerb checks to demarcate safe pedestrian routes. Although this route will remain private, the current design does not provide an acceptable level of accessibility. The matter appears capable of resolution through relatively minor amendments to the layout.

4.38. URS: Some URS locations do not seem to have a loading bay provided which would likely result in streets being obstructed for motorised vehicles for significant periods which in turn would likely result in dangerous manoeuvres. If this issue is not addressed, the current layout would be considered unacceptable under NPPF Paragraph 116 [NPPF Policy TR6].

*First consultation response: March 2026*

4.39. Objection given the potential operational impacts and the requirements set out in paragraph 116 of the NPPF [NPPF Policy TR6]. The strategic direction of a low-car development is strongly supported, however there are material issues which must be addressed to ensure the low-car vision can be delivered in practice and impacts are fully mitigated. A significant amount of clarification, amendment and justification is needed before Condition 48 can be discharged.

4.40. Vehicle Parking: The submitted car parking strategy departs from what was envisaged at Outline stage. Parking levels are very low and this raises concerns regarding the adequacy of the S106 Sustainable Transport Contribution, the likely extent of overspill parking, and the deliverability of a near-car-free lifestyle without substantially enhanced investment in sustainable transport. No motorcycle parking is proposed. Blue Badge parking in Plot E is unlikely to be workable. Two car club bays across the whole development is inadequate.

4.41. Cycle Parking: Exceptionally high-quality cycle and non-car provision is needed to realise the near-car-free vision, for example access for cargo bikes. Cycle parking must be covered, secure and conveniently located and for staff cycle parking facilities lockers, showers, drying space and secure access control must be provided. Details of public cycle parking are required including stand type (e.g. Sheffield stand), spacing, lighting, security and weather protection.

4.42. Adoption: Request the extent of the adoptable areas is confirmed with an adoption General Arrangement drawing. Wilton Lane and Hudson Lane must be adopted highways (or at a minimum privately maintained highways) given their importance as strategic walking and cycling links. The rejection loop must be adopted highway.

4.43. Network Layout and Connectivity: Continuous, legible cycling routes across the site with minimal conflict, clear priority and improved geometry must be provided. Clearer delineation of cycle ways must be provided. Concern raised with the need for cyclists to dismount from the Sparrow Crossing and proceed on foot to access plots C2, C3, C4 and D2. Queried the arrangement for the National Railway Museum (NRM) Road Train turning and safe space for passenger waiting. Vehicle tracking, swept-path analysis and visibility splays for various locations requested. Concerns raised that loading bays in various locations cannot accommodate refuse vehicles. Contraflow cycling should be provided on one-way streets. Concerns raised about doors which appear to be opening into the street.

4.44. Management: Concern raised that the low level of parking would create overspill pressures well beyond the 20-minute walking envelope and queried how Traffic Regulation Orders (TROs) can be used within a 20-minute walk where parking controls are absent. More detail is required on practicality, visibility, public awareness, enforceability, and suitability for users accessing the station. Queries how deliveries, waste collection and cleaning/maintenance will access Build to Rent dwellings. Concerns raised about how residents will access schools and supermarkets without private vehicles. Staffing levels at facilities such as the hotel and office use are not specified making it difficult to test parking/cycle parking adequacy. Unclear how blue-badge vehicle parking bays at the rear of the hotel will be accessed (e.g. barrier/camera/intercom). Queried how a winter maintenance vehicle (gritter) will access pedestrian spaces including Coal drops Square and the footways in Central Park.

4.45. Highway Drainage: Surface water originating from private sites must not be permitted to discharge onto the public highway. The use of plastic ACO channel covers will not be permitted at the interface between the private highway and the publicly maintained highway.

## **Waste Collection Authority**

*Final consultation response: August 2026*

4.46. The waste strategy and associated plans for the implementation of an underground refuse system are acceptable to the Waste Collection Authority.

4.47. The Waste Collection Authority issued specifications for roads to the developer specifically with the implementation of URS. These have been adhered to:

- A minimum width of 3.9 metres on straight sections
- A minimum width of 4.4 metres on bends/turns
- A maximum reversing distance of 12 metres (slightly over 12m is acceptable)
- Refuse collection vehicles to remain within the boundaries of roads with no overhang.

4.48. There is an exception on Plot E where there is a section of straight road which is 3.2 metres. However, this is deemed acceptable in the specific context of the plot.

*First consultation response: December 2025*

4.49. Domestic waste collection is based solely on the use of an Underground Refuse System (URS) which has not been agreed for this development. Plans should also be made using wheelie bins. If a URS is agreed for this site, it must be based upon specifications agreed by City of York Council. City of York Council's Waste Services Information for Developers (November 2025) guidelines set out that roads should have a minimum width of 5metres, and pinch points should give a minimum width of 3.7metres. The road widths shown on the plans are narrower than this. A swept path analysis showing the full route of a refuse vehicle while on the site is required, using the vehicle specifications within the Information for Developers (November 2025) guidelines.

## **Education**

*Final consultation response: August 2026*

4.50. Changes to the number and mix of eligible dwellings or the proportion of affordable housing impacts yields, and the education assessments needs to be recalculated. The formula for Early Years contributions due to the Local Authority, taken from the s106 agreement, has been used to calculate the total early years contribution due.

4.51. No Primary education or Secondary education contribution will be required for this phase. An Early Years contribution is required. The developer's response (dated 20.03.26) is noted but the interpretation of the S106 terms is not agreed.

4.52. Subsequent phases are likely to generate early years, primary and secondary contributions in addition to the early years contribution required for Phase 1. There is no known capacity to expand early years provision in the vicinity so there is a strong case to consider providing an on-site nursery as early as possible for the development to meet possible need arising from both the housing and the employment hub.

*First consultation response: December 2025*

4.53. No Primary education or Secondary education contribution will be required for this phase. An Early Years contribution is required. The development of the site as a major employment hub is likely to increase the need for early years provision with an overlapping demand for an on-site nursery. The Local Authority's preference is the provision of an on-site nursery rather than the full early years contribution as no sites have been identified in the vicinity of York Central which could be expanded. If the developer opts not to provide a nursery on site, the formula for Early Years contributions to the Local Authority is taken from the Section 106 agreement. Changes to the number and mix of eligible dwellings or the proportion of affordable housing would impact yields, and the education assessments would need to be recalculated.

## **Carbon Reduction**

*First consultation response: December 2025 (no comment in second round of consultation).*

4.54. Condition 50 of 18/01884/OUTM requires compliance with sustainability measures relating to energy, water and waste in accordance with the framework set out in the Outline Planning Application. The applicant has demonstrated that the conditioned targets are on track to be met. Condition 51 of 18/01884/OUTM required BREEAM Excellent for all non-residential buildings. The applicant has demonstrated that the conditioned targets are on track to be met.

## **Public Protection**

*Final consultation response: July 2026*

4.55. Public Protection have considered the application in terms of all environmental impacts (noise, air quality, contaminated land and dust). No changes from overall position in December 2025.

*First consultation response: December 2025*

4.56. Public Protection have considered the application in terms of all environmental impacts (noise, air quality, contaminated land and dust).

4.57. Noise: provided all noise mitigation measures are in place then we have no objections to make in relation to noise and no conditions to recommend.

4.58. Land Contamination: Note that land contamination was addressed by conditions 55-58 of the Outline and a reminder that this will need to be submitted to the Local Planning Authority by a discharge of condition application in due course.

4.59. Air Quality: With the implementation of recommended construction mitigation measures, the assessment has demonstrated that the Proposed Development will not lead to any significant air quality effects. No additional mitigation will be required for the operational phase as the potential impacts in air quality are considered negligible. However, a condition to undertake an air quality screening assessment for the proposed life safety / emergency generator is recommended to ensure that, based on the proposed testing/maintenance schedule, emissions from the generator(s) do not cause a breach of air quality standards at sensitive receptor locations.

4.60. Emissions Mitigation Statement: The EMS indicates that no new or different significant air quality impacts have been identified as a result of RMA5. The

mitigation measures outlined in the report to offset the emissions produced for RMA5 are considered sufficient in aligning with the calculated damage cost value of £72,121 and are in line with the requirements of the EMS and the wider OPA.

## Archaeology

*First consultation response: December 2025 (no comment in second round of consultation).*

4.61. Condition 68 of the Outline 18/01884/OUTM requires the submission of a detailed Archaeological Remains Plan as part of any Reserved Matters Application and that the evaluation and mitigation measures (within each Archaeological Remains Plan) shall be developed and implemented in accordance with the Archaeological Remains Management Plan detailed in the Environmental Statement. Accompanying this application are 4 ARMPs that group the archaeological impacts by the development phases.

4.62. Public/Community Engagement: the thematic approach to public/community engagement of prehistoric landscape, Roman Cemetery, and Railways and Industry remains valid. The archaeology of York Central should continue to deliver meaningful direct and indirect public/community engagement. An updated public and community engagement plan will be required by condition.

4.63. Post-excavation, dissemination and archiving: the existing post-excavation, reporting, dissemination and archiving arrangements agreed with the City Archaeologist and included in the ARMP remain appropriate, with adherence to recognised national standards and guidelines.

4.64. The following mitigations are proposed, have been prepared in consultation with the City Archaeologist and are accepted:

### Archaeological Remains Management Plan Area 1

- Coal Drops/Mineral Yard/Generator House: Building recording of remaining Coal Drops structure and Generator House may be required in consultation with the City Archaeologist. Rapid Assessment Triage (TA) and Watching Brief (WB) is appropriate for further ground reduction with recording.
- Plot C (C4 and C3): Ground reduction, new foundations, drainage and attenuation tank works will impact on any surviving Roman period deposits not

already truncated by earlier Railway works. TA/WB, with full excavation of any in-situ Roman archaeological remains, is an appropriate approach.

- Plot C (C2a and C2b): Not formally developed in this phase but impacts will be linked to temporary works and similar activities including roads/footpaths and landscaping. TA/WB, with full excavation of any in-situ Roman archaeological remains, is an appropriate approach.
- Plot D (D2): Foundations, including installation of the piling mat, will completely remove the Roman cemetery. Full excavation any in-situ Roman archaeological remains is an appropriate approach. Drainage and attenuation works may impact the Roman cemetery. TA/WB, with full excavation of any in-situ Roman archaeological remains, is an appropriate approach.
- Plot D (D1): Not formally developed in this phase but impacts will be linked to temporary works and similar activities including roads/footpaths and landscaping. TA/WB, with full excavation of any in-situ Roman archaeological remains, is an appropriate approach.

## Archaeological Remains Management Plan Area 2

- Plot F (Plot B Hudson House): Ground reduction, new foundations, drainage and attenuation tanks will impact any surviving Roman remains, and pending the outcome of evaluation, also impact deeply buried organic deposits in earlier water courses. Later Railway-related remains will also be affected. TA/WB can cover ground clearance to identify Roman funerary remains, which will then be fully excavated if they can't be preserved in situ, for which a Written Scheme of Investigation would be prepared. TA/WB can mitigate for impacts to later archaeological remains. Trial-trench evaluation and possible Excavation, Palaeoenvironmental Mitigation - Window Sampling and Water Monitoring (WSWM) will be required to characterise the buried stream course. Excavation for attenuation tanks could be used to record deeply buried organic remains.
- Plot F (Plot A Wilton Place): Ground reduction, new foundations, drainage and attenuation tanks will impact any surviving railway remains and buried soils, and, pending the outcome of evaluation, also impact deeply buried organic deposits in earlier water courses. TA/WB is appropriate to mitigate the general archaeological impacts, with trial-trench evaluation and possible WSWM required to characterise the buried stream course. Excavation for attenuation tanks could be used to record deeply buried organic remains.
- Plot E (E1, E2, E3): Ground reduction, new foundations, drainage and attenuation tanks will impact any surviving archaeological deposits, most of

which will relate to the Waggon Works, which will have in turn truncated any earlier deposits. TA/WB is acceptable to mitigate this impact, which can include an assessment of any potential for organic remains in the buried stream. General disturbance through landscaping, roads and footpaths, drainage, attenuation and temporary works can be mitigated by TA/WB with the provision for Excavation, if necessary, defined by a full Written Scheme of Excavation.

### Archaeological Remains Management Plan Area 3

- Plot H: Adjacent large-scale works in Central Park may encompass investigation of the kettle-hole and former stream channels via WSWM transect and/or single point recovery.
- Central Park (east): Ground reduction and excavation for the Attenuation Tank will remove all buried soils and potential earlier deposits present in this area, and map impact on buried stream channels at the eastern end. TA/WB is accepted as an initial methodology but if well preserved archaeological remains are encountered then more extensive archaeological investigation may be required. This would be scoped in a full Written Scheme of Investigation agreed with the City Archaeologist. Groundworks for landscaping may also impact buried soils and railways structures. TA/WB is accepted as mitigation.
- Rail Spur: Excavation of the box cut will impact buried soils and railways structures. TA/WB is accepted as mitigation. General disturbance through demolition of structures, clearance, ground reduction, roads and footpaths, services, drainage, attenuation and temporary works can be mitigated by TA/WB. As for ARMPs 1 and 2, if significant archaeological remains are identified, investigations can be scaled up as required via a full Written Scheme of Excavation.

### Archaeological Remains Management Plan Area 4

- Gatehouse building demolition: Building to be recorded in consultation with City Archaeologist. Potential impact on buried soils can be mitigated by TA/WB.
- Smith's Shop building demolition: Building to be recorded in consultation with City Archaeologist. Ground levels reduced during previous works.
- Plots K and L: Ground reduction, excavation for new foundations, drainage and attenuation will all have significant impacts on the former Iron Foundry

complex, with buried soils and potential earlier archaeological remains in the central area being wholly removed and deeper foundations impacting on buried soils in the west and south-western areas of ARMP4. The TA/WB approach is appropriate in the first instance during site clearance, with the option to escalate the investigation methodology if required, particularly on below-ground remains associated with the Iron Foundry, via a full Written Scheme of Investigation, agreed with the City Archaeologist.

- Central Park (west): Drainage, attenuation and landscaping are expected to impart minimal impact on potential archaeological remains which are deeply buried in this location. TA/WB is the appropriate mitigation for this area. General disturbance through demolition of structures, clearance, ground reduction, roads and footpaths, services, drainage, attenuation and temporary works can be mitigated by TA/WB. As for ARMPs 1 and 2, if significant archaeological remains are identified, investigations can be scaled up as required via a full Written Scheme of Excavation.

4.65. Conditions are recommended for an updated programme of public/community engagement and the programme of post-determination archaeological mitigation as described in the Archaeological Remains Management Plans (ARMPs) is required on this site.

## **Strategic Planning Policy**

*Final consultation response: July 2026*

4.66. No change in position compared to December 2025 response.

*First consultation response: December 2025 (no response in second round of consultation).*

4.67. The site benefits from an outline permission approved in 2019 which included parameter plans, a design guide and a development specification, that together provided an agreed framework within which the development must be delivered. Given the existence of these agreed documents, if the details provided in RMA5 remain in conformity with this framework the proposals should be acceptable from a planning policy perspective. Development zone C02 has a maximum development floorspace of 23,548sqm for predominantly use classes A1-A5, B1a/B1b. and C1. The development proposed for development zone C02 (plots C3 and C4) falls well under this maximum, at 13,007 sqm. While there is no minimum floorspace specified

in the outline approval, the applicant should provide an explanation as to why the proposal falls so short of the maximum. They should justify why this does not represent an underdevelopment of this parcel and still represents an efficient use of land.

## **Flood Risk Management**

*Final consultation response: July 2026*

4.68. Changes to Drainage Layouts and areas allocated for attenuation are satisfactory and therefore we have no further comments to make beyond our comments in January 2026.

*First consultation response: January 2026*

4.69. Following the submission of revised drainage strategies and layouts which reflect revisions to the overall development, content that the changes to the Drainage Layouts and areas allocated for attenuation are satisfactory and there are no further comments, however, highlight that Conditions 75, 78, 79, 80 and 81 of the outline permission still need to be discharged.

## **Economic Development Team**

*Consultation response September 2026*

4.70. The Economy Team supports the planning application 25/02384/REMM, which will make a significant contribution towards delivery of the city's strategic economic, housing and regeneration objectives, and a positive contribution to the long-term economic resilience and prosperity of York.

4.71. The large-scale application delivers a significant proportion of the whole-site masterplan's economic and place ambition, incorporating a mix of employment, residential, retail, leisure and transport investment. This significant economic investment will strengthen the city's role as a regional centre for business, innovation, tourism and sustainable growth. The innovation hub in particular is welcomed, with a key role in unlocking the city's currently untapped potential for growth in productivity through leveraging and interfacing with our existing city assets

4.72. The York Central scheme is a core and longstanding component of both the Local Plan, and the Economic Strategy. Providing high-value employment uses in a sustainable location and supported by improved connectivity (provided by the station enhancements and pedestrian and cycle connectivity) will support both growth and climate objectives. The project will improve access to employment opportunities for residents across the city and the wider region, by supporting inward investment and accelerating business growth.

4.73. The Economy Team therefore supports the application, and encourages continued integration of employment and skills initiatives through the delivery phase (including the planned construction skills centre), to maximise the economic benefits flowing from this major regeneration project

### **Other internal consultees**

4.74. Consultee comment was sought from the Council's access officer however no response was received, the comments of the Council's Highways Officer are considered to cover access elements of the proposals.

### **EXTERNAL**

#### **Holgate Planning Panel**

4.75. No objections.

#### **Network Rail**

4.76. Following assessment of the details provided to support the application, Network Rail are aware of this application and collaboration on the overall scheme remains ongoing. On this basis, no objections are raised.

#### **York Cycle Campaign**

4.77. Support. However, some aspects should be addressed.

4.78. Coal Drops Square: The main approach to the cycle hub for many is likely to be approaching directly from Cinder Street through Coal Drops Square. Disappointing to see that the approach from this route does not have provision for

cycling straight to the cycle hub and instead encourages cyclists to dismount to push through the square.

4.79. Doors to Communal and Public Cycle Parking: The documents are unclear on the clear opening width of the doors that form the entrance from the street into the cycle stores, or their mode of operation. We recommend that a condition is applied to require all doors forming the access route from street to communal and public cycle parking shall provide a minimum effective clear opening width of 1500mm and shall be fitted with automatic opening devices.

4.80. Design of Cycle Stands: Submission documents do not identify alternative stands to two-tier cycle racks. Proposed communal apartment cycle stores for Plots K&L are of concern as they appear to show the accessible stands below cycle racks. This would prevent ease of access to accessible stands. Recommend a condition is applied that full details of the type and arrangement of the cycle stands should be submitted for approval by the Local Planning Authority for approval.

4.81. Design of Private Cycle Stores: documents identify that all private dwellinghouses will have a structure within their curtilage for the secure storage of cycles, but do not give any details on the construction or arrangement of these structures. There are concerns that these structures will not be sufficient. A condition is recommended to secure details of these. It is recommended CCTV is installed covering cycle stores and entrances to those stores.

## **York Civic Trust**

4.82. Support. York Civic Trust support the clear direction of travel on sustainable transport, public realm ambition, homes and neighbourhoods of quality, and the opportunity to deliver a distinctive new quarter for York. However, detailed recommendations and suggested conditions are offered.

4.83. Housing Mix and tenure integration: overall recommendation to aspire to deliver above the 20% target for affordable housing. Tenure blind affordable housing is welcomed, as is 11% accessible housing provision and its distribution across the site. The Build to Rent block is best positioned as intermediate market rent. Pepper-potting of affordable provision is weakened where certain typologies exclude social rent provision. Disappointing only 34 of the 200 affordable housing units are houses with affordable three-bedroom units in apartments. Concerns that the access to

private gardens and/or nearby usable green amenity space appears limited for occupants of social rent homes.

4.84. Social infrastructure: provide details of the purpose-built, free-to-access indoor community space required by Condition 83. The application documentation does not yet provide for pedestrian permeability between existing neighbourhoods.

4.85. Public realm: Recommendation a Public Realm Management and Maintenance Plan including event management principles, servicing, cleaning, lighting, safety, responsibilities, and long-term funding arrangements for public spaces (e.g. Coal Drops Square).

4.86. Heritage: Concerns regarding the cumulative loss of non-designated heritage assets. Where demolition is proposed, the case needs to be robust. Particular concerns regarding the Gatehouse building on Leeman Road and the former generator/compressor house at Coal Drops Square. If demolition is accepted, a strengthened mitigation package comprising full historic building recording and an interpretation plan is recommended. It is recommended that a balanced approach to heritage interpretation should cover non-railway histories.

4.87. Transport: encourage York Central Limited and city partners to continue to work together to ensure the transport measures outlined in the S106 are implemented at the outset. Car club provision should be increased. Include clear modal share targets in the Travel Plan for bus, walking and cycling with monitoring.

4.88. Streets: aspiration of child-friendly streets and pedestrian first neighbourhoods is supported but there is little definition about how these will be achieved. The provision of more play streets in the Foundry Quarter would be supported, and the home-zone character would be reinforced through kerb-free or very low-kerb detailing.

4.89. Mobility scooters: concern that there is not a consistent strategy for mobility scooter storage and charging. The recommendation is that a strategy for the location, capacity, access arrangement and management measures, and compliance with fire safety requirements for mobility scooters should be provided.

4.90. Waste: Query raised regarding contingency arrangements for the underground refuse system (URS) if it is out of service to avoid a “sea of bins” in the public realm.

4.91. Sustainability: Photovoltaic (PV) provision should be secured across all residential blocks. For green and brown roods, specifications and associated management plans should explicitly address urban wildlife risks.

4.92. Western Station Entrance (WSE): Welcomes principle of step-free connectivity but there are concerns about the practicality of relying on stairs and lifts alone with concerns of queuing, delay and crowding for use of the lifts. Use of an escalator is recommended. Design wise, it is recommended that the architectural expression is refined so the archway reads as a confident civic gateway and that the hotel's railway facing elevation and corner articulation be treated as a principal public façade.

4.93. Hotel: Active ground floor relationship with the Coal Drops Square is welcomed, however the accessibility experience should be scrutinised as Blue Badge parking/servicing access at the rear appears to involve a complex route to reach the station deck. Confirmation of the location of accessible rooms within the hotel is sought. Opportunities to introduce natural light to circulation spaces of the hotel should be reviewed. Design wise, the hotel's architectural hierarchy (base/middle/crown) should be strengthened to reduce façade monotony with greater variety and legibility.

4.94. Cycle Hub: concern that the current architectural treatment is not appropriate for a civic-quality building. There are also concerns the hub has limited changing, showering, toilet and locker provision.

4.95. Innovation Hub (Plot D2): a timber structural solution is welcomed; however it is recommended the rear and Cinder Street-facing elevations are strengthened with active frontage, lighting, and public realm interventions (including public art) so these routes feel safe, legible and interesting during evenings and quieter periods. Review of the station drop-off and servicing route at the rear of the Innovation Hub to ensure it is intuitive, well overlooked, and designed as a safe, attractive place despite heavy movement and servicing demands.

4.96. Coal Drops Square: Coordinated surface treatments, alignment of key routes and consistent wayfinding should strengthen the spatial and visual relationship between Coal Drops Square and the National Railway Museum's Museum Square. Where Coal Drops walls have been removed, their former alignment should be clearly marked so the public realm remains legible as a piece of railway heritage. Coal Drops Square has the potential to become one of York's defining public spaces

and the ambition that the square is flexible so can host events is welcomed, however it is unclear how the space will be animated outside of programmed events in terms of dwell-time, comfort, shelter and orientation. There is a strong opportunity for high quality public art and interpretation. The quantum and location of public toilets is insufficient and should be expanded.

4.97. Plot F: the principle of build to rent is supported as part of a mixed-tenure neighbourhood, however there is a risk that material palette and uniformity weaken the overall cohesion of the Coal Drops Square to Foundry Quarter progression. Strengthening of façade articulation and material variation, review of external material palette and roof/parapet treatment are recommended. Ground floor interfaces should be designed to support street life, legibility and passive surveillance.

4.98. Plot E: to ensure pedestrian routes between Plot E and adjacent public spaces are direct, legible and feel continuously animated and overlooked, the special and architectural stitching should be strengthened. Roofscape articulation and elevation relief should be introduced to reduce monotony and add visual richness. To improve the overall silhouette the massing transition between the 5-storey and 3-storey elements should achieve a more comfortable rhythm, potentially through roof design, set-backs, intermediate elements or façade modulation that ties the parts together. Curved/rounded edge treatment should be either more convincingly expressed as a deliberate feature or adjusted to align with the prevailing architectural language elsewhere. Plot E's public realm is dominated by hard surfacing, car parking and rear access roads, rebalance is needed to increase usable green space and community-focused amenity. For block E1 (social rent block) demonstrate that amenity space will remain usable and of adequate quality once latter phases are delivered. Concern that zero on-plot parking for block E1 is not realistic for this tenure and typology.

4.99. Plots K&L: The Foundry Quarter reads as among the most successful elements of Phase 1C in terms of enclosure, articulation, and the potential to create a strong sense of place. Assurance is sought on the delivery of community-supporting uses and spaces associated with the Foundry Quarter, including how interim community needs will be met if Foundry Yard buildings are delivered later than residential blocks. Introduce greater variation and irregularity in the three blocks facing Central Park, so that the Quarter embraces a richer rhythm and avoids a sense of repetitive massing. Relocate sufficient non-blue badge spaces currently proposed to be on-street within Plots K and L to avoid on-street parking dominating

the public realm and enabling the streets to provide the play space for over-fives, recreational and social interaction space to which the application is committed. Revisit the access/stair detailing for raised houses in Plots K and L to simplify the design, improve robustness and maintenance, and ensure the solution is grounded in York precedent or demonstrably appropriate contemporary best practice. Explore the inclusion of community growing space (allotments and/or edible borders) within the residential plots, with clear management arrangements, to support community formation and everyday use of the public realm. Provide a clear assessment of separation distances between facing elevations within Block G and demonstrate how privacy/overlooking is mitigated. Confirm that the external arrangement is compliant with relevant fire safety requirements and does not introduce avoidable external fire spread risk. For Apartment Block E, strengthen entrance legibility at ground floor level through clearer hierarchy and architectural cues (e.g., recess/relief, canopy/porch treatment, material change, lighting and signage), so entrances are easy to locate and read as “top tier” elements of the elevation.

4.100. Central Park: Concern that there is a risk of trying to do too much within a constrained space. The proposed long-term maintenance and management through a Community Infrastructure Fund and Community Interest Company is welcomed. Inclusive design for street furniture recommended. If seasonal ponds or wet woodland are retained within the design, provide a clear technical and management rationale, and ensure the Ecological Landscape Management Plan is sufficiently specific and not overly generic. Strengthen connections and legibility between Central Park and nearby complementary green spaces, including Millennium Field within the Foundry Quarter and Millennium Green in the neighbouring community, so that the network of green routes and spaces feels coherent and mutually supportive. Provide a clear design and wayfinding approach for the green route through K&L. Refine the Central Park woodland concept so that ‘Wander Wilds’ reads as open native woodland (rather than ‘arboretum-like’), with a clear rationale for canopy structure, species selection and long-term management, and with the Sky Fields / ornamental tree areas designed as coherent, legible sub-spaces. Greater certainty on the design of the rail corridor through Central Park

## **North Yorkshire Police**

4.101. In relation to designing out crime, it is pleasing to note that the Crime Impact Statements produced by Toren Consulting for each plot cover all the points that I would raise. Consequently, I have no comments to make.

## **Yorkshire Water**

4.102. Yorkshire Water has no objection to the approval of the reserved matters for this RMA5 application. It is noted that the final surface water discharge arrangements were agreed at RMA1 stage.

## **Historic England**

4.103. Welcome that the height and massing parameters agreed at the outline planning stage in the Design Guide have been respected, in order to ensure important views of York Minster and the City Walls will not be harmed.

4.104. The site contains several historic railway and industrial structures that contribute to the important story of York as a focus for railway development in the 19th and early 20th centuries. Historic England defer to the Conservation and Design Officer to ensure that this is maintained effectively and where possible enhanced through retaining and re-using heritage assets.

4.105. The application involves the demolition of a number of non-designated heritage assets, paragraph 216 of the NPPF applies [NPPF Policy HE7]. In terms of utilising the established historic character of this area to contribute to placemaking, paragraph 135 of the NPPF applies [NPPF Policy DP3]. In determining this application you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess.

## **Environment Agency**

*Final consultation response: August 2026*

4.106. No objection subject to condition set out in January 2026 consultee comment.

*First consultation response: January 2026*

4.107. The proposed development will only meet the NPPF's requirements in relation to flood risk if a planning condition is included that the development is

carried out in accordance with the submitted flood risk assessment. A condition is recommended.

## **Active Travel England (ATE)**

### *Final consultation response: August 2026*

4.108. ATE recommends approval of the application, subject to the agreement and implementation of planning conditions. The indicative drawings of the layout of pedestrian and cycle infrastructure between Museum Square, the Cinder Street crossing and the Western Station Entrance show a significantly improved situation with would accord with advice in ATE's initial response. ATE can confirm its support for the principle of this updated arrangement and agree that it is acceptable for detailed designs to be submitted and agreed via the use of a suitably worded planning condition.

4.109. Regarding cycle parking, ATE is satisfied with the applicant's acknowledgment of points made in its previous consultation response with regard to the C3 Cycle Hub's facilities and means of access. ATE is satisfied that details of cycle parking specifications within communal cycle stores within residential plots can be secured via a suitably worded condition.

4.110. ATE reiterates it would be beneficial for cycles to be provided with a dedicated cycle park across Central Park. Such an arrangement would improve level of comfort for both pedestrians and cyclists although ATE acknowledges that this are will be subject to lesser flows than the area in the vicinity of the station.

### *First consultation response: January 2026*

4.111. Do not support. An alternative access strategy is needed for cycles crossing Coal Drops Square providing cyclists with a direct route all the way to the cycle hub entrance without the need to dismount. Doors to Cycle Hub should be an appropriate width and automatic sliding. Clarity sought on the management of the cycle hub and the width and manner of operation of the access doors. Suggests that a location of the cycle hub entrance on the side of the building risks it being viewed as peripheral and indicates the facility would benefit from a wider lift or dedicated elevator system. Requests large scale details of residential communal cycle stores be secured via condition, plus a condition for maintenance and repair tools in the cycle hub along with appropriate lighting.

4.112. ATE notes that a temporary turning head and road end are shown on plans for Foundry Way where Plot K&L abut Phase 2 of the development. It should be ensured that the temporary turning head is removed, or a level and continuous footway is provided across the junction, in advance of the whole of Foundry Way being made available for pedestrian movements. ATE recommends that cyclists travelling between the highway within Plot K&L and dedicated cycle provision on Park Street are treated as vehicles and provided with a dedicated and clearly delineated cycle path across the Central Park.

4.113. ATE praise the proposed residential blocks in Plots K & L for strong design features that promote active travel noting that shared, car-free ginnels will support neighbourly interaction and make walking and cycling more appealing. ATE also requests that lighting in the ginnels provides even illumination and good visibility to ensure comfort and a sense of safety for users.

### **Other external consultees**

4.114. Consultee comment was sought from the Vale of York Integrated Care Board and Counter Terrorism, but no response was received at the time of writing.

## **5.0 SCOPE OF RESERVED MATTERS APPLICATION**

5.1. This application is an application for approval of reserved matters. Reserved matters are those specific aspects of a proposed development which the applicant chose not to address at the outline planning permission stage, (i.e. they were 'reserved' for later determination). Reserved matters are defined in article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 as:

- **Access** – the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.
- **Appearance** – the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.

- **Landscaping** – the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes:
  - o (a) screening by fences, walls or other means;
  - o (b) the planting of trees, hedges, shrubs or grass;
  - o (c) the formation of banks, terraces or other earthworks;
  - o (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and
  - o (e) the provision of other amenity features;
- **Layout** – the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.
- **Scale** – the height, width and length of each building proposed within the development in relation to its surroundings.

5.2. This reserved matters application, Reference: 25/02384/REMM, is the fifth reserved matters application (RMA5) for the York Central site following the approval of the outline planning permission on 24 December 2019 (reference: 18/01884/OUTM).

5.3. The principle of the proposed development has been established by the grant of the outline planning permission. Therefore this is not a matter for re-consideration as part of the determination of this approval of reserved matters application. The Committee's consideration is limited to the five reserved matters (details of access, appearance, landscaping, layout, and scale) and is strictly confined to evaluating the detailed design against the parameters already approved at the outline stage. In terms of access, the primary vehicular route, pedestrian and cycle network through the York Central site has been approved (Ref: 20/00710/REMM) and constructed and is not for review as part of RMA5.

5.4. Where matters of layout, scale, access, appearance and landscaping have already been fixed by the approved Parameter Plans, Design Guide, or specific planning conditions attached to the outline consent, they cannot be revisited as part of the current application. The Committee is asked to consider only the acceptability of the outstanding details presented in this application insofar as they accord with the framework established by the 18/01884/OUTM consent.

*Note to members on naming within application documentation:*

5.5. Throughout the submitted application documents, the RMA5 application is sometimes referred to as Phase 1C. This moniker refers to the applicant's phasing of the York Central development. For reference:

- Phase 1A refers to the Government Property Agency (subject of RMA4, application reference 23/02255/REMM)
- Phase 1B refers to the public realm space on Museum Square (subject of RMA3, application reference: 23/01494/REMM)
- Phase 1C refers to the current reserved matters application (RMA5).

#### York Central reserved matters context

5.6. The outline planning permission (or the outline consent) granted planning permission for the principle of the redevelopment of the York Central site to provide a mixed-use development with associated works including new open space, ancillary car parking, demolition of and alterations to existing buildings and associated vehicular, rail, cycle and pedestrian access improvements. The following matters were dealt with at the outline approval stage:

- Principle of the comprehensive phased redevelopment of land west of York Railway Station, off Water End and Leeman Road, known as York Central, to provide a mixed use development of up to 379,729 sq m Gross External Area (GEA) floorspace primarily comprising of:
  - o up to 2,500 homes (Class C3)
  - o between 70,000 m<sup>2</sup> and 87,693 m<sup>2</sup> of office use (Class B1a)
  - o up to 11,991 m<sup>2</sup> GEA of retail and leisure uses (Classes A1-A5 or D2)
  - o hotel with up to 400 bedrooms (Class C1)
  - o up to 12,120 m<sup>2</sup> GEA of non-residential institutions (Class D1) for expansion of the National Railway Museum,
  - o multi-storey car parks and provision of community use
  - o associated works including new open space, ancillary car parking, demolition of and alterations to existing buildings and associated vehicular, rail, cycle and pedestrian access improvements.
- Demolition of various buildings and structures on the site, namely:
  - o London and North Eastern Railway (LNER) Traders' Store for Associated Biscuit Manufacturers (Old Biscuit Warehouse) (Minster House);

- o Works Delivery Officer
- o Wagon Works
- o Concrete Depot
- o Fragment of North Eastern Railway (NER) Power Station
- o Small buildings in Engineering Work Area
- o Integrated Electronic Control Centre
- o Signalling Maintenance Centre
- o Howarth Timber Yard
- o Hertz Rental Yard
- o Railway lines shown for demolition on drawing YC-PP 002.

5.7. The outline consent was subject to 83 planning conditions. Condition 6 of the outline consent required the development be carried out in accordance with the Parameter Plans and Development Specification Document. Condition 7 required the development be carried out in accordance with the Design Guide. Each Reserved Matters application pursuant to the Outline Consent (18/01884/OUTM) are required to include a Compliance Statement relating to the approved Parameter Plans, Development Specification and Design Guide. In November 2025 a Section 96A (Non-Material Amendment) application (Reference: 25/02350/NONMAT) was submitted and subsequently approved in December 2025 to amend the wording of Condition 6 to insert 'any variation to the approved Parameter Plans and/or the Development Specification document shall be first approved in writing by the Local Planning Authority. This allows for very minor non-material changes to the Parameter Plans and Development Specification Document to be approved by the Local Planning Authority should the need arise.

### *Parameter Plans*

5.8. The Parameter Plans, which should be read alongside the Design Guide and Development Specification Document, provide a spatial planning framework within which more detailed design proposals can be generated. The approved Parameter Plans (Document reference: YCL –ALM –ZZ-XX-RP-DR-0001 Revision A dated January 2019) are limited to:

- Demolition Plan (Reference: YC-PP 002 Revision A)
- Demolition Plan – Enlarged Extract (Reference: YC-PP 003 Revision A)
- New Railway Additions (Reference: YC-PP 004)
- Development Zones – Above Ground (Reference: YC-PP 005 Revision A)

- Access and Circulation Routes (Reference: YC-PP 006)
- Development Zones – Ground Level Uses (Reference: YC-PP 007)
- Development Zones – Upper Floors Uses (Reference: YC-PP 008 Revision A)
- Development Zones – Below Ground (Reference: YC-PP 009)
- Development Zones and Maximum Heights (Reference: YC-PP 010)
- Proposed Site Levels (Reference: YC-PP 011)
- Open Space Areas (Reference: YC-PP 012)

5.9. The applicant's Compliance Statement submitted with RMA5 contains a plot-by-plot assessment of compliance with the approved parameter plans.

### *Development Specification Document*

5.10. The Development Specification Document (Document reference YCL-ARP-ZZ-XX-RP-TX-0006 Revision A dated January 2019) should be read alongside the Parameter Plans and Design Guide, and provides a description of the proposed development with the purpose of allowing the Local Planning Authority to control the delivery of subsequent reserved matters applications by describing:

- The proposed uses applied for which outline planning permission was sought;
- The overall quantum of development, which is proposed to be controlled through various means. These are:
  - o Each use is defined by floorspace or other unit (e.g. number of dwellings or rooms). Maximum and, where appropriate, minimum quanta are proposed to allow a degree of flexibility as to how the proposed Development can be realised;
  - o For the application site, a total maximum floor space for all new buildings developed across the site is proposed;
  - o For each development zone, a maximum floor space limit is proposed.
- The proposed site levels and approach to the use of basements across the site;
- The parameters controlling building scale and layout across the site;
- The buildings to be demolished as part of the re-development of the site;
- The approach to car parking, including permanent and temporary provision; • The provision of open space; and
- The approximate locations of both vehicular and non-vehicular access to the site, in accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

5.11. The applicant's Compliance Statement submitted with RMA5 contains a plot-by-plot assessment of compliance with the development specification.

### *Design Guide*

5.12. The Design Guide should be read alongside the Parameter Plans and the Development Specification Document. The approved Design Guide (Reference: YCL-ALM-ZZ-XX-RP-AX-0003 Revision A, dated January 2019) includes mandatory codes which must be adhered to as well as advisory guidelines.

5.13. The applicant's Compliance Statement submitted with RMA5 contains a plot-by-plot assessment of compliance with the Design Guide.

### *Conditions of the Outline Consent*

5.14. When outline consent was granted, 83 conditions were attached, many of which require the developer to submit details alongside the reserved matters submissions, or prior to commencement of development or at other relevant trigger points within the development process.

5.15. Conditions on the Outline permission dealt with the following matters:

- Timescale for the development to commence
- Approved plans and documents
- General Controls
- Site operations (Construction Environmental Management Plan)
- Design
- Landscaping
- Ecology
- Housing
- Transport and Highways
- Sustainable Design and Construction
- Land Contamination
- Amenity
- Heritage and Archaeology
- Flood Risk and Drainage

5.16. National guidance states that any new conditions attached to an approval of RMA5 should relate directly to the matters reserved. It adds that conditions relating

to anything other than the matters to be reserved can only be imposed when outline planning permission is granted. All other relevant matters are controlled by conditions attached to the outline planning permission and these conditions should not be repeated on a reserved matters approval given that they still need to be complied with.

5.17. A summary of conditions on the outline consent is as follows:

#### Timescale for the development to commence

5.18. Conditions 1 – 5 set time scales for development to commence and trigger points by when the reserved matters applications are to be submitted. There is also an 'Arsenal Condition' (Condition 5). Arsenal Conditions (also called Grampian conditions) are negatively worded conditions requiring entry into a Section 106 agreement. Condition 5 requires no development shall commence within Development Zones K and/or P unless and until all estates and interests in the land comprised in that part or phase are subject to and bound by the terms relating to Development Zone K or P, as appropriate, set out in the Section 106 agreement dated 24 December 2019.

#### Approved Plans/Documents

5.19. Conditions 6 – 7 list the approved plans and documents, specifically the parameter plans and the Design Guide.

#### General controls - Conditions 8 – 14 contain general controls on the development.

5.20. Condition 8 sets a limit on permitted uses requiring that they shall not exceed or fall below certain thresholds. When the outline was granted, the Use Class referenced within Condition 8 are those which were relevant prior to the change to the Use Classes which came into use on 1 September 2020.

- The overall floor-space shall not exceed 379,729 sqm.
- Office (Class B1(a)/B1(b)) – between 70,000sqm and 87,693sqm
- The total retail and leisure floorspace (Use Classes A1, A2, A3, A4, A5 and D2) hereby approved shall not exceed 11,991 sqm Gross External Area (GEA), inclusive of any mezzanine floorspace, of which:

- o No more than 3,144 sqm (GEA) shall be occupied by Class A1 retail floorspace selling comparison goods, and of this figure no individual comparison goods unit may exceed 500 sqm (GEA);
- o No more than 3,500 sqm (GEA) shall be occupied by Class A1 retail floorspace selling convenience goods, and of this figure no individual convenience goods unit may exceed 2,500 sqm (GEA) and only one convenience goods unit may exceed 280 sqm (GEA);
- o No more than 3,597 sqm (GEA) shall be occupied by Class A2, A3, A4, and A5 floorspace (in combination);
- o No more than 1,750 sqm (GEA) shall be occupied by Class D2 floorspace, and Class D2 uses shall be limited to gymnasiums and related fitness centres.

5.21. Condition 9 removed permitted development rights for office to residential conversions and Condition 10 removed permitted development rights for telecommunications equipment.

5.22. Condition 11 requires prior to the commencement of development other than enabling works, a phasing strategy of Open Space and Infrastructure (including all roads, pedestrian and cycle routes within the Access and Circulation Routes Parameter Plan) be submitted to and approved in writing by the LPA. The applicant's planning statement notes that a prior to commencement approval of detail application is to be submitted to meet the requirements of Condition 11 should approval of RMA5 be granted.

5.23. Condition 12 requires prior to the commencement of development other than enabling works, a detailed phasing strategy for car parking has been submitted to and approved in writing by the Local Planning Authority. The strategy is required to include details of the phasing for the provision of all existing, any temporary, and proposed long and short stay public car parking and parking associated with approved commercial uses. To address this, the applicant has provided a document titled '*Phase 1C RMA5 Pre-occupation Strategy to Manage and Regulate Vehicle Parking*' (Version 07) – June 2026 (Report reference: 4221-CIV-XX-XX-R-H-40002) by Civic Engineers and notes that a prior to commencement approval of detail application is to be submitted to meet the requirements of Condition 12 should approval of RMA5 be granted.

5.24. Condition 13 is a prior to first occupation/use condition and requires where public open space is proposed, a management and maintenance strategy for the public open space be submitted to and approved by the Local Planning Authority. This condition will require an approval of detail application to be submitted to meet the requirements of Condition 13 should approval of RMA5 be granted.

5.25. Condition 14 relates to ground levels and requires each reserved matters application be accompanied by a survey of existing ground levels and a plan of proposed ground levels. RMA5 is accompanied by an existing Topographical Survey (reference: 25J077) which illustrates the existing ground levels of the site. The proposed ground levels are then shown on relevant plans for the individual plots.

#### Site operations

5.26. Conditions 15 requires a Construction Environmental Management Plan (CEMP) prior to the commencement of any phase, sub-phase or building to be submitted to the Local Authority and approved in writing.

5.27. The applicant has acknowledged this condition in their planning statement and has indicated they will submit an RMA5 specific CEMP as a separate approval of detail application should approval of RMA5 be granted.

#### Design - Conditions 16 – 22 relate to design.

5.28. Condition 16 is a pre-commencement condition relating to material samples and Condition 17 is a pre-commencement (other than enabling works) condition relating to boundary treatments. The applicant has indicated these conditions will be addressed as approval of detail application(s) should approval of RMA5 be granted.

5.29. Condition 18 relates to the method of storage and disposal of litter and waste materials. RMA5 is accompanied by an Advisory note (reference: YC1MP-MCL-XX-XX-PM-RP0001) in support of an Underground Refuse System for York Central which is included for the residential elements in Plots E, F, K and L. The RMA5 Combined DAS along with the submitted proposed plans and drawings for each of the residential plots include the details of the placement of the URS installations in consideration of access to users and the practical requirements for the collection operatives to access the stores. Further information is provided in the Advisory Note and an Outline Case for Using URS at York Central, submitted to accompany this application. A Servicing Strategy prepared by Stantec has been prepared and

submitted which sets out the disposal of litter and waste materials in respect of collection frequencies. These documents seek to address the requirements of Condition 18 as part of the assessment of RMA5.

5.30. Condition 19 is a pre-commencement condition requiring that for each phase or sub-phase (including a building), details of general security measures for that phase or sub-phase (or building) shall be submitted to and approved in writing by the Local Planning Authority. The applicant has submitted Crime Impact Statements for each plot within RMA5 written by Toren Consulting. These documents seek to address the requirements of Condition 19 as part of the assessment of RMA5.

5.31. Condition 20 requires the submission of material at the Reserved Matters Stage to include an assessment of the daylight and sunlight conditions for the existing and proposed residential dwellings on and around the relevant Reserved Matters application site. The applicant has submitted a Daylight and Sunlight Report by GIA (report reference 22234) dated 29 October 2025 to address the requirements of Condition 20.

5.32. Condition 21 requires the submission of material at the Reserved Matters Stage to include a wind assessment on and around the relevant Reserved Matters application site. The applicant has submitted a Wind Microclimate Assessment Report by GIA (report reference YC1MP-GIA-XX-XX-RP-WC-0001 Revision P01) dated November 2025 to address the requirements of Condition 21.

5.33. Condition 22 requires the submission of material at the Reserved Matters stage to include a strategy for lighting of external/public areas. The applicant has submitted "York Central - Lighting Strategy for Planning RMA5" (document reference: 309647-00) prepared by Arup in support of RMA5 to address the requirements of Condition 22.

#### Landscape - Conditions 23 – 25 relate to landscaping.

5.34. Condition 23 requires that prior to or concurrently with the first reserved matters application, a site wide strategy for public realm, hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include, but is not limited to, street types, street furniture, wayfinding, surface materials for roads and pavements, public lighting and public art. Once the site wide strategy is approved, each reserved matters application is required to be accompanied by a compliance statement explaining how that phase accords with

the strategy. An initial Site Wide Landscape Strategy has been submitted to the Local Planning Authority as an approval of detail application (Reference: AOD/22/00093), however (at the time of writing 01.07.26) this is yet to be approved. As required by Condition 23, RMA5 is supported by a Site Wide Landscaping Compliance Statement prepared by Grant Associates (reference: YC1MP-GRA9002-P\_Condition 23\_Compliance Checklist-P01) which explains how the Proposed Development is compliant with the guidance contained within the submitted, but not yet approved, Site Wide Landscaping Strategy.

5.35. Condition 24 requires no development other than enabling work for each phase shall commence until a detailed scheme for hard and soft landscaping including open space and children's play facilities to serve that phase has been submitted and approved. The applicant has indicated this condition will be addressed as an approval of detail application should approval of RMA5 be granted.

5.36. Condition 25 requires an Arboricultural Method Statement including a Tree Protection Plan prior to the commencement of any phase. As part of this reserved matters application, an Arboricultural Impact Assessment has been prepared by Tyler Grange (Report reference: 18043\_R01\_TC\_NC) which includes an Arboricultural Method Statement and Tree Protection Plan.

Ecology - Conditions 26 – 31 relate to ecology matters.

5.37. Condition 26 relates to the need for a Protected Species Licence for the demolition of the Smith's Shop on Carleton Street. The building contains a confirmed Common Pipistrelle day roost. The Proposed Demolitions Plan (reference: YCMP1-AAM-XX-ZZ-DR-AR-07005 P01) illustrates the 7 buildings to be demolished as part of RMA5 and this includes the Smith's Shop.

5.38. Condition 27 is a compliance condition requiring no removal of hedges, trees or shrubs or demolition of buildings or structures that may be used by breeding birds between 1 March and 31 August.

5.39. Condition 28 requires the submission of material at the Reserved Matters stage to include up to date ecological surveys. Buro Happold has prepared a document that sets out the findings of an updated Preliminary Ecological Appraisal (PEA) for the RMA5 area to address this condition.

5.40. Condition 29 is a compliance condition relating to the management of invasive species should it be identified on site.

5.41. Condition 30 requires the submission of material at the Reserved Matters stage of biodiversity enhancements. Buro Happold has prepared a document titled "York Central RMA5 Ecological Enhancement Strategy" (report reference YC1MP-BHE-XX-XX-RP-YE-0002) dated 19 November 2025 to address this condition.

5.42. Condition 31 requires the submission of material at the Reserved Matters stage in relation to a Landscape and Ecological Management Plan (LEMP). The Local Planning Authority approved a sitewide LEMP in accordance with Condition 31 of the Outline Planning Permission, as confirmed in the discharge of condition letter (Ref: AOD/22/00228). However, as part of Condition 31 each subsequent reserved matters application for any phase, subphase or building, a site-specific LEMP is required to be submitted to and approved in writing by the local planning authority. Buro Happold has prepared a document titled "York Central Development Landscape and Ecological Management Plan (LEMP) Phase 1C" (report reference YC1MP-BHE-XX-XX-RP-YE-0003 Rev. P01) dated 19 November 2025 in reference to the RMA5 area and to address Condition 31.

Housing - Conditions 32 – 36 relate to housing.

5.43. Condition 32 requires that no later than the submission of the first reserved matters application which includes residential dwellings (which is RMA5), a Site Wide Housing Mix Statement for the proposed mix of dwellings shall be submitted to and approved by the LPA. Each reserved matters for residential development shall include a schedule of the mix of dwellings proposed within that phase and explain how this relates to the overall amount and mix. The applicant has submitted a Site Wide Housing Mix Statement prepared by York Central Limited (reference: YC1MP-MCL-XX-XX-RP-PM-0001) in reference to Condition 32.

5.44. Condition 33 requires at least 5% of the dwellings at the development (overall) shall be made available for sale as self-build or custom build and that prior to or at the time of submission of the first reserved matters application which includes residential development (which is RMA5), the location of the self/custom build dwellings/plots shall be submitted to and approved. The applicant states within their Planning Statement that *"the custom build provision for York Central is proposed to come forward as part of a future reserved matters application as agreed with the Local Planning Authority."* Approval of detail application AOD/26/00223 has been

submitted to the Local Planning Authority for consideration with the plots for custom build identified.

5.45. Condition 34 requires at least 10% of dwellings shall be provided to Wheelchair Adaptable/Wheelchair Accessible Standards and such provision shall be provided across a mix of bed sizes and tenures within each phase of development. RMA5 is accompanied by a Site Wide Housing Mix Strategy prepared by York Central Limited (reference: YC1MP-MCL-XX-XX-RP-PM-0001) which includes a section on Wheelchair Adaptable/Wheelchair Accessible Standards.

5.46. Condition 35 is triggered prior to occupation of the 750<sup>th</sup> residential dwelling and requires that appropriate space for a primary care facility for up to 4 GPs shall be made available within the site. This trigger point has not yet been met.

5.47. Condition 36 is triggered prior to occupation of the 1000<sup>th</sup> residential dwelling and requires that prior to the occupation of the 1000<sup>th</sup> dwelling, specialist housing to provide for the needs of older people shall be provided. This trigger point has not yet been met.

Transport and Highways - Conditions 37 – 49 relate to transport and highways matters.

5.48. Condition 37 requires that the development shall be carried out in adherence to the Framework Travel Plan (Revision A dated 21 January 2019). Each reserved matters application is then required to include a development specific Travel Plan. RMA5 is supported by a Phase 1C Travel Plan prepared by Stantec, titled RMA5 (Phase 1C) Travel Plan (reference 702500034). This Travel Plan has been prepared and should be read in conjunction with the Traffic Impact Assessment.

5.49. Condition 38 is triggered by monitoring and requires that if monitoring shows the development generates more vehicle trips than the required 30% reduction target, no further parts can be occupied until extra trip-reduction measures are agreed or it is proven the highway network can be satisfactorily accommodated on the highway network.

5.50. Condition 39 relates to the Western Access to York Central from Water End and is triggered by the reserved matters application for the Primary Vehicle Route. This is not relevant to this reserved matters application.

5.51. Condition 40 relates to bus lane provision on the primary access road and requires reserved matters application which include Block F (as defined on the Parameter Plans) shall include details of provision for accommodating bus priority measures. The application includes Block F (as defined in the Parameter Plans), however, the bus lane was incorporated into the highway design along Cinder Street as shown on General Arrangement Plans 0105 (Rev P06) and 0110 (Rev P06).

5.52. Condition 41 give specifications for the Primary Vehicle Route where it would pass through the Leeman Road Tunnel and Station Rise to its junction with Station Road. This condition is not relevant to this reserved matters application.

5.53. Condition 42 relates to the provision of a pedestrian and cycle link between the access and circulation routes within York Central site and Holgate Road (either via Wilton Rise or Chancery Rise). This is the 'Wilton Rise Footbridge' and is the subject of Planning Application Ref: 25/02252/FUL.

5.54. Condition 43 relates to railway station access and requires prior to first occupation or first use of any development in zones B, C, D, E and F (excluding Reserved Matters referenced 23/02255/REMM and any subsequent approvals to facilitate amendments to that Reserved Matters consent and the building) details of inclusive access into the railway station, which will connect into the inclusive access and circulation routes within York Central and the railway station.

5.55. Condition 44 relates to a Cycle Hub and requires prior to first occupation or first use of any development in zones B, C, D, E and F (excluding Reserved Matters referenced 23/02255/REMM and any subsequent approvals to facilitate amendments to that Reserved Matters consent and the building) details of the cycle hub, which shall include the timeframe for delivery, shall be approved by the LPA. This is to include covered and secure cycle parking provision for a minimum of 300 cycles, luggage storage, w.c., showering and changing facilities. The details of the cycle hub are included on drawings Plots C3 C4 Proposed Lower Ground Plan (reference: YC1C0-3DR-XX-LG-DR-AR-08020 P01) and Proposed Upper Ground Plan (reference: YC1C0-3DR-XX-UG-DR-AR-08021 P01).

5.56. Condition 45 relates to public access through the National Railway Museum (NRM) requiring that prior to the closure of the Leeman Road for pedestrians and cyclists a scheme for a new alternative route for pedestrians and cyclists and details of a pedestrian access through the National Railway Museum extension shall be submitted to and approved in writing by the Local Planning Authority. This was dealt

with as part of Details of the pedestrian access through the NRM extension are provided as part of this application as required by the condition. Further AOD/23/00113 approved access through NRM.

5.57. Condition 46 relates to public transport infrastructure including the timing of delivery and was triggered prior to or by the submission of the first reserved matters application (20/00710/REMM). Details included the location of proposed bus stops and lay-by facilities, bus turning facilities at the station, location of taxi collection/drop-off, details of bus stop facilities, and measures to give public transport priority over private vehicles. This condition was addressed by approval of detail applications AOD/20/00109 and AOD/23/00190.

5.58. Condition 47 relates to the management of multi-storey car parks and is triggered prior to the first use of any multi-storey carpark. RMA5 does not contain any multi-storey car parks so this condition is not relevant to RMA5.

5.59. Condition 48 requires that prior to first occupation or use of the development a strategy to regulate and manage vehicle parking within the development shall be submitted to and approved by the Local Planning Authority. The strategy shall include proposals to regulate and manage the parking, stopping and waiting of motor traffic; this shall include for a phased implementation of regulations, to be consistent with the delivery of new and/or modified adopted highway infrastructure. Each reserved matters application for a phase, sub-phase or building shall include a site specific strategy which shall be approved in writing by the Local Planning Authority prior to commencement of the relevant phase, sub-phase or building and the development carried out in accordance with the approved details. In respect of car parking provision, a vehicle parking strategy has been prepared by Civic Engineers entitled "Phase 1C RMA5 Pre-occupation Parking Strategy version 0.2" in order to address Condition 48 of the OPP.

5.60. Condition 49 requires that prior to first occupation or use of the development a strategy for servicing (for delivery vehicles, waste collection and similar operations) within the development shall be submitted to and approved by the Local Planning Authority. Each reserved matters application for a phase, sub-phase or building shall include a site specific servicing strategy which shall be approved in writing by the Local Planning Authority prior to commencement of the relevant phase, sub-phase or building and the development carried out in accordance with the approved details. Stantec UK Limited has been commissioned by York Central Limited to prepare a Servicing Strategy (references: YC1MP-ANT-XX-XX-RP-TC-0001 and YC1MP-

ANTXX-XX-RP-TC-0002) to provide the necessary information to support the discharge of Condition 49 in respect of the RMA5 (Phase 1C) development proposals.

Sustainable Design and Construction - Conditions 50 – 54 relate to matters of sustainable design and construction.

5.61. Condition 50 requires that each reserved matters application shall include a statement explaining how the scheme will incorporate sustainability measures relating to energy, waste and water in accordance with the framework set out in the Sustainability Statement (reference: YCL-ARP-ZZ-XX-RP-TX-0011 dated August 2018) or any subsequent Sustainability Statement approved in writing by the Local Planning Authority. Additionally, all new residential buildings are required to achieve: at least a 19% reduction in dwelling emission rate compared to the target emission rate; and a water consumption rate of 110 litres per person per day. Condition 51 is a pre-commencement condition and relates to achieving a BREEAM rating of 'excellent' for non-residential uses and requires. Buro Happold has prepared a Sustainability Statement (reference: YC1MP-BHE-XXXX-RP-YS-00100) in response to Conditions 50 and 51.

5.62. Condition 52 is a pre-commencement condition relating to the provision of electric vehicle charging facilities and requires a strategy for EV charging facilities to be submitted and approved prior to commencement of the relevant phase. The applicant acknowledges this as a pre-commencement condition and advises in the Planning Statement that a separate approval of detail application will be made should approval of RMA5 be granted.

5.63. Condition 53 is triggered prior to or at the same time as the submission of the first reserved matters application (Ref: 20/00710/REMM) and requires an emissions mitigation statement. An Emissions Mitigation Statement dated 9 February 2022 by Logika Noise and Air Quality Consultants was approved by the Local Planning Authority in April 2022 (Ref: AOD/22/00097) which built on an earlier Emission Mitigation Statement published in April 2020 (report reference YCL-ARP-RM1-XX-RP-YP-5301). The 2022 statement provides a framework by which future Reserved Matters Application will be determined through setting out a number of measures for lowering emissions and exposure to air pollution, to deliver the principles of CYC's Low Emission Planning Guidance across the site and over a number of phases of development. Subsequent to the approval of the 2022 Emissions Mitigation Statement, each subsequent reserved matters application will each require a

statement to cover the specifics of the measures which will be implemented. A specific and tailored Emissions Mitigation Statement of Compliance (EMS) has been prepared by Buro Happold on behalf of the applicant to accompany RMA5. The document is entitled “Emissions Mitigation Statement of Compliance” and referenced YC1MP-BHE-XX-XX-RP-YQ-0001.

5.64. Condition 54 relates to employment and training and requires a detailed employment, skills and training method statement for that phase, sub-phase or building has been submitted to and approved in writing by the Local Planning Authority. The applicant acknowledges this as a pre-commencement condition within their Planning Statement and that a separate approval of detail application will be made should approval of RMA5 be granted.

Land Contamination - Conditions 55 – 61 relate to land contamination matters.

5.65. Condition 55 relates to land contamination and requires that prior to commencement of any phase, an investigation and risk assessment shall be undertaken to assess the nature and extent of any land contamination. The written report is subject to the approval in writing of the Local Planning Authority. The applicant acknowledges this as a pre-commencement condition within their Planning Statement and that a separate approval of detail application will be made should approval of RMA5 be granted.

5.66. Condition 56 is a pre-commencement condition relating to a remediation scheme for land contamination and Condition 57 relates to a verification report of remediation works required prior to first use/occupation. Condition 58 is a compliance condition relating to unexpected land contamination. Condition 59 is triggered in the event that soils are imported to the site.

5.67. Condition 60 relates to unexploded ordnance and the requirement that prior to commencement of any relevant phase, sub-phase or building, full details of a scheme to assess the site for unexploded ordnance with remedial measures have been submitted to and approved in writing by the Local Planning Authority. Condition 60 has been approved under discharge of conditions application (Ref: AOD/25/00218) on 26 August 2025. A detailed Unexploded Ordnance (UXO) Assessment was submitted and approved under this discharge of condition application.

5.68. Condition 61 is triggered should any piling using penetrative methods be required.

Amenity - Conditions 62 – 64 relate to amenity matters.

5.69. Condition 62 concerns noise within dwellings and requires prior to development of any residential dwelling, a detailed scheme of noise insulation measures for protecting dwellings from externally generated non-construction related noise shall be submitted to and approved in writing by the Local Planning Authority.

5.70. Condition 63 requires that prior to any development which proposes residential dwellings a detailed scheme for that phase, sub-phase of building shall be submitted to and approved by the Local Planning Authority to provide that all relevant residential buildings are designed and constructed so as to ensure that vibration generated by non-construction related activity does not exceed the following:

- VDV daytime (07:00 – 23:00) (m.s-1.75) – 0.4
- VDV nighttime (23:00 – 07:00) (m.s-1.75) – 0.26

As calculated in accordance with BS6472: 1992, entitled 'Guide to Evaluation of Human Exposure to Vibration in Buildings' [1Hz to 80Hz].

Note: BS6472: 1992 was withdrawn in 2008 and replaced with the following two documents:

- BS6472-1: 2008, entitled 'Guide to Evaluation of Human Exposure to Vibration in Buildings – vibration sources other than blasting'
- BS6472-2: 2008, entitled 'Guide to Evaluation of Human Exposure to Vibration in Buildings – blast-induced vibration.'

5.71. To address both conditions 62 and 63, the applicant has submitted a Noise and Vibration Impact Assessment conducted by Buro Happold dated 13 November 2025 for each of Plots K&L, Plot F and Plot E. Plots D2 and C3&C4 are addressed by a Concept Acoustic Report by Sol Acoustics dated 31 October 2025.

5.72. Condition 64 is triggered prior to first use of all machinery, plant and equipment to be installed in or located on any non-residential premises which is

audible outside the premises, shall be submitted to the local planning authority for approval prior to installation. This shall include noise mitigation measures.

Heritage assets - Conditions 65 – 71 relate to heritage and archaeology.

5.73. Condition 65 requires that buildings listed within table 8.15 (titled “*Design responses to built heritage assets*”) of the Environmental Statement are to be recorded prior to demolition with the recordings submitted to the Council to be placed on the local Historic Environment Record. The recording is required to be to Level 1 standard (basic visual record) of Historic England’s document “*Understanding Historic Buildings: A Guide to Good Recording Practice*” published in 2016 but shall also include the interior of building to note any significant features. The Proposed Demolitions Plan (reference: YCMP1-AAM-XX-ZZ-DR-AR-07005 P01) illustrates the seven buildings to be demolished as part of RMA5. These include the following buildings which are listed within table 8.15 of the Environment Statement:

- Leeman Road Building (referred to as the Gatehouse Building within table 8.15) which is labelled as building 1.01 on drawing YCMP1-AAM-XX-ZZ-DR-AR-07005 P01.
- Generator Building (referred to as Generator House within table 8.15) which is labelled as building 1.05 on drawing YCMP1-AAM-XX-ZZ-DR-AR-07005 P01.
- Coal Drops Wall (referred to as Coal Depot within table 8.15) which is labelled as building 1.06 on drawing YCMP1-AAM-XX-ZZ-DR-AR-07005 P01.
- Smiths Shop and Office (referred to under the wider heading ‘Albion Iron Foundry’ within table 8.15 which covers all the Albion buildings) which is labelled as building 1.03 on drawing YCMP1-AAM-XX-ZZ-DR-AR-07005 P01.

Heritage Impact Assessments (HIA) prepared by TetraTech have been submitted with RMA5. The applicant considers the HIAs address the requirements of Condition 65.

5.74. Condition 66 requires that prior to the determination of the first reserved matters application, a detailed statement for the Geoarchaeological Deposit Model that sets out procedures and funding for regular updating and maintaining the model and making the model publicly available through City of York Council Historic Environment Record shall be submitted to and approved by the Local Planning Authority. Approval of detail application Ref: AOD/20/00109 decided on 05.01.2021 sought to deal with Condition 66. The submitted Geoarchaeological Deposit Model

Statement dated April 2020 under AOD/20/00109 was approved, however it is noted on the decision notice that the Deposit Model is a live document and as such will be continually updated during the development of the site as new data becomes available. Any new data gathered through GIs and archaeological evaluation will be fed into the Deposit Model to update the baseline. This Deposit Model will then be combined with other tools to inform the archaeological strategies employed in future RMAs. This will therefore form an iterative process throughout the development of the site. The decision notice also notes that Condition 66 refers to costs for the amendment of existing CYC HER database to hold, maintain and make accessible the deposit model and hydrological data and payment has been made to cover this, however, it should be noted that this is solely for the amendments required to manage, make accessible and periodically update the deposit model and hydrological data within the HER and the payment does not cover the costs of archaeological analysis of the data, data gathering through evaluation and GI work which is required at each RMA stage which will be carried out by an archaeological contractor.

5.75. Condition 67 requires that prior to the determination of the first reserved matters application, a detailed statement that describes a programme of waterlogged and organic deposit characterisation and monitoring shall be submitted to and approved in writing by the Local Planning Authority. An Archaeology Waterlogged Deposits document Rev A dated September 2020 was approved as part of Approval of Detail application ref: AOD/20/00109.

5.76. Condition 68 requires as part of any Reserved Matters Application for the design of each phase, or sub-phase (including a building) a detailed Archaeological Remains Plan for the relevant part of the development site shall be submitted to and approved in writing by the Local Planning Authority. RMA5 is accompanied by an Archaeological Remains Plan (ARMP) prepared by Tetra Tech to address this condition.

5.77. Condition 69 requires as part of any reserved matters application for the design of each phase, precise details of the extent, location and acceptability of basement areas and details of mitigation shall be submitted to and approved in writing by the Local Planning Authority. Basements are not proposed so this condition is not triggered by RMA5.

5.78. Condition 70 requires that where the preservation of archaeology in-situ is not appropriate and where excavation is the recommended mitigation measure, a

detailed written scheme of investigation that sets out details and funding for excavation, post-excavation analysis, publication, archive deposition and public engagement 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. This will be triggered should those circumstances arise.

5.79. Condition 71 requires that where an archaeological excavation takes place, no part of the development covered by the relevant application shall be occupied until the applicant has (a) submitted to the local planning authority and City of York Historic Environment Record and secure approval in writing from the local planning authority a report on the archaeological excavation and (b) provided details of acceptance of excavation and post excavation archive by either York Museums Trust or York Archaeological Trust. This will be triggered should those circumstances arise.

Flood risk and drainage - Conditions 72 – 82 relate to flood risk and drainage.

5.80. Condition 72 requires that any reserved matters application with development in either Flood Zone 2 or 3 shall include a site-specific flood risk assessment. The Environment Agency (EA) Flood Map for Planning indicates that the majority of the proposed development is within Flood Zone 1, a low risk from fluvial/tidal flooding, however part of Plot K&L (residential) and Central Park are shown to be within Flood Zone 2 and 3 respectively. As such a Flood Risk Assessment has been prepared by Buro Happold to support RMA5 (reference: YC1MPBHE-XX-XX-RP-W-00001) to address Condition 72.

5.81. Condition 73 requires that prior to the construction of the Primary Vehicle Route details of compensatory flood water storage, for any loss of flood storage within flood zone 3 for the 1:100 year plus climate change flood event, shall be submitted to and approved in writing by the Local Planning Authority. This is not relevant to RMA5.

5.82. Condition 74 requires that prior to any surface water discharge into Holgate Beck, the existing surface water discharge shall first be proven and agreed by the Local Planning Authority. Surface water may then be discharged at a rate of 70% of the existing proven areas that drain to Holgate Beck. Attenuation volume calculations are required to accommodate a 1:30 year storm with no surface flooding, along with no internal flooding or buildings or surface run-off from the site in a 1:100 year storm. Proposed areas within the model shall also include an

additional 30% allowance for climate change. A site wide drainage strategy (reference: YC1MP-BHE-XX-XX-RP-C-00001) prepared by Buro Happold has been submitted to support RMA5. Individual drainage strategies for each plot have also been produced with the site wide drainage strategy providing an overview and summary of the overall site.

5.83. Condition 75 applies to surface water run-off from any car parking areas comprising more than 49 spaces and any service yards. The requirement is the surface water run-off must pass through an oil, petrol and grit interceptor/separator, prior to any discharge to an existing or prospectively adoptable sewer. Roof water shall not pass through the interceptor. There are no relevant areas within RMA5 which trigger this condition.

5.84. Condition 76 is a compliance condition which requires the site shall be developed with separate systems of drainage for foul, highway and surface water on and off site.

5.85. Condition 77 requires there shall be no piped discharge of surface water from the development prior to the completion of surface water drainage works. In the scenario that discharge to public sewer is proposed, the information shall include, but not be exclusive to: (a) evidence to demonstrate that surface water disposal via infiltration or watercourse is not reasonably practical; (b) evidence of existing positive drainage to public sewer and the current points of connection; (c) the means of restricting the discharge to public sewer to a rate to be agreed by the Local Planning Authority in consultation with the statutory sewerage undertaker but based on the existing peak discharge rate during a 1 in 1 year storm event, to allow for climate change; and (d) attenuation volume calculations, using computer modelling, shall accommodate a 1:30 year storm with no surface flooding, along with no internal flooding of buildings or surface run-off from the site in a 1:100 year storm. Proposed areas within the model shall also include an additional 30% allowance for climate change. The modelling shall use a range of storm durations, with both summer and winter profiles, to calculate the worst-case volume required. As noted above for Condition 74, a site wide drainage strategy (reference: YC1MP-BHE-XX-XX-RP-C-00001) prepared by Buro Happold has been submitted to support RMA5. Individual drainage strategies for each plot have also been produced with the site wide drainage strategy providing an overview and summary of the overall site.

5.86. Condition 78 requires there shall be no occupation of any phase, sub-phase or building until details of on-site and off-site foul water sewerage for that phase, sub-

phase or building has been submitted to and approved in writing by the Local Planning Authority.

5.87. Condition 79 requires that each phase of drainage works shall include details of the proposed means of access and management for maintenance and repair work to the proposed watercourses, swales, ditches, surface water attenuation features and drainage systems within the site. The details shall include appropriate landscaping within areas required for maintenance. This is triggered prior to commencement of drainage works.

5.88. Condition 80 requires that prior to any intrusive works or tree-planting taking place, the means of protecting the public water supply mains located within the site boundary shall be submitted to and approved by the Local Planning Authority. There is no building or other obstruction including landscape features to be located over or within 5 metres either side of the centre line of the 6" (six inch) water. If the required stand-off distance is to be achieved via diversion or closure of the pipe(s), the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker and that prior to construction in the affected area, the approved works have been undertaken.

5.89. Condition 81 requires that prior to any intrusive works or tree-planting taking place, the means of protecting the public sewerage located within the site boundary shall be submitted to and approved by the Local Planning Authority. No trees shall be planted within 5 metres of any sewer located within the site. If the required stand-off distance is to be achieved via diversion or closure of the pipe (s), the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker and that prior to construction in the affected area, the approved works have been undertaken.

5.90. Condition 82 requires there is to be no built development (not including any highway structures, hard-standing or landscaping) over or within an 8m easement to either side of the Holgate Beck culvert unless otherwise approved by the Local Planning Authority.

#### Community space

5.91. Condition 83 sets trigger points for the provision of an on-site indoor community space. These are that prior to occupation of the 500<sup>th</sup> residential dwelling

a scheme shall be submitted to the Local Planning Authority and approved and that the approved scheme be implemented before the occupation of the 750<sup>th</sup> dwelling.

### *Planning Obligations of the Outline Consent*

5.92. A Planning Obligation (dated 24 December 2019) pursuant to Section 106 of the Town and Country Planning Act 1990 was entered into between City of York Council, Network Rail and Homes England when the Outline Consent was granted (the Planning Obligation is hereafter referred to as “the Section 106 Agreement”). The Section 106 Agreement contains financial and non-financial contributions (including affordable housing) and other works to provide infrastructure to support the York Central development and mitigate the impact of the development on the existing and future community.

5.93. Section 106 contributions (the financial of which are Index Linked) were fixed when the Section 106 Agreement was signed on 24 December 2019.

5.94. Schedule 1 of the Section 106 Agreement relates to affordable housing (as defined in Annex 2, Glossary of the NPPF) and requires that the development site as a whole shall not provide less than 20% Affordable Housing as a proportion of the total number of dwellings constructed. It is also required that any Phase of the development shall provide not less than 20% Affordable Housing as a proportion of the total number of dwellings constructed as part of that phase. The tenure mix of Affordable Housing Dwellings in each Reserved Matters Application shall be 80% Social Rented Dwellings; and 20% of the Affordable Housing Dwellings shall be Intermediate Affordable Dwellings. Unless otherwise agreed by the Council, the location of Affordable Housing Dwellings comprising of terrace, semi-detached and detached dwellings are required to be pepper-potted throughout each phase with no more than two such Affordable Housing Dwellings placed next to each other; and flats shall be pepper-potted throughout each Phase except where there is an agreement made with a Registered Provider for construction of a group of flats in any block or building in the interests of better management. Affordable Housing Dwellings are required to be provided pro rata across different dwelling sizes and types throughout the development of each block.

5.95. Gypsy and Traveller Contributions are set out within the Section 106 Agreement and required at various trigger points.

5.96. Schedule 2 of the Section 106 Agreement relates to Sports Provision and requires that the amount of Sports Provision Contribution payable in respect of each Phase shall be calculated by multiplying the total number of bedrooms contained in all of the dwellings in the Phase by £213 (or such other sum calculated following Indexation).

5.97. Schedule 3 of the Section 106 Agreement relates to Open Space and sets the trigger point at which Open Space Contributions are required to be paid.

5.98. Schedule 4 of the Section 106 Agreement relates to Sustainable Transport. Trigger points are set which require the payments of Sustainable Transport Contributions which is to be paid in five instalments. The Sustainable Transportation Contribution totals £3,892,000 to be used by the Council towards the provision of Sustainable Transportation Measures as the Council determines in its discretion subject to any requirements of and/or stipulations in Schedule 4. The Definitions of Schedule 4 includes Sustainable Transportation Measures as meaning one or more of the following measures to be provided, procured or implemented by the Council and otherwise at its discretion so as to benefit residents of the Development and to encourage sustainable modes of transportation:

- (a) Pedestrian and Cycle Infrastructure
- (b) Public Transportation Infrastructure
- (c) Bus Service Enhancements
- (d) Network Capacity Enhancements
- (e) Appointment of the Framework Travel Plan Coordinator
- (f) Residential Parking Measures; and
- (g) City Car Club Facilities

5.99. In addition, Sustainable Travel Pack Contributions are payable in respect of each phase and are calculated by multiplying the total number of Dwellings in the Phase (if any) by £440. The Sustainable Travel Pack funding will be controlled and distributed by the Travel Plan Co-ordinator at the Council's discretion.

5.100. Schedule 5 of the Section 106 Agreement relates to Education Obligations. Part 2 of Schedule 5 sets out the Education Provision Assessment Calculation which informs the contributions required in Part 1.

Any phase consisting of dwellings shall not commence until:

- an Early Years and Childcare Provision Assessment for that Phase;
- a Primary Education Provision Assessment for that Phase; and
- a Secondary Education Provision Assessment for that Phase

has been submitted to the Council and approved in writing by the Council.

5.101. No dwellings within a phase shall be occupied until the Early Years and Childcare, Primary Education, and Secondary Education Contributions for that phase has been paid to the Council.

### *Environmental Statement*

5.102. The Outline Planning Application required an Environmental Impact Assessment (EIA) and as such a detailed Environmental Statement was submitted at outline stage. An Environmental Compliance Statement (ECS) is therefore submitted alongside this Reserved Matters Application to demonstrate that the proposals would not result in any new or material environmental impacts from those identified at outline stage and as such that any mitigation measures outlined still remain relevant. As such an EIA is not required in relation to the proposals set out within this RMA..

### *Approval of details application: AOD/25/00359*

5.103. At the same time the reserved matters application was submitted, the applicant made an accompanying approval of detail application (Ref: AOD/25/00359) to discharge Conditions 18 (Waste Storage), 25 (Tree Protection), 44 (Cycle Hub), 51 (BREEAM), 62 (Noise within Dwellings), 63 (Vibration), 74 (Surface Water Discharge to Holgate Beck) and 77 (Surface Water Drainage) of 18/01884/OUTM in so far as they relate to RMA5.

5.104. This approval of detail application remains undetermined as it was not considered suitable for the Planning Authority to discharge conditions related to the reserved matters prior to a decision being made on the reserved matters by the Planning Committee. For the avoidance of any doubt, these are not reserved matters for consideration under this application.

### Summary of the scope of this application for approval of reserved matters

5.105. The reserved matters application should be considered insofar as it relates to access, appearance, landscaping, layout, and scale of the Outline

Consent (18/01884/OUTM) for Plots C3 and C4; Plot D2; Coal Drops Square; Plots F3 and F4; Plot E; Plots K&L; and the Central Park of the York Central development. It is the requirement of Conditions 6 and 7 of the Outline Consent that the development be carried out in accordance with the approved Parameter Plans, Development Specification Document, and Design Guide and thus consideration should be given as to whether the proposals are in accordance with these documents as well as any other relevant planning conditions of the Outline Consent.

## **ASSESSMENT**

### **6.0 ACCESS**

6.1 'Access' is a reserved matter. This is defined as the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

6.2 A previous Reserved Matters application (20/00710/REMM) dealt with the primary Infrastructure works including the provision of a new highway through the site providing access for buses, coaches, taxis, emergency and service vehicles and private vehicles creating an access to the west entrance of the York Railway Station, connecting through to York city centre and Kingsland Terrace. The proposed access matters under RMA5 integrate with the primary Infrastructure works.

#### Policy Context

6.3 NPPF Policy TR3 (Locating development in sustainable locations) states development proposals which could generate a significant amount of movement should be in locations that are, sustainable (or which can be made so). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach.

6.4 NPPF Policy TR4 (Street design, access and parking) is clear development proposals should give priority first to walking, wheeling and cycle movements and incorporate or contribute towards appropriate features to support this prioritisation

(e.g. permeable street networks, continuous footways and segregated cycle facilities).

6.5 NPPF Policy TR6 (assessing transport impacts) states *“development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement.”*

6.6 Local Plan Policy SS4 (York Central) states that development within the York Central site will be permitted in accordance with the principles of development set out within Policy SS4. Of the principles relevant to ‘Access’ are the need to:

- maximise integration, connections and accessibility to/from the site including inter-modal connectivity improvements to York Railway Station
- demonstrate that all transport issues have been addressed to ensure as many trips as possible are taken by sustainable travel modes and promote and facilitate modal shift from the car; and
- minimise the environmental impact of vehicular trips.

6.7 Local Plan Policy T1 (Sustainable Access) states development will be permitted where it minimises the need to travel and provides safe, sustainable and attractive access for all transport users to and within it, including those with impaired mobility, such that it maximises the use of more sustainable modes of transport.

6.8 Local Plan Policy T3 (York Railway Station and Associated Operational Facilities) states development will be supported that improves approaches to the station and the experience of those using it, to meet the demands of rail customers; improves pedestrian and cycle access to, within and through the station; and consolidates public car parks and maintains an appropriate level of long-stay and short stay parking at York Station.

6.9 Local Plan Policy T5 (Strategic Cycle and Pedestrian Network Links and Improvements) states the local plan will support proposals that improve access to and around new development, particularly strategic sites, and proposals that improve other cycle and pedestrian routes that are neither strategic network links nor routes included in the Policies Map.

6.10 Local Plan Policy T7 (Minimising and Accommodating Generated Trips) states that all development proposals that can be reasonably expected to have a significant impact on the transport network must demonstrate the number and distribution of trips by each mode likely to be generated by the development and mitigation to reduce the number of trips generated (particularly by private motorised vehicles).

6.11 Local Plan Policy T8 (Demand Management) states to improve the overall flow of traffic in and around York City Centre and provide an environment more conducive to walking and cycling and contribute to overall environmental quality, development should comply with the Council's latest parking standards guidance, incorporate appropriate demand management measures that reduce congestion, improve public transport journeys, ease pedestrian and cycle access to, within and through the development and improve the streetscape.

### Parameter Plans

6.12 The Parameter Plans approved at the Outline stage provide a spatial planning framework within which more detailed design proposals can be generated. The applicant's Compliance Statement submitted with RMA5 contains a plot-by-plot assessment of compliance with the approved parameter plans. Where layout aligns with the approved parameter plans this is acceptable in principle. Relevant to the reserved matter of 'access' is parameter plan: PP 006 – Access and Circulation Routes.

6.13 The primary access/egress points to the York Central site, primary vehicle route, and secondary vehicle route were fixed at the outline stage along with routes for pedestrians/cycles/servicing/emergency vehicles and limits of deviation (LOD) for routes as shown on Parameter Plan YC-PP 006 (Access and Circulation Routes).

6.14 Overall, circulation routes within RMA5 are compliant with PP 006. On Plot E, Option 3a potential pedestrian/cycle connection will be provided in the form of a new pedestrian and cycle bridge from Upper St Pauls Terrace to Cinder Lane with an additional access staircase from Plot E (the bridge was approved by Planning Committee in July 2026 under reference: 25/02252/FUL). However, there are some instances of non-compliance with the parameter plans. These are:

6.15 Plots F3-F4: Wilton Lane and Hudson Lane which run through Development Zone F to provide pedestrian/cycle/servicing routes are outside the limits of

deviation. The matter of these routes being outside the LOD are dealt with under the 'Layout' section. However, despite being outside the LOD, the routes as proposed continue to provide pedestrian and cycle routes through the plot between Hudson Boulevard and Cinder Street as intended. In addition, a one-way service loop road runs through Plot F4 utilising Wilton Lane to provide access through the centre of the plot with access/egress onto Cinder Street (but not to Hudson Boulevard). This will mean the service loop road cannot be used as a cut-through between Cinder Street and Hudson Boulevard for general vehicle traffic. Additionally, Snickelways cut through the buildings of F3 and F5 providing an additional pedestrian access route into the courtyard. As the overall access routes through Plot F are achieved as set out on PP 006, the non-compliance with the parameter plan is considered to be acceptable in this instance.

6.16 Plots K&L: The RMA5 application explicitly shifts the alignment of the secondary street between Development Zones K and L to the west. This definitive adjustment departs from the original Parameter Plan 006 to allow for a more coherent street network. The shift extrapolates the historic, fine-grain terraced street pattern of the surrounding area (such as Carlisle Street) and creates a more efficient layout for the new housing typologies. These deviations from the parameter plan are considered to be acceptable as they do not fundamentally alter modal access as required by PP 006.

### Design Guide

6.17 The approved Design Guide (Reference: YCL-ALM-ZZ-XX-RP-AX-0003 Revision A, dated January 2019) includes mandatory codes which must be adhered to as well as advisory guidelines. The applicant's Compliance Statement submitted with RMA5 contains a plot-by-plot assessment of compliance with the Design Guide. Section 4 (Streets) is the most relevant to the reserved matter of 'access.' The proposals widely comply with design criteria across all RMA5 plots. Instances of non-compliance are as follows:

6.18 Plot E: The Design Guide states that within Development Zones M, J and E, there must be regular breaks between blocks at a distance no greater than 80m apart that allow visual permeability and pedestrian routes between Park Street and the south west face of any development on York Yard South. Within Plot E, there is non-compliance with this with the longest building line at 102m. However, this is not considered to negatively impact upon permeability as Plot E located at the very south of the site backing onto the railway where permeability is not needed.

Additionally, the design guide states Pedestrian permeability between townhouses shall be provided at a maximum distance of 60m or every 8 plots (whichever is lesser). In Plot E, Townhouse blocks designed at a length of 68m between pedestrian points. This is a minor non-compliance with the design rationale given to work with masterplan connectivity points.

6.19 Other plots do not have matters of Design Guide Non-Compliance relevant to the reserved matter of 'access.'

### Assessment – Access

6.20 The York Central masterplan established a clear hierarchy of routes with a network of primary, secondary and tertiary connections to ensure efficient movement for walking, wheeling and cycling and vehicle movements. A pedestrian-focused boulevard serves as a key spine through the site, providing a space that prioritises walking and cycling. Secondary and tertiary roads will create quieter, residential streets that encourage safe access and circulation across the site. The Phase 1 infrastructure of RMA1 has already been delivered on site with new roads, pavements, crossings, segregated cycle lane and a pedestrian boulevard. Phase 2 is currently underway and will provide an important connection from Part Street to Water End.

6.21 The Section 106 Agreement entered into at outline permission stage set out the transport obligations for the development including an agreed level of funding for sustainable transport measures as well as a series of obligations on the Council and developer that govern the approach to transport for the site. A Travel Plan and Travel Plan Addendum have been supplied by the developer setting out an action plan for how the Section 106 Sustainable Transport Contribution is to be used within the RMA5 proposals to achieve the desired outcomes from the transport vision for the wider York Central scheme.

### *Modal Shift*

6.22 Compared to the assumptions at Outline stage, RMA5 envisages a clear modal shift away from the use of private motor vehicles. The maximum development scenario of the Outline approval was to generate 1076 and 1215 two-way vehicle trips during the weekday AM and PM peak hours respectively. The RMA5 proposal envisages significantly less than this with 126 and 161 two-way vehicle trips during the weekday AM and PM peak hours. The principle of a modal shift away from

private motor vehicles receives support from NPPF Policies TR3 and TR4 and Local Plan Policies SS4, T1, T7 and T8, all of which set a clear direction towards more sustainable forms of transport. However, concerns have been raised by the LHA about whether the modal shift to an ultra-low-car development is appropriately resourced with alternative attractive, safe and convenient transport options for future residents and users. To accommodate for the shift to a very low car development, all proposed streets are designed for the primacy of walking, wheeling and cycling.

*Pedestrian and cycle access – Key routes and pedestrian permeability*

6.23 Good permeability for walking, wheeling and cycling is vital to the success of the scheme and supporting the ultra-low-car lifestyle the development promotes. To ensure key routes across the site remain available for cyclists, walking and wheeling, certain key routes will become dedicated or permissive routes to ensure the permeability is maintained for the lifetime of the development.

6.24 The Heads of Terms to the Deed of Variation to the Section 106 and Section 1.10 of the DAS Addendum (updated August 2026) illustrates the public access rights for key public routes of RMA5. As shown on the diagram, the red routes from Cinder Street across the Coal Drops Square towards the Western Station Entrance and along Wilton Lane through Plot F are to be dedicated pedestrian footways and cycle routes. As key pedestrian and cycle routes, dedication is essential for unhindered movement through the site secured in perpetuity. The orange routes which cover the rejection loop and the route along the west of Plot C2 to the Western Station Entrance will initially be permissive rights of way but will become adopted highway at a future date. The developer foresees that the layout of these routes is subject to change as the business district area of York Central comes forward and thus it would not be practicable or desirable to dedicate these routes until the layout and access points are fixed. Permissive rights ensure public access is available until such a time. The pink routes from the base of the Wilton Rise Footbridge steps to Cinder Street, along Hudson Lane in Plot F, and between the multi-purpose drop-off area and the Western Station Entrance will be dedicated pedestrian routes. These routes are not suitable for cycles either due to their width or the use of stairs but remain key pedestrian route so dedication is essential for unhindered movement through the site secured in perpetuity. (Members are advised that Hudson Lane provided a cycle route linking Cinder Street and Hudson Boulevard under application 23/02255/REMM which is outside the boundary of RMA5). The green route in Plot F is a permissive pedestrian route and the blue route in Plot F is a permissive cycle and pedestrian route which will secure public access through this plot.

6.25 Local Plan Policy T1 (Sustainable Access) requires development proposals provide suitable access, permeability and circulation whilst giving priority to pedestrians (particularly those with impaired mobility) and cyclists. Dedication as highway of key routes and the use of permissive rights to secure public access mean the proposals meet these requirements of Policy T1. The arrangements for public access are captured within the Heads of Terms for inclusion in the Deed of Variation to the Section 106 agreement linked to the outline consent.

#### *Pedestrian and cycle access – Coal Drops Square*

6.26 The first round of consultation raised serious concerns with the safety and acceptability of the arrangements for walking, wheeling and cycling from the sparrow crossing on Cinder Street across Coal Drops Square to the Western Station Entrance and Cycle Hub. As originally submitted, the expectation would be that cyclists dismount to traverse across Coal Drops Square to the Western Station Entrance and Cycle Hub with cyclists using cycles as mobility aids permitted to remain mounted. The revised proposals include a 'flip' of the sparrow crossing over Cinder Street and the provision of a segregated cycle lane across Coal Drops Square to the cycle hub and Western Station Entrance. The 'flip' of the crossing will affect cycle and walking/wheeling infrastructure outside of the RMA5 red line boundary in the area of Hudson Boulevard. The use of a segregated cycle lane in this location is considered acceptable in principle by the LHA and Active Travel England. Indicative drawings of this arrangement have been provided by the applicant, however a condition is required to secure the details of this area and its immediate environs on the north side of Cinder Street in the area of Hudson Boulevard.

#### *Pedestrian and cycle access - York Railway Station*

6.27 The RMA5 proposal includes a new entrance to the Western side of the station which is currently served by an uncovered staircase which connects into the internal station footbridge. The new entrance will contain a covered staircase and two 1800mm (W) x 2200mm (L) lifts, each accommodating approximately 33 people (2500 kg) at a time, to accommodate predicted pedestrian movements and provide step free access into the internal station circulation. An additional application from Network Rail is to be submitted to provide the bridge link from the new Western Station Entrance into the internal station circulation. Pedestrian flow analysis has been provided for the Western Station Entrance which forecasts are peak 5-minute

demand of 150 stair users and 19 lift users in the morning (8:30-8:35AM) and 100 stair users and 15 lift users in the evening (17:35-17:40PM). Based on Network Rail capacity guidance, the 2.8m of available stair width provides capacity for up to 390 people across 5 minutes indicating the proposed stairs provide ample capacity across both morning and event peaks. Morning peak flows can increase by 180% and evening peak flows by 250% beyond forecast peak flows with the staircase remaining within Network Rail recommended capacity guidance. For the lifts, analysis indicates the peak flow can be accommodated within 2-3 lift cycles. The applicant has confirmed the passenger lifts can accommodate 3 cycles or 5 fold-up cycles.

6.28 The route through the Western Station Entrance is proposed as a series of modern solid arches in a light coloured concrete finish which provide both a clear visual indication of the entrance point. The proposal is considered to provide a clearly visible and attractive entrance to the western side of York Railway station which enhances accessibility compared to the existing arrangement. The provision of passenger lifts will facilitate step-free access into the existing station circulation and the covered staircase designed to meet the requirements of Part K for 'general access stair' with dimensions that suit ambulant disabled people, tonal contrast to aid people with impaired sight, and handrails that extend 300mm beyond the top and bottom riser provides an improved staircase option compared to the existing western entrance staircase. Together these improve pedestrian and cyclist access to, within and through the station and meet the requirements of Policy T3. Conditions are recommended to address the interim strategy in the event the adjacent and connecting bridge into the station circulation is not completed and fully open to the public prior to the first operational use of the Western Station Entrance, a Temporary Interface Strategy is submitted to the authority for approval to ensure a safe pedestrian and cycle navigation into the station from the west and to ensure the station passenger lifts are operational for railway passengers prior to the Western Station entrance becoming operational.

#### *Cycle Parking (including cycle hub)*

6.29 Condition 44 of the Outline relates to a Cycle Hub and requires the details shall include covered and secure cycle parking provision for a minimum of 300 cycles, luggage storage, w.c., showering and changing facilities. Plans show the location of the cycle hub adjacent to the Western Station Entrance with good links to the wider cycle network. However, although the proposed plans show the location of the cycle hub, the detail is not considered sufficient to discharge Outline Condition 44.

Therefore it is necessary to repeat Outline Condition 44 on this Reserved Matters approval.

6.30 Over the RMA5 area, over 2,400 cycle parking spaces are proposed providing both secure cycle parking associated with dwellings, commercial and office uses, and short-stay visitor cycle parking. During the application's process, concerns have been raised by the Local Highways Authority regarding the quantum and quality of cycle parking which has led to revisions in cycle parking provision. Table 11-1 of LTN 1/20 suggests typical minimum cycle parking capacities for different classes of land use. For residential uses this is one long stay cycle parking space per bedroom. In terms of the quantum of cycle parking for residents, RMA5 exceeds the typical minimum cycle parking capacities set out in LTN 1/20:

- Plot E has 292 bedrooms across 144 dwellings. The plot has 292 secure cycle parking spaces plus 16 short-stay visitor cycle parking spaces totalling 308 spaces for the plot. The secure cycle parking is provided across four communal cycle stores (one store for each apartment block with each communal store containing 3 enlarged bays suitable for non-standard cycles as part of the provision), plus an in-curtilage cycle store in the garden of each townhouse. Short-stay visitor cycle parking is provided across three separate external locations across the plot. Across Plot E there are 14 enlarged bays which is approximately 5% of overall cycle parking provision.
- Plot F has 794 bedrooms across 508 dwellings. The plot has 817 secure cycle parking spaces plus 36 short-stay visitor cycle parking spaces totalling 853 cycle parking spaces for the plot. The secure cycle parking is provided across five communal cycle stores. Overall, 5% of cycle parking spaces are designed to accommodate larger or adapted cycles.
- Plots K&L have 722 bedrooms across 362 dwellings. The plot has 731 secure cycle parking spaces plus 36 short-stay visitor cycle parking spaces totalling 767 cycle parking spaces for the plot. The secure cycle parking is provided across five communal cycle stores (one store for each apartment block A, B, C, D and E). For houses and raised-houses, secure cycle parking is generally provided within in-curtilage cycle stores or ginnels space however there are two communal cycle stores within the landscape to provide cycle parking where there is no room in-curtilage to provide cycle stores. Short-stay visitor cycle parking is provided across five separate external locations across the plot. Oversized cycle parking spaces are provided at a rate of 5%.

6.31 Overall, the quantum and quality of cycle parking across plots is considered to be of a high quality and to meet the recommendations of LTN 1/20 guidance. A condition is recommended requiring cycle parking facilities be made available for use prior to first occupation of dwellings, commercial units or the Western Station Entrance.

#### *Vehicle access*

6.32 Vehicle access to all plots is provided with appropriate streets widths to accommodate servicing. A 'Rejection Loop' from Cinder Street will be constructed to adoptable standards to offer vehicles entering the site from the Water End access to the west but which are unable to use the Marble Arch Tunnel to egress at the east a safe location in which to turn and leave the site from Water End. The applicant has indicated that the Rejection Loop will be offered for adoption when the business district (outside the RMA5 boundary) is fully delivered. The multi-purpose drop-off area is located between Plots D2 and C2 and will be accessed via the Rejection Loop from Cinder Street and will be subject to a time limit of 10 minutes to restrict its use to pick-up and drop-off only. This provides a vehicle drop-off area close to the Western Station Entrance. The multi-purpose drop-off area is not proposed to be adopted highway.

#### *Vehicle access – waste vehicles*

6.33 There are two main strategies for general waste management at York Central: Residential Development will use an underground refuse system (URS) and commercial development will use a wheeled bin waste collection. This methodology has been submitted the Local Planning Authority as a Servicing Strategy and Servicing Strategy Addendum under approval of detail (AOD) application AOD/25/00359. This AOD is separate to the RMA5 application. However, how waste collection vehicles will access the site is relevant to the reserved matter of 'access.'

6.34 York Central will be the first URS within the City of York area so re-tooling is needed in the form of a suitable refuse vehicle with crane attached for use by the Council when collecting residential waste from residential plots (for RMA5, this is Plots K&L, Plot E and Plot F). The purchase of this vehicle will be secured by a planning obligation in the form of a financial contribution for the cost of the URS enabled vehicle plus a maintenance figure. Details of the sum are set out in Section 14 of the report below. For existing standard residential wheeled bin waste

collection, the Council currently use a vehicle with a 'Dennis Eagle 6x2 narrow rear-steer chassis.' The URS collection enabled vehicle is anticipated to use the same chassis as the existing fleet meaning the tracking for the URS vehicle would be the same as the existing fleet with the turning-circle, weight and height being the same or similar. Revisions to the street widths and geometry in Plots K&L and Plot E have taken place during the course of the application to accommodate this vehicle. Tracking for this vehicle now shows it can be accommodated on the street layout.

6.35 URS bins take longer to empty per bin than standard wheeled bins due to the time taken to stabilise the vehicle, lift the URS bin and deposit the waste into the vehicle. An approximate collection time of 5 to 7 minutes per single URS bin has been estimated. Laybys have been provided adjacent to URS bins in as many locations as can be accommodated in the layout to minimise blockages of the carriageway. However, laybys are not provided in all instances and vary in width. Members should note that the specification of URS vehicles is likely to vary across the entire lifetime of the development with vehicle dimensions (including whether they need outriggers) subject to change. This means there is the potential for the carriageway to be blocked or partially blocked when the URS collection is taking place. The frequency of URS collection is anticipated to be once a week (although there is the option for URS units to be fitted with fill-level sensors which would provide real time data about when collection is needed). The development is low car by design and URS units are located on tertiary streets where priority is given to pedestrians and cycles. When the carriageway is blocked for motor vehicles, safe passage is anticipated to remain available for pedestrians and cyclists will be able to utilise alternative routes. The potential for sporadic blocking of the carriageway to motor vehicles when the URS collection cycle takes place is a disadvantage of the design, however it is considered that this would not result in a severe adverse impact on the transport network in terms of capacity and congestion and therefore the test in NPPF Policy TR6 is met. The benefits of a URS system in terms of the positive impact on the street scene by removing a plethora of wheeled bins are considered to outweigh the harm that arises from the potential for temporary obstructions to the carriageway, especially when this harm has been reduced as much as practicable by the provision of laybys wherever the site layout will facilitate this.

6.36 Commercial waste collection would take place via traditional wheeled Eurobins with ground floor waste stores provided in less public facing areas of buildings in Plot D2, Plots C3 and C4, for commercial units in Plot F, and on the ground floor of apartment block E within Plot K for the Plot K&L Convenience Store. Commercial

waste collection would be by private organisations who would be responsible for ensuring their vehicle is suitable in terms of turning-circle, weight and height for the road network. It is likely any private vehicle would be of similar specification or smaller to the Council's waste vehicle and as such it is anticipated that private waste vehicles would also be able to access the network and as such commercial waste can be serviced.

### *Vehicle access – Servicing*

6.37 Swept path analysis has been provided by the developer for all plots within the Servicing Strategy Addendum to demonstrate service and emergency vehicles have suitable access to all plots. Road widths and geometry of Plots K&L, F and E have been revised over the course of the application to accommodate larger vehicles. During the consultation process, particular concerns were raised by the Local Highway Authority regarding the capacity for large service vehicles (HGVs) to safely access the proposed public square and event space at Coal Drops Square. The applicant has acknowledged these spatial constraints and subsequently provided swept path analysis (tracking data). This tracking demonstrates, to the satisfaction of the Local Highway Authority, that the site can be safely accessed and egressed by a 7.5-tonne Luton van. It is therefore an accepted position that the site access cannot safely accommodate HGVs or vehicles exceeding 7.5 tonnes.

6.38 In light of this, the Local Highway Authority has requested the imposition of a planning condition limiting the weight of vehicles permitted to access Coal Drops Square to a maximum of 7.5 tonnes. However, officers consider that such a condition would fail to meet the tests for a planning condition set out in the National Planning Practice Guidance (NPPG). The NPPG is explicit that planning conditions should not duplicate existing legislation. In the event that a vehicle larger than 7.5 tonnes attempts to access the site and causes an obstruction, this is an offence managed under separate highways and road traffic legislation. The Police and the Local Highway Authority have established powers to deal with such incidents. Additionally, the adjacent highway, Cinder Street, is designated as a Red Route. Both the Council and the Police already possess robust, immediate powers to manage, penalise, and resolve unlawful stopping or obstruction along this route. Therefore, relying on the existing legislative framework and the operational management of the site is considered the appropriate approach, and a specific planning condition restricting vehicle weight is not recommended.

### *Vehicle access – Road Train*

6.39 The National Railway Museum (NRM) Road Train provides an important service to museum visitors by shuttling between the NRM and York Minster. Provision is included within the York Central layout for this vehicle to set-down/pick-up visitors at the entrance to the NRM. An area of the Coal Drops Square has been set aside for providing a turning and passenger set-down/pick-up area for the Road Train. A satisfactory arrangement for the Road Train turning has not been agreed during the application process so a condition is proposed to secure details of the exact operational routing, turning manoeuvres, and physical arrangements for the Road Train with the area operating in accordance with that strategy prior to the first operation use of the Western Station Entrance or Coal Drops Square.

*Vehicle Parking – including blue badge provision*

6.40 The overall quantum of car parking spaces proposed under RMA5 is fewer than was envisaged at the Outline Approval stage. This reflects the overall modal shift away from private motor vehicles. There is no general car parking provision for either commercial office, hotel development or for rail users is proposed within RMA5, and no public parking provision other than some visitor parking and blue badge parking spaces within individual development plots.

6.41 The RMA5 proposals include 186 car parking spaces, of which 63 are designated for Blue Badge holders. In addition there are 4 motorcycle parking spaces (Plot E) and 4 car club parking spaces. A breakdown of car parking spaces is as follows:

| <b>Car parking spaces within RMA5 area</b>   |              |                |                   |                                         |
|----------------------------------------------|--------------|----------------|-------------------|-----------------------------------------|
|                                              | <b>Total</b> | <b>General</b> | <b>Blue Badge</b> | <b>% of M4(3) Homes with BB Parking</b> |
| <b>Station Quarter (Plots D2, C3 and C4)</b> |              |                |                   |                                         |
| Innovation Hub                               | 4            | 0              | 4                 | N/A                                     |
| Hotel Guests                                 | 3            | 0              | 3                 |                                         |
| Hotel Employee                               | 1            | 0              | 1                 |                                         |

|                                              |     |     |    |     |
|----------------------------------------------|-----|-----|----|-----|
| Visitor                                      | 8   | 0   | 8  |     |
| Car Club                                     | 1   | 1   | 0  |     |
| Residential (Build to Rent) Plots F3 and F4) |     |     |    |     |
| Privately managed permit parking             | 15  | 0   | 15 | 26% |
| Visitor Parking                              | 1   | 1   | 0  |     |
| Residential (mixed tenure homes) Plot E      |     |     |    |     |
| On plot residential parking                  | 40  | 29  | 11 | 79% |
| Visitor Parking                              | 2   | 0   | 2  |     |
| Car Club                                     | 1   | 1   | 0  |     |
| Residential (mixed tenure homes) Plots K&L   |     |     |    |     |
| On plot residential parking                  | 38  | 38  | 0  | 40% |
| On street - Res Park                         | 62  | 46  | 16 |     |
| Visitor Parking                              | 8   | 5   | 3  |     |
| Car Club                                     | 2   | 2   | 0  |     |
| TOTAL                                        | 186 | 123 | 63 | 38% |

6.42 For parking associated with dwellings, there is a range of typologies including on-street-parallel-bay parking, car ports, and courtyard parking. Non-residential parking is generally on-street-parallel-bay parking but there are sporadic cases of general bay parking. Details have been provided setting out that the management strategy for vehicle parking will be different subject to whether car parking spaces are on the public highway or accessed from private road. Where spaces are located on private roads, this will be controlled and enforced by landowners through Automatic Number Plate Recognition (ANPR) and on-site CCTV. Traffic Regulation Orders (TRO) can be introduced on the public highway to manage parking with the precise detail to be agreed with the Highway Authority through the Section 38 highway adoption process. Public Highways within Plots K&L will be covered by a new Res-Park scheme with homes with on-plot parking not eligible for a permit. Use and management of on plot parking spaces allocated to individual occupants is at the discretion of the occupant. Car Club bays are reserved for Car Club vehicles only.

### Section Summary

6.43 The site is located in a highly sustainable location and is designed to support a significant shift away from private car use towards walking, wheeling and cycling. The proposed access strategy accords with the approved masterplan and route hierarchy, with only minor departures from the parameter plans and Design Guide

that are not considered to prejudice the overall accessibility or permeability of the site. Strong pedestrian and cycle connectivity is provided through a network of dedicated highways and secured dedicated and permissive routes, whilst the new Western Station Entrance will significantly improve access to York Railway Station through the provision of step-free access, enhanced circulation space and direct connections to the wider walking and cycling network. The revised arrangements for Coal Drops Square, including a segregated cycle route, respond positively to consultee concerns and improve safety and accessibility. The development provides high-quality cycle parking in excess of the quantum set out within LTN 1/20 guidance, together with a new Cycle Hub, and supports an ultra-low-car approach through limited parking provision focused on Blue Badge users, visitors and car club spaces. Vehicle access, servicing, emergency access and waste collection arrangements have been demonstrated to operate satisfactorily, including the introduction of an Underground Refuse System. Overall, the proposals are considered to deliver a highly accessible, connected and sustainable environment that accords with NPPF Policies TR3, TR4 and TR6 and Local Plan Policies SS4, T1, T3, T5, T7 and T8.

## **7.0 Appearance**

7.1 'Appearance' is a reserved matter. This is defined as the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.

### Policy Context

7.2 NPPF Policy DP3 (key principles for well-designed places) states *“development proposals should respond to their context (the history, character and features of their site and its setting) so that they integrate with and enhance their surroundings such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets.”*

7.3 Local Plan Policy SS4 (York Central) states that development within the York Central site will be permitted in accordance with the principles of development set out within Policy SS4. Of the principles relevant to 'Appearance' are:

- i. Create a high quality sustainable, mixed use urban quarter for York including a range of commercial, residential, cultural and leisure uses.
- iii. Enhance the quality of the cultural area around the National Railway Museum through high quality public realm and improved connectivity to the wider city.
- v. Create a distinctive new place of outstanding quality and design which complements the existing historic urban fabric of the city and respects those elements which contribute to the distinctive historic character of the city and assimilates into its setting and surrounding communities.
- vi. Preserve or enhance the special character and/or appearance of the adjacent Central Historic Core Conservation Area and St Paul's Square/Holgate Road Conservation Area.

7.4 Local Plan Policy D1 (Placemaking) gives details design points that development proposals should adhere to. These include urban structure and grain; density and massing; streets and spaces; building heights and views; and character and design standards. Local Plan Policy D2 (Landscape and setting) states development proposals will be supported where they protect and enhance landscape quality and character and the public's experience of it to make a positive contribution to York's special qualities; create or utilise opportunities to enhance the public use and enjoyment of existing and proposed streets and open spaces; demonstrate a comprehensive understanding of the interrelationship between good landscape design, bio-diversity enhancement and water sensitive design; include sustainable, practical, and high quality soft and hard landscape details and planting proposals that are clearly evidence based and make a positive contribution to the character of streets, spaces and other landscapes; create a comfortable association between the built and natural environment and attain an appropriate relationship of scale between building and adjacent open space, garden or street.

7.5 Also relevant to appearance is the impact on the setting of designated heritage assets.

### Design Guide

7.6 The approved Design Guide (Reference: YCL-ALM-ZZ-XX-RP-AX-0003 Revision A, dated January 2019) includes mandatory codes which must be adhered to as well as advisory guidelines. The applicant's Compliance Statement submitted with RMA5 contains a plot-by-plot assessment of compliance with the Design Guide. Sections 6 (Appearance Site Wide), 7 (Appearance by Character Area) and 8

(Building Typologies) are most relevant to the reserved matter of ‘appearance.’ The proposals widely comply with design criteria across all RMA5 plots. Instances of non-compliance are as follows:

7.7 Plots F3 and F4: The design guide has a mandatory code that windows on masonry buildings shall always have a reveal depth from the face of the wall of no less than 1 full brick (215mm) on buildings up to 3 storeys and 1.5 full brick length (327mm) above 3 storeys. The buildings on Plot F are of 4 - 6 storeys with the scheme proposing a 225mm reveal depth across all windows, even those above three storeys. The developer’s design rationale for this decision is it would be incongruous to change the reveal depth across floors and a consistent approach to reveal depths also provides coherence across facades whilst ensuring constructability is optimised. No concerns have been raised regarding this non-compliance by the Design and Conservation Manager.

7.8 Plots F3 and F4: The design guide also sets the mandatory design code that vents and flues shall not be located on front facades, shall be routed to roof level where possible, set back from the building edge and integrated with the architectural design of the roofscape. For the buildings of Plot F, retail flues are extracted vertically through the building and terminate at roof level. However, due to the need for mechanical ventilation to each apartment, the residential MV system terminates within vents integrated within the window system. No concerns have been raised regarding this non-compliance by the Design and Conservation Manager.

7.9 Plot E: The Design Guide states that mansion blocks shall include bay windows and oriel windows. No bay or oriel windows are proposed for the mansion blocks of Plot E. However, oriel windows are proposed to the townhouses of the Plot which ensures a degree of window variation across the street elevations of the Plot when considered holistically. No concerns have been raised regarding this non-compliance by the Design and Conservation Manager.

7.10 Plots K&L: The Design Guide states a combination of different balcony types for Mansion Block shall be used to give “uniform irregularity” to the frontages of the park, streets and courtyards. However, only Juliette balconies are proposed. The design rationale for this given by the developer is Juliette balconies help maintain the mansion blocks as buildings that reference York’s industrial heritage. As required within the Design Guide, the balconies sit within single bays, emphasising vertical bay divisions. . No concerns have been raised regarding this non-compliance by the Design and Conservation Manager.

## Assessment

7.11 Much of the final details of appearance are captured by conditions of the Outline permission and the Design Guide. Outline conditions 16 requires samples of all materials to be used for the external envelope of buildings to be submitted to the LPA for approval, so materials indicated within the application documents should be taken as indicative and subject to final approval under Outline Condition 16. Outline Condition 24 requires details of hard and soft landscaping are submitted for approval as well as location and design of street furniture, boundary treatments and street lighting.

7.12 Plots K&L: The external appearance of Plots K&L is carefully considered to express the variety of house types across the plot, but to be consistent within a single type. Each single house type generally has one or two dominant materials which is welcomed. It is noted apartment blocks have a flavour of Victorian warehouse aesthetic. The material colour palette is focused on materials in reds or creams with the exception of the green glazed brick apartment block which is an appropriate and deliberate quirk serving to draw attention at the park gateway leading into the future Foundry Yard area. Bay studies indicate that individual design elements, like windows, will be carefully detailed which adds visual interest.

7.13 Plot D2: The Council's Design and Conservation Manager gives support to the regular expressed structural grid on the outside of Plot D2 which makes the whole building composition coherent, but there is also deeper complexity described by the Design and Conservation Manager as *"a different (slightly tartan) grid pattern is seen on short elevations and this hints at the organising core within. The regular grid runs out of room to repeat exactly on the long elevations, but this is made into a virtue by celebrating the most civic façade "slice" in a deliberately different way."*

7.14 Plots C3 and C4: The Council's Design and Conservation Manager gives support to the architectural details of Plots C3 and C4 noting that the three parts (hotel, Western Station Entrance, and companion building) are differentiated architecturally and materially with highly textured/layered facade details for visual interest.

7.15 Plot E: Within the first round of consultee comments on Plot E, the Council's Design and Conservation Manager raises that the vision for Block E1 to be a "foreground" building (one that is intentionally eye catching) has not been realised

with the fenestration design failing to capture the intended special architectural qualities and that it is plainer in appearance compared to all other Plot E buildings. Throughout the course of the application this has been reviewed and the Plot E1 design updated with commercial units and the residential entrance on the ground floor now more prominently recessed in a sculptural plan form with the residential entrance now highlighted in a red wall; the curved brick corners visually suspend over curved glass commercial corners; and with upper floor balcony/window position tweaked to give more rhythm, moderating repetition; the parapet less heavy looking which are all considered by the Design and Conservation Manager to be improvements/refinements to Block E1.

7.16 Plots F3 and F4: Compared to the original submission in December 2025, Plots F3 and F4 have undergone a substantial re-design including a change in architect. It is noted that façade themes are explained in detail and the differentiating grey top floor device which attracted concern from the Design and Conservation Manager has been removed. Comment from the Landscape Architect raised the detail of the colonnades in Plot F. As a proposed boundary treatment and/or means of enclosure, these would be captured by Condition 24 and an Informative is recommended to remind the applicant of this requirement.

7.17 Coal Drops Square: Support to the overall architectural design of Coal Drops Square is given by the Design and Conservation Manager and the creation of a new civic square is welcomed, transforming a very poor urban area at the immediate rear of the station. The materials strategy utilises the Civic Palette of the Design Guide (largely natural stone) which is welcomed. The Design and Conservation manager suggests utilisation of reused materials or even carefully controlled robust new materials will be important so that the square includes a controlled industrial aesthetic and prevents to Coal Drops structures looking like isolated oddities. This would be captured by Condition 24.

7.18 Central Park: An attractively designed area and inviting space serving multiple functions including formal play space and opportunities for recreation and informal play, as well as ecological functions which strengthen the city's green infrastructure. The park will be a welcome addition to the overall setting of York Central and will play a significant positive role in the overall character of the site.

### *Impact on Designated Heritage Assets*

7.19 There are a large number of designated heritage assets located within the 500m radius study area of the site. However, consultation on the Environmental Statement (Arup 2018), which accompanied the outline planning permission, demonstrated that whilst the study area is a 500m radius, consideration of the designated heritage assets within a 300m radius due to intervisibility and direct significance to the site was appropriate due to the dense urban setting of the York City Centre, and the majority of the listed buildings being within the conservation area. The reserved matters application is accompanied by a Heritage Impact Assessment (HIA). Three separate HIA areas were agreed for the Phase 1C development works across the site. These are:

- HIA area 1 - (Hotel Plot C4/WSE Plot C3/Innovation Hub Plot D2/Coal Drops)
- HIA area 2 - (Build to Rent Plot F/Residential Plot E/Central Park)
- HIA area 3 - (Residential Plot L&K)

7.20 Immediately adjacent to the eastern site boundary is the Grade II\* listed York Railway Station. The HIA concludes that due to the western side of the station having been altered in the C20, the existing western entrance to the station makes a negligible historic or aesthetic contribution to the overall value of the asset. However, while the western side of the station has been added to with some unsympathetic additions, including the existing staircase and footbridge with corrugated roof which offer a poor-quality arrival for the station, views of the 1872-77 building are available from the west. Indeed the need to keep this view available led to the parameter plan requirement that built development at the northern end of Plot C be of a lower height. The RMA5 proposals, especially those for Plots C3 and C4 which are closest to the Railway Station, are generally compliant with the parameter plans in terms of layout, massing and height preserving key views of the railway station. Where there are instances of non-compliance, these are minor and concerns have not been raised by the Design and Conservation Manager. The architectural style of the proposed Western Station Entrance is of a distinctly clean and modern appearance which does not complete with or mimic the Grade II\* listed station. However, the design utilises arches which taking cues from the archways of the porte cochère on the eastern side of the station to provide a visual design connection between the east and west entrances to the station. Overall this is considered to be an enhancement to the setting of the Grade II\* listed building which meets the tests at Local Plan Policy D5.

7.21 Northwest of the RMA5 boundary are a collection of listed buildings associated with the former goods station. These are: the Grade II listed Former North-Eastern

Railway (NER) Goods Station, the Grade II listed Former Weigh Office, and the Grade II listed Gatepiers and Gates to York Goods Station (now part of the National Railway Museum) and the Grade II listed Bullnose Building. The Former NER Goods Station has direct intervisibility with the passenger station, York Railway Station, described in the HIA as “*contrasting but complementary spheres of the railway network: passenger and goods.*” The proposed development will sit within the intervisibility between the two stations and will alter the relationship between the two stations by introducing the Hotel, Coal Drops Square and new Western Station Entrance and Cycle Hub building within the space. However, although there is intervisibility at present, the urban environment is of a very poor quality. Although the intervisibility will be partially lost by the RMA5 proposals, these are in line with the parameter plans and the enhancement of the space into an attractive and accessible public realm is considered to outweigh any loss of intervisibility between the designated heritage assets, providing a clear public benefit in accordance with the tests at Local Plan Policy D5.

### Section Summary

7.22 The proposals would deliver a range of building typologies that reflect their intended uses and contribute positively to the creation of a high-quality, sustainable mixed-use urban quarter in accordance with Local Plan Policy SS4. The appearance of the buildings, public spaces and landscape features generally accords with the approved Design Guide, with only a limited number of minor departures that are supported by appropriate design justification and are not considered to detract from the overall quality of the development. The Design and Conservation Manager has expressed support for the architectural approach across the individual plots, including the variety of building forms, material palettes and design detailing, which together create a distinctive and characterful environment. Coal Drops Square and Central Park will make a significant positive contribution to the character and identity of York Central. In heritage terms, the proposals preserve and, in some cases, enhance the setting of nearby designated heritage assets, including York Railway Station, while any limited harm to the designated heritage assets is outweighed by the public benefits of the scheme. Overall, the appearance of the development is considered to accord with NPPF Policy DP3 and Local Plan Policies SS4, D1, D2 and D5.

## **8.0 Landscaping**

8.1 'Landscaping' as a reserved matters means the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes:

- a) screening by fences, walls or other means;
- b) the planting of trees, hedges, shrubs or grass;
- c) the formation of banks, terraces or other earthworks;
- d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and
- e) the provision of other amenity features;

### Policy Context

8.2 NPPF Policy N3 (Trees in new development) states proposals should make new streets tree-lined (unless there are strong reasons why this would be inappropriate in specific streets), and incorporate trees in other suitable locations; and ensure that the selection of species and their placement is compatible with highways and other infrastructure requirements and the needs of different users of public spaces.

8.3 Local Plan Policy D2 (Landscape and Setting) states development proposals will be encouraged and supported where they protect and enhance landscape quality and character and the public's experience of it and make a positive contribution to York's special qualities; create or utilise opportunities to enhance the public use and enjoyment of existing and proposed streets and open spaces; recognise the significance of landscape features; include sustainable, practical, and high quality soft and hard landscape details and planting proposals that are clearly evidence based and make a positive contribution to the character of streets, spaces and other landscapes; and create a comfortable association between the built and natural environment and attain an appropriate relationship of scale between building and adjacent open space, garden or street.

### Design Guide

8.4 The approved Design Guide (Reference: YCL-ALM-ZZ-XX-RP-AX-0003 Revision A, dated January 2019) includes mandatory codes which must be adhered to as well as advisory guidelines. The applicant's Compliance Statement submitted with RMA5 contains a plot-by-plot assessment of compliance with the Design Guide. Sections 3 (Public Open Space) and 4 (Streets) are most relevant to the reserved

matter of 'landscaping.' The proposals widely comply with design criteria across all RMA5 plots. Instances of non-compliance are as follows:

8.5 Coal Drops Square: The Design Guide sets a mandatory compliance that street trees shall be provided at regular intervals on one side or both sides of roads on secondary streets. Street trees have been incorporated wherever feasible across the square however the drop-off area space is limited to provide the tree planting and this requirement has not been met.

8.6 Plot E: The Design Guide requires where a gable end faces onto public realm there must be a planted buffer zone of at least 1m. In plot E, the buffer has been reduced to a 300mm (open) buffer zone in line with advice given by the applicant's security consultant and the constraints of plot boundaries and necessary highways widths.

8.7 Plots K&L: At 3.6.3, the Design Guide envisages the Stream Garden as functioning as part of the sitewide natural water management system. However, the developer sets out that the majority of the Stream Gardens is already occupied by an existing flood mitigation tank. With the addition of an attenuation tank proposed as part of plot K&L Drainage Strategy, most of the character area within Plot K&L being not suitable to accommodate any of the sustainable water management features at the risk of affecting the correct functioning of the existing and proposed infrastructure.

8.8 Plots K&L: are within the Foundry Quarter character area which then includes the Foundry Yard and Foundry Square areas. Located primarily outside the red line boundary of the RMA5 area, Foundry Square is located primarily in Development Zone N. The developer's compliance statement makes reference to this space as not complying with the Design Guide, however Foundry Square is outside the red line boundary for RMA5 so is not being considered at this stage.

8.9 Central Park: For the Central Park, the Design Guide states that the SuDS shall have permanent water and that the water should be mechanically circulate to allow oxygenation and prevent proliferation of algae. As proposed, the design intent is to retain water as permanently as possible without mechanical circulation, relying on rainwater to provide a more sustainable management approach.

## Assessment

8.10 Condition 23 of the outline requires a site wide landscaping strategy covering street types, street furniture, way-finding, surfacing materials for roads and pavements, public lighting, and public art. Although the applicant has submitted an approval of detail application (Reference: AOD/22/00093), at the time of writing, this condition has not been discharged and is not for consideration as part of this Reserved Matters application. Much of the landscaping detail for RMA5 is captured by Condition 24 of the outline which covers tree retention; earthworks (including contours and spot heights); utility routes in relation to tree planting; proposed trees, shrubs, hedging and other plants (including species, stock size, density and position); details of tree pits/trenches and soil cells; timing and phasing of planting; layout and specification of equipped areas of play; layout and details of the fitness trail (where applicable); location and details of public art; details of all hard landscape works (including retaining walls, steps, ramps, paving etc.); locations and design of street furniture; details of boundary treatment; and a detailed maintenance schedule for the establishment and management of various soft landscape types. As a prior to commencement other than enabling works condition, this will need to be complied with in due course.

#### *Trees and hedgerows*

8.11 Although the level of tree planting across the site as a whole generally receives support from the Council's Landscape Architect, concerns have been raised about the overall compatibility of proposed tree planting with network and underground utilities. To address this, the developer has supplied information to show compatibility between utilities and tree planting. It is noted that tree details can be provided under Condition 24.

8.12 As highlighted by the Council's Landscape Architect in initial comments, there is an incompatibility between the proposed residential terrace (H) backing onto Carlisle Street and Carleton Street, with two category 'B' Field Maple trees (T60 and T61). However, these trees have been considered in revised Arboricultural impact assessment.

#### *Public Open Space – Coal Drops Square*

8.13 A section of the Coal Drops wall is retained and reinterpreted as part of the civic square. Seating is proposed to integrate along the south-facing edge of the Coal Drops wall. There is a 3-metre level change across the Coal Drops site which is addressed through a series of stepped terraces with integrated seating and

planting to Seating edges and stepped terraces are integrated into the space to address the 3-metre level change across the space. Planting along the Coal Drops walls is intended to reference railway gravel gardens. The Design Guide states the civic material palette is to be used in Coal Drops Square. Extensive use of durable natural stone is proposed across Coal Drops Square with areas of high-quality concrete pavers with natural stone aggregates for service areas. The principle of using natural stone is welcomed and fits with the civic material palette in the design guide with particulars the subject of Condition 24. Public seating is proposed across the entire Coal Drops Square length with a mix of benches and seating terraces with detailed design subject to Condition 24. Seating generally congregates to the edges of the space leaving the centre free from street furniture and available for flexible use. Overall the material palette presented is acceptable and should result in an appropriate appearance for Coal Drops Square and aligns with the approved Design Guide subject to compliance with Condition 24 and physical samples being presented.

8.14 The tree and planting strategy for Coal Drops Square sees an avenue of clear stem trees which align with the Coal Drops walls plus a 'pollinator grove' which is a combination of multi-stem and clear stem trees congregated between the Coals Drops walls; signature trees located at the northeast and southwest ends of the space; 'urban woodland' at the northeast edge of Plot D2, and street trees. Resilient planting species across six planting mixes will provide ornamental and understorey planting and vertical greening to the boundary with the Network Rail interface. Proposed tree and plant species remain the subject to Condition 24.

8.15 The developer described the space as a highly flexible space which could be used for events (the developer estimates approximately 1500 standing people, 600 seated people, and 50 market stalls could be accommodated in the space) as well as everyday activity. The active ground floor of Plots C3, C4, and D2 enhance this with commercial spill-out. Plans show the indicative location of water features. However, the specification for water features and need for a power supply provision for events is captured by Outline Condition 24.

8.16 Overall the hard and soft landscaping of Coal Drops Square is considered to create a flexible and welcoming public space which enhances the landscape character of the site and the public's experience of it as required by Local Plan Policy D2. Trees are utilised to wherever possible. Although there is a minor non-compliance with the Design Guide in that trees are not provided at regular intervals to the drop off space, this is a small and functional area of the site providing a drop-

off point for vehicles which requires good visibility and manoeuvrability allowing more space to be given over to the public realm in other areas of Coal Drops Square. Trees are incorporated in all other suitable locations across the Square in accordance with NPPF Policy N3.

### *Public Open Space – Central Park*

8.17 The Central Park layout is split across three zones: Sky Fields, Wander Wilds, and the Water Garden each intended to have its own character and uses. The landscaping for each zone reflects the character and use. The Sky Fields, which supports informal sports and recreation, contains open lawn areas, community orchard, and seating terrace. The Wander Wilds contains a formal equipped play area, ornamental woodland, wet/dry basin, and rain garden. The Water Gardens, which is part of the SuDS network but with boardwalks and seating, contains wet woodland and seasonal water body. A range of seating options including benches, picnic benches, and a seating terrace are proposed at regular intervals throughout the park. Comment from the Council's Landscape Architect notes that the various types of open space are clear in their function and character and marry well with one another.

8.18 The distribution, types and sizes of tree planting across Central Park are supported however the Council's Landscape Architect advises there may be the need to thin some trees in the future depending on their performance and relationship with the ecology of the site, but this can be captured as an option in the LEMP. The Landscape Architect raises the matter of the leisure railway line through the park and the boundary treatment for this. The area set aside for the leisure line is outside the red line boundary of RMA5 and boundary treatments would be captured by Outline Conditions 17 and 24.

8.19 Overall the landscaping of Central Park is considered to create an attractive and diverse public open space which enhances the landscape character of the site and the public's experience of it as required by Local Plan Policy D2.

### *Individual plots*

8.20 Plot E: Concerns have been raised by the Council's Landscape Architect that the courtyards of Block E3 and E5 are essentially parking courts and there is a lack of meaningful planting along the southern boundary with the railway. This is a drawback of the landscaping for Plot E; however the landscaping has been

enhanced along the southern boundary wherever possible while allowing for suitable road widths. The introduction of a Play Street to Plot E throughout the course of the application attracts strong support from a landscaping perspective. Taking the plot as a whole, the addition of the play street to the landscaping of the plot attracts significant weight in favour of the approach which outweighs the emphasis on hard surfacing for vehicles (parking and road) in other areas of the plot.

8.21 Plot F: Both courtyards of the buildings in Plot F offer private amenity spaces for shared use by residents of the build to rent plots as well as more public 'semi-private' amenity spaces which engages with ground floor uses (including retail and food and beverage uses). As originally submitted both blocks contained an amenity pavilion for the use of built to rent residents. However, following feedback from the Landscape Architect about the positioning of the amenity buildings within the courtyard spaces due to concerns that this interrupted much-needed outdoor space provision, the amenity pavilion has been removed from Plot F3. This has created a larger open space within the courtyard for resident amenity. A colonnade divides the space in Plot F3 into two with a private amenity area for built to rent residents and a more public amenity space which feeds into the 'snickelway' network of the plot. Both courtyards appear to include some play provision and a variety of activities in suitable locations. The details would be captured by Outline Condition 24.

8.22 Plots K&L: The landscape design approach to these plots in relation to the density of housing and the tight street pattern is fully supported by the Council's Landscape Architect who welcomes the connected series of soft planting, seating, and doorstep play which will be an essential component of the character and appeal of the plot. Large shrubs/small trees are shown on the Planting Plans and these are critical to the landscape scheme, both for reasons of character & amenity and climate resilience to provide shade and shelter. Two cycle stores have been added to the landscape in order to provide sufficient cycle parking for the plot to meet the standards set in LTN 1/20 which has had the regrettable effect of some erosion to the character of the public realm. Considering the modal shift to an ultra-car-light development, the need to provide cycle storage for residents attracts significant weight so the introduction of the additional cycle storage space within landscape areas in this particular instance is accepted.

### Section Summary

8.23 The proposed landscaping provides a high-quality network of public and private green spaces across the RMA5 area, centred on the public open spaces of Coal

Drops Square and Central Park, although of different characters and functions, both make a positive contribution to the public realm. While a small number of departures from the Design Guide have been identified, these are justified by site-specific constraints and do not undermine the overall landscape strategy. The proposed tree planting generally receives support from the Council's Landscape Architect, with technical matters relating to utilities, species selection and detailed planting controlled through Outline Condition 24. Revisions made during the application process, including the removal of the amenity pavilion from Plot F3 to provide more amenity space for build-to-rent residents and the introduction of a play street in Plot E, have improved the landscaping offer. There is a limited negative impact on public realm character arising from additional cycle storage in Plots K&L but this is outweighed by the need to provide LTN 1/20 compliant cycle parking. Overall, the landscaping proposals are considered to meet the objectives of NPPF Policy N3 (Trees in New Development) and Local Plan Policy D2 (Landscape and Setting).

## 9.0 Layout

9.1 'Layout' as a reserved matters means the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.

### Policy Context

9.2 NPPF Policy DP3 (Key principles for well-design places) states that to create well-designed places, development proposals for Public Space should *"include spaces that are safe, secure, inclusive, and accessible for all ages and abilities, including for groups such as women and girls; and which facilitate and encourage social interaction, play and healthy lifestyles (for example by providing high quality, clear and legible pedestrian and cycle routes, a variety of recreational spaces and places to meet, integrating lighting and making building entrances and windows face onto streets and other public spaces to provide natural surveillance)."*

9.3 NPPF Policy HE7 (Decisions on non-designated heritage assets) states *"where a development proposal would cause substantial harm to, or the total loss of, the significance of a non-designated heritage asset, it should only be supported where the harm or loss is outweighed by the benefits of the proposal, having regard to the scale of the harm or loss and the significance of the non-designated heritage asset."* NPPF Policy HE10 (Loss or removal of heritage assets) states where a development would result in the loss of the whole or part of a heritage asset

(whether designated or not), the development should not be approved without all reasonable steps being taken to ensure that the new development will proceed after the loss has occurred, including through the use of planning conditions

9.4 Local Plan Policy D1 (Placemaking) states development proposals will be supported where they improve poor existing urban and natural environments and sets detailed design criteria development proposals are expected to adhere to including that development should promote legibility through development by providing recognisable routes, hierarchy of routes, intersections, incidental spaces and landmarks; be designed to improve the quality of the public realm and the wider environment for all; and provide a pattern of continuity and enclosure, dependant on circumstances, to reflect the need for different types of space for different types of activity including clearly defining private from public space, and mediate between the two.

### Parameter Plans

9.5 The Parameter Plans approved at the Outline stage provide a spatial planning framework within which more detailed design proposals can be generated. The applicant's Compliance Statement submitted with RMA5 contains a plot-by-plot assessment of compliance with the approved parameter plans. Where layout aligns with the approved parameter plans this is acceptable in principle.

9.6 Most relevant to the reserved matter of Layout are parameter plans:

- PP 002 and PP 003 – Demolition
- PP 005 – Development Zones – Above Ground
- PP 004 – New Railway Additions
- PP 012 – Open Space Areas

9.7 Overall, the development proposals comply with the parameters set out in the parameter plans. However, there are some instances of non-compliance with the parameter plans relevant to Layout. These are:

9.8 Plots F3-F4: Wilton Lane and Hudson Lane run through Plot F to provide pedestrian/cycle/servicing routes. As proposed, the locations of Wilton Lane and Hudson Lane are outside the limits of deviation. The positioning of Hudson Lane was set in RMA4 (23/02255/REMM) to the very eastern limit of the LOD. This has, in effect, left more space in Plots F3 and F4 than envisaged on the parameter plans

and Wilton Lane has shifted to the east outside the LOD to reflect this and make best use of space. Comment from the Design and Conservation Manager supports the site layout.

9.9 Plots C3-C4: The Plot C3 footprint extends beyond the Parameter Plan PP 005 (Development Zones Above Ground) plot boundary by 2990mm south and 11050mm west. The rationale provided by the developer for the shift in building footprint is to create an alignment with the Cinder Street cycle and pedestrian routes for clear circulation between Coal Drops Square, Cinder Street and the proposed Hotel and Western Station Entrances. The shifted alignment of the proposed buildings also maintains a clear connection to the new service road, cyclist routes from Wilton Rise footbridge, pedestrian movements and the future Plot C2. The rationale for this non-compliance is accepted.

9.10 Plot D2: The plot footprint extends beyond the boundary limit of PP 005 by 100mm. The design rationale given for this is the proposed Plot D2 aims to maximise a regular grid and continuing the grid results in extending beyond the boundary limit by 100mm. Comment from the Design and Conservation Manager does not raise any concerns.

9.11 Demolitions: The Demolition Parameter Plans (PP 002 and PP 003) show the existing buildings and structures on the York Central site that may be demolished. Within the RMA5 boundary, existing buildings are categorised into 'buildings/structures to be demolished' and 'buildings/structures which may be demolished or retained.' Demolitions are discussed in more detail below.

## Design Guide

9.12 The approved Design Guide includes mandatory codes which must be adhered to as well as advisory guidelines. The applicant's Compliance Statement submitted with RMA5 contains a plot-by-plot assessment of compliance with the Design Guide. Sections 4 (Streets) and 5 (Heritage Assets) are most relevant to the reserved matter of 'layout.' The proposals broadly comply with design criteria across all RMA5 plots. However, there are some instances of non-compliance. Instances of non-compliance relevant to 'layout' are as follows:

9.13 Coal Drops Square: For tertiary streets, the Design Guide sets a mandatory design code that the carriageway shall be a maximum width of 5m. Road widths within the Coal Drops areas are generally 5.5 m to accommodate two-way

movement, Blue Badge parking, and servicing requirements for the hotel and WSE. This exceeds the Design Guide's maximum 5 m carriageway width and is therefore not compliant. Design justification is provided by the developer on the basis of essential functional and accessibility requirements. Additionally, the Design Guide sets a mandatory design code that some limited and controlled on street parking shall be permitted. Where this occurs, no more than four parking bays shall be placed together before they are broken by a soft landscape zone or street tree. There is non-compliance with this requirement in that the blue badge parking within this plot contains 10no. perpendicular spaces which are not broken up by trees. The design rationale given is to maximise the blue badge parking provision. As compensation a landscape buffer is provided next to the hub to provide planting opportunities.

9.14 Plot E: The Design Guide states that communal external drying space shall be provided for mansion blocks. However, no communal drying areas are provided. The applicant has stated this is in response to the residential brief. Private external drying space is provided for Townhouses.

9.15 Plots K&L: The layout of Plots K&L does not follow the limits set out on Parameter Plan PP 005 (Development Zones – Above Ground). The central north/south road between plots K&L (road known as L&K4 within the application pack) has been shifted to the west. The applicant states that the grain of streets for Plots K&L takes inspiration from the terraced streets around the site (for example, Carlisle Street and Carleton Street). The layout revisions leave a terrace sat within the break between the parameter plan extents of Plots K&L. The design rationale given by the applicant is that this creates a more efficient and coherent street network. Comment from the Design and Conservation Manager states that the proposed layout design of Plots K&L is supported.

9.16 Plots K&L: The Design Guide saw the provision of a NEAP (Neighbourhood Equipped Areas for Play) within Plots K&L. This has not proposed with the design rationale given that with a minimum activity area of 1000sqm and a min 30m offset from residential plot boundaries, there is insufficient space within Plots K&L to supply this. As an alternative, the developer sets out that the LEAP (Local Equipped Area for Play) has been designed to a better standard to improve the play offer and cater to a wider range of users and children.

9.17 Plots K&L: The back-to-back house type of Plots K&L are considered as falling under 'mews' category with Section 8.2 (Mews) of the Design Guide being relevant.

Not all aspects of the 'mews' Design Guide criteria are met. Parking spaces for the back-to-back dwellings are not subdivided with soft landscaping and trees as specified in the Design Guide but are instead located within inset car ports. This is considered to still meet the objective of giving due consideration to the visual aspect between the parking area and any public space. External refuse stores are not provided as the URS is proposed. Additionally, cycle storage is not always possible within the curtilage of dwellings which is a Design Guide non-compliance, but communal cycle storage space nearby is provided.

9.18 Plots K&L: Section 8.3 (Terraces) and Section 8.4 (Town Houses) of the Design Guide applies to the terraced houses and maisonettes of Plots K&L. Not all aspects of the 'terraces' and 'townhouses' Design Guide criteria are met. As with mews, parking spaces are not subdivided with soft landscaping and trees, but with some on plot and some on-street. External refuse stores are not provided as URS is proposed. Cycle storage is proposed within the garden of terraced houses and the lower units of the stacked maisonettes. Although this is technically non-compliant with the requirement that cycle storage is on plot, the stores are located in the landscape near to the homes and the vast majority of homes have their cycle storage on plot. The Design Guide specifies that pedestrian permeability through between terraces shall be provided at a maximum distance of 60m or every 8 plots (whichever is lesser). In terraces in Plots K&L, pedestrian permeability is typically given every 8 plots. However, some terraces reach 9/10 units. This is a minor non-compliance with the design justification given by the developer that this creates coherent ginnels spaces and a strong park frontage. Finally, planted buffers at gable ends are not always achieved with the developer noting that gable ends are typically avoided with end-of-terrace house types such as bookend flats.

9.19 Plots K&L: For Mansion Blocks, enclosed external refuse stores are not provided as a URS system is proposed, and no communal external drying space is proposed. Private amenity space is not proposed for upper level units and no roof level amenity is proposed except a private terrace at the set-back of Block C. This is a non-compliance with the Design Guide which states on upper levels private amenity shall be provided via recessed/semi recessed/ projecting balconies, or inset roof terraces and where possible, rooftops shall be active and provide communal facilities and amenity space.

9.20 Plots K&L: The Design Guide states the 1930s Leeman Road Building is to be retained and repaired. However, the Leeman Road Building is proposed to be

demolished which is a non-compliance with the Design Guide. This is discussed in more detail below.

## Assessment

9.21 The overall layout of York Central was established at the Outline permission stage through the parameter plans. Except where identified within this report as instances of non-compliance with the parameter plans, the masterplan of the RMA5 reflects the approved parameter plans. The developer's approach to York Central is guided by five key principles of People, Partnership, Place, Planet, and Prosperity with the goal of creating a sustainable, vibrant and inclusive place. The access section above has provided assessment of walking, wheeling and cycling permeability through the site.

## *Masterplan*

9.22 The York Central site has been divided into five Character Areas. Within the RMA5 area: the Station Quarter Character Area at the east end of the site contains Plots D2, C3&C4, Plot F, and the Coal Drops Square; the Central Park Character Area runs through the centre of the site; the York Yard South Character Area at the south of the site contains Plot E; and the Foundry Quarter Character Area at the west end of the site contains Plots K&L.

9.23 The layout of uses and individual plots within buildings reflects these Character Areas with the active frontages and mix of ground floor Class E uses within the Station Quarter, Cinder Street providing a transition between the Station Quarter, York Yard South and Central Park Character Areas with a local high street design with ground floor commercial units but with the character shifting moving west-east through the plot to a more residential feel with individual front doors, and finally the mix of housing types in the Foundry Quarter to create a residential feel.

## *Demolitions*

9.24 Amongst buildings categorised as 'buildings/structures which may be demolished or retained' are buildings which have been identified as non-designated heritage assets. In particular, Generator House within Plots C3 and C4, and the Administration Building in Plots K&L. Generator House (or the Generator Building) appears to date from the 1930s and is constructed into the retaining wall of the Coal

Depot. The Administration Building (or the Leeman Road Building) dates from the 1930s and is situated parallel to Leeman Road.

9.25 Within consultee comments, Historic England, York Civic Trust, and the Council's Design and Conservation Manager have highlighted this. York Civic Trust express concern about the loss of these assets noting that while individually the assets may be of modest heritage significance, they provide a tangible continuity between the existing situation and the future arrangements and the case for demolition needs to be robust and demonstrate that adaptive re-use has been genuinely explored. Historic England defers to the Council's Design and Conservation Officers on the matter but highlight NPPF paragraphs 135 and 216 [NPPF Policies DP3 and HE7].

9.26 The Council's Design and Conservation Manager states there are very few existing structures in York Central to anchor design response to so every opportunity should be taken to consider their integration. However, comments go on to acknowledge that it has proved difficult to incorporate Generator House into the Coal Drops Square area. The Square space is designed to be as accessible as possible which includes the need to flatten the topography working from a fixed level of about 10.5m above Ordnance Datum (AOD) at exit of the Marble Arch tunnel up to a proposed square level of about 11.7m AOD in this area. The Generator Building entrance currently sits at 14m AOD which is noted to be incompatible to alter under reasonable terms so the loss is accepted.

9.27 For the Administration Building, the applicant has supplied a design study which outlines that although retention of the existing building was the first approach, a market assessment found the building unsuitable for used as a public house and unviable for small-scale retail. Options for residential conversion were explored but would result in the overall loss of units. Comment from the Design and Conservation Manager states that "all proposed massing options ranging from single storey to four storey look discordant in the overall block composition. This provides acceptable, but regrettable, justification for the proposed option to demolish."

9.28 NPPF Policy DP3 states planning decisions should be "*development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings... This should not preclude innovation or change where appropriate, especially where an increased scale or density of development is justified in accordance with policies L2 and L3.*"

9.29 NPPF Policy HE7 states that the *“where a development proposal would harm the significance of a non-designated heritage asset, this should be weighed against the benefits of the proposal and a balanced judgement made, having regard to the scale of any harm or loss and the significance of the non-designated heritage asset”* and *“where a development proposal would cause substantial harm to, or the total loss of, the significance of a non-designated heritage asset, it should only be supported where the harm or loss is outweighed by the benefits of the proposal, having regard to the scale of the harm or loss and the significance of the non-designated heritage asset.”*

9.30 The proposals will directly affect both the non-designated heritage assets of the Generator Building and the Administration Building. The significance of both assets can be derived from their historic interest and aesthetic value. Although the scale of the harm to the NDHAs themselves is a total loss, NPPF Policy HE7 states that *“where a development proposal would cause substantial harm to, or the total loss of, the significance of a non-designated heritage asset, it should only be supported where the harm or loss is outweighed by the benefits of the proposal, having regard to the scale of the harm or loss and the significance of the non-designated heritage asset.”* With modest heritage significance in their own right, the loss is balanced against the rationale behind the demolition, in the case of generator house the need to balance levels and in the case of the Administration Building the unsuitability of the building for conversion to other uses and the resultant loss of residential units which would be required to retain it, the harm amounting from the loss is considered to be outweighed by the benefits and ultimately the demolition of these buildings is accepted.

### *Play*

9.31 Details of equipped areas of play and details and specifications of all outdoor play equipment and safety surfacing are captured by Condition 24 of the Outline. However, the layout of RMA5 makes provision for a range of play opportunities. The Central Park contains an area of equipped formal play in the centre of the park and flexible open space for play as well as opportunities for sensory play. Plot K&L contains a network of green spaces known as The Sidings provides a play-on-the-way spine running parallel to Central Park with LAP play provision and connecting Leeman Road to Foundry Yard. At the western edge of the plot, in the Stream Garden, is a LEAP. Additionally, ginnels provide opportunities for children to play.

9.32 The Design Guide envisages play streets as part of the site wide approach to play and sets out that at least one play street shall be provided within development zone E (Plot E). This play street is provided between blocks E1 and E2. As stipulated in the design guide, there is no car parking within the play street. The courtyards of Plot F provide informal play opportunities.

9.33 Plots K&L contain the 'Stream Garden', a pocket park at the western edge of the development plot which contains a Local Equipped Area for Play (LEAP). The Design Guide envisages the Stream Garden as supporting both terrestrial and aquatic species.

### *Public Toilets*

9.34 Public toilets are provided on a temporary basis on the northern side of Central Park (shown on the approved plans adjacent to the south-eastern end of Plot K), a condition is recommended that full details of the facility shall be submitted to and approved in writing by the Local Planning Authority. Permanent public toilet provision associated with the Central Park is expected in a future phase.

### *Underground Refuse System (URS)*

9.35 The Local Plan is silent on the matter of underground refuse systems, however Policy DP3 of the NPPF states developments should function well over the lifetime of the development and create visually attractive, distinctive and characterful development to establish a strong sense of place and pride. Strong support is given by the Design and Conservation Manager that the site layout is based on underground waste system for housing which provides for better placemaking multiple bin stores and wheelie bins. The URS will be the first such system within the City and a distinctive feature of the York Central site in its own right. This feature attracts strong support from a placemaking perspective and facilitates a layout which is not directed by the need to accommodate multiple residential bins. The developer sets out the URS strategy in their Waste Strategy Addendum document. However, a condition is recommended to finalise final details of the arrangement.

### *Secure by design*

9.36 NPPF Policy P5 states development proposals should anticipate and address possible malicious threats and other hazards in relation to their occupiers and users which applies especially where particular groups may be vulnerable to crime, or to the fear of crime (such as women and girls). The developer has supplied Crime

Impact Statements for each plot which have been reviewed by North Yorkshire Police who have commented *“it is pleasing to note that the Crime Impact Statements produced by Toren Consulting for each plot cover all the points that I would raise.”* The layout of individual plots provides good natural surveillance and public realm activation both within each plot and between plots. The safety of public spaces is considered in line with NPPF Policy P5. The Central Park has been designed with the principles of the Safer Parks Guidance 2023 (University of Leeds) with proposals establishing well-used movement routes, well connected paths and a choice of exit points. Coal Drops Square has good natural surveillance from ground floor retail and food and beverage units on Plots C3&C4 and Plot D2 as well as the upper floor uses. Physical security features, including hostile vehicle mitigation (HVM) measures, lighting and landscaping schemes, will protect the space and adjacent buildings against a range of threats. Details of these will be submitted pursuant to Condition 24.

#### *Layout of individual plots*

9.37 Plots K&L: Support for the layout of Plots K&L is given by the Council’s Design and Conservation Manager who notes that the plots have more residential typologies than any of the other plots of this application with apartment blocks, terraces, raised housing (maisonettes), bookend walk up flats, split level housing, and back-to-back houses. Together this has the benefit of making the street experience architecturally varied. The street hierarchy is clear with a two-way main street (Foundry Way) which is naturally wider and with on-street parking either side and terminating in the primary pedestrian entrance to Central Park. All other roads feeding off are narrower, one-way roads with on-street parking typically only on one side so building to building separation is narrower. A line of landscaping/pocket parks through the plot connects the triangular LEAP in the northwest corner and the future phase “Foundry Yard” in the southeast corner which is considered to be a good strategy by the Council’s Design and Conservation Manager.

9.38 Plot D2: Support for the layout of Plot D2 is given by the Council’s Design and Conservation Manager who notes the proposed building ground floor space planning responds appropriately to context with public uses and entrances facing the more civic proposed Coal Drop Square and busy Spine Road and support uses including cycle store and waste store face on to secondary access and drop off streets. Upper floors are laid out for flexibility and to maximise perimeter daylight. Top floor plant mirror the ground floor strategy and face secondary roads with a

large inset office roof terrace with what must be dramatic views of the historic city beyond.

9.39 Plots C3 and C4: Support for the layout of Plots C3 and C4 is given by the Council's Design and Conservation Manager who notes vehicles are beneficially absent from important pedestrian spaces to the front with servicing hidden at the rear and accessed from minor roads. Hotel functions at street level are minimised leaving more space for a public food and beverage offering which helps to animate Coal Drops Square. The Western Station Entrance foyer at street level always terminates with a vertical transition (lifts or stairs) with no awkward dead ends which should assist with intuitive pedestrian movement. Utilisation of a large roof terrace created out of the Outline parameters for a lower height constraint in part of the plot for Hotel F&B is appropriate. Hotel bedrooms are conventionally laid out but it is noted it is not ideal there is no direct daylight around the lift core and two out of three corridors have no daylight. This arrangement has been raised with the applicant however no alternative arrangements have been identified. Although the recommendation to incorporate daylight into these areas remains from the Design and Conservation Manager, it is noted to be a low priority. Noting that this is a hotel building rather than residential, the need for daylight in circulation spaces is less critical.

9.40 Plot E: The site layout approach of Plot E is given support by the Council's Design and Conservation Manager. Noting that the plot shape is long and tapering, residential types reflect this with terraced housing at the thinner end of the plot and central core apartment blocks linked by short rows of terraced housing at the wider end. The variety of apartment size and design within Plot E is noted to be good for diverse placemaking with the Design and Conservation Manager noting the overall configuration is complex and well thought through. Additionally, locating ground floor commercial space on the corners of apartment buildings adds diversity to uses. It is noted that including of a roof terrace for private outdoor space on link townhouses in blocks E3 and E5 is good and addresses an exposed ground floor with limited defensible space.

9.41 Plot E: Building fronts in Plot E are positioned hard up to the pavement gives a strong street edge. However, concerns are raised that almost all space for soft landscaping in the public realm to the rear of the buildings has been lost and this must be addressed given the outlook beyond the plot is a railway line. Although revisions to the layout of plot E have taken place over the course of the application, ultimately opportunities for soft landscaping have remained limited at the rear of the

plot owing to the requirements of a safe operating highway. The introduction of the play street to the plot has provided more landscaped areas to the plot which is welcomed.

9.42 Plot E: Concerns were also raised by the Council's Design and Conservation Manager regarding the inclusion of a vehicle turning head adjacent to the LEAP adjacent to Block E8 of the plot. Highways officers have advised in their comments relating to Plot E in August 2026, "the Highway Authority is satisfied with the proposed turning head dimensions and vehicle manoeuvring arrangements, including the associated reversing lengths, and considers these acceptable from a highway perspective."

9.43 Plot F: The layout of Plot F has changed throughout the course of the application, particularly in relation the amenity pavilions without the courtyards of the two blocks with the amenity pavilion removed from Plot F3. The approach to site layout attracts support from the Design and Conservation Manager. The provision of ground floor commercial space is welcomed, particularly facing onto Cinder Street. Building-to-building separation in Wilton Lane and Hudson Lane between the urban blocks has a clear hierarchy of widths that help define their intended character and use. There are lots of individual apartment residential entrances directly off the street. This is good for animating the ground floor street edge. The long length of internal corridors within the blocks is of concern, however building cores here are typically generously sized and that corridors have places of natural daylight which helps to enhance internal circulation spaces.

9.44 Coal Drops Square: Support to the layout of Coal Drops Square is given by the Design and Conservation manager noting that the roadside Coal Drops provide shelters/backdrop for linear planting scheme with sit-walls in front and control road crossings to intended locations. Where sections of the Coal Drops are removed, the sense of the line is echoed in a line of trees and benches. Level change is considered to be well managed and a large open flexible space is delivered. At the Marble Arch Tunnel end of Coal Drops Square is the location for the National Railway Museum road train drop off and turning. This is addressed in more detail under 'access.'

### Section Summary

9.45 The overall layout of the RMA5 area was established at the Outline stage through the approved parameter plans and, with the exception of a limited number

of minor departures, the proposals are consistent with the approved parameter plans. The layout creates a legible and well-connected network of streets, spaces and development plots that responds appropriately to the site's character areas and supports active frontages, permeability and high-quality placemaking. The proposed demolition of the Generator Building and Administration Building, both non-designated heritage assets, is regrettable but justified, with the resulting public benefits outweighing the harm arising from their loss. The provision of play spaces, an innovative Underground Refuse System, and measures to promote safety and natural surveillance further contribute to the quality of the development. Overall, the layout is considered to deliver a coherent, inclusive and attractive urban environment that accords with NPPF Policies DP3 and HE7 and Local Plan Policy D1.

## 10.0 Scale

10.1 'Scale' is a reserved matter. This is defined as the height, width and length of each building proposed within the development in relation to its surroundings.

### Policy Context

10.2 NPPF Policy L3 (achieving appropriate densities) states *"to contribute to making efficient use of land: Within settlements, development proposals for residential and mixed-use development should contribute to an increase in the density of the area in which they are situated"* and *"where development proposals for residential or mixed-use schemes are within reasonable walking distance of a well-connected station (applying the definitions in the glossary at Annex B), a density of at least 35 dwellings per hectare should be achieved within the net developable area of the site. Higher densities – at least 45 dwellings per hectare – should be achieved where the service frequency is at least twice that of the minimum required for a well-connected station."* Local Plan Policy H2 (Density of Residential Development) supports development that delivers densities that make efficient use of the land.

### Parameter Plans

10.3 The Parameter Plans approved at the Outline stage provide a spatial planning framework within which more detailed design proposals can be generated. The applicant's Compliance Statement submitted with RMA5 contains a plot-by-plot

assessment of compliance with the approved parameter plans. Where layout aligns with the approved parameter plans this is acceptable in principle.

10.4 Relevant to the reserved matter of Scale are parameter plans:

- PP 010 – Development Zones and Maximum Heights which sets out the maximum heights of building structures in Development Zones.
- PP 011 – Proposed Site Levels identifies the proposed site levels in meters AOD and highlights the limits of deviation (LOD) for levels.

#### *Building Heights (PP 010)*

10.5 Proposals for Plot C3, Plot D2, Plot E and Coal Drops Square are compliant with the maximum heights set out in PP 010. However, there are some instances of non-compliance with the parameter plans. These are:

- In Plot C4, there are infringements in the height parameter of the lift overruns and smoke extracts extending 1m above the maximum height and photovoltaic panels extending 0.5m above the maximum height. Design rationale is this will have little impact on the skyline and do not block any visual permeability and views through the site or historic features of York. Consultee comment from the Design and Conservation Manager notes that these infringements are not significant and there are no concerns with these.
- Plots F3 and F4, there are two infringements of 0.5m and 2.2m from the corners of buildings into the City Wall viewing corridor. A design rationale for these infringements has been provided by the developer who indicates that the infringements occur where the corners of the building meet at an oblique angle and introducing a splayed corner was considered to be incongruous. Consultee Comment from the Conservation and Design Manager does not indicate any concern with this infringement. Overall this infringement is considered to be minor and acceptable within the overall scope of the scheme.
- On Plot F4 the height does exceed the +27.5m AOD maximum height parameter with the height of the top of the parapet in this location proposed at +28.05m AOD. Height parameters in this area were established due to the view corridor from Holgate Windmill to York Minster. The applicant states they are comfortable that the revised height does not challenge the principle of the view and visual permeability is maintained. Consultee Comment from the

Conservation and Design Manager does not indicate any concern with this infringement.

- Within Plots K&L, the maximum heights vary from +24.0m AOD to +35.0 AOD. In proposing to adjust the alignment of the secondary street between Plots K&L (refer to layout section for detail), the applicant has assumed the lower height areas as shown on PP 010 are extended. There are infringements of the maximum parameter height on Apartment Block E where the peaks of the pitched roof and the wayfinding chimney-like structure extend beyond the parameter heights with the chimney protruding the most at 475mm above the parameter. Additionally, on Block A a smoke shaft pop-up protrudes 0.2m beyond the parameter height. Consultee Comment from the Conservation and Design Manager notes no concerns with the instances of non-compliance and states sensitive views are tested and are fine.

### Design Guide

10.6 The approved Design Guide (Reference: YCL-ALM-ZZ-XX-RP-AX-0003 Revision A, dated January 2019) includes mandatory codes which must be adhered to as well as advisory guidelines. The applicant's Compliance Statement submitted with RMA5 contains a plot-by-plot assessment of compliance with the Design Guide. Section 2 (Heights, Massing and Levels) is most relevant to the reserved matter of 'scale.' The proposals widely comply with design criteria across all RMA5 plots. Instances of non-compliance are as follows:

10.7 C3 and C4: The Design Guide sets a mandatory compliance for Hotel Buildings that floor to floor heights should have a minimum of 3.1m and ground floor heights should be a minimum of 6m. The proposals show floor to floor heights are 3m across hotel room levels with the design rationale given to ensure the overall building height does not exceed the maximum parameter plan height while working with the site levels out for the Coal Drops Square and Network Rail Access. By containing mechanical, electrical and plumbing (MEP) services within bathroom and corridor areas of Hotel floorplates, for hotel bedrooms, this means a minimum floor to ceiling height of 2.5m which is above the minimum 2.4m required for hotel bedrooms. The proposed ground floor to floor height is 4.1m which is 1.9m below the Design Guide code. The rationale given for the minimum height of 6m in the Design Guide is to allow for the inclusion of retail units, good day lighting and a sense of space at street level. Despite the reduction in height, retail/food and

beverage units are still proposed for ground floor and no concerns have been raised by the Design and Conservation Manager on this matter.

10.8 The Design Guide required an enclosed refuse store shall be provided at street level with capacity for 1 weeks storage. The Plot C3 refuse store is sized to accommodate 1 weeks storage based on British Standards 5906:2005 Waste Management in Buildings. The waste store of Plot C4 is sized to accommodate daily collections which is in line with Hotel Operator requirements. The design rationale given is space for a weekly collection would result in the need for 170no. bins which would dominate the ground floor plate and take space away from retail units.

10.9 Plot D2: The Design Guide required an enclosed refuse store at street level with capacity for 1 weeks storage. The waste store has been sized in accordance with waste arising calculations of British Standards 5906:2005 on the basis of a twice weekly collection. The design rationale given is the reduced waste store allowed additional retail and active frontage space at ground level.

10.10 Plots F3 and F4: Within Mansion Block there is the mandatory Design Guide code that there should be a minimum residential floor to ceiling height of 2.5m. For Plots F3 and F4, the residential floor to ceiling heights from the first floor upwards are 2.4m. The justification given by the developer for this is that a 2.4m clear height is common in regional Build to Rent schemes and this non-compliance has allowed the scheme to be rationalised to reduce the overall heights of the buildings. A height of 2.4m is noted by the Design and Conservation Manager and concerns are not raised.

10.11 Additionally, the Design Code for Mansion Blocks requires that where allowing for ground floor retail units ground level floor to floor heights should be a minimum 4.0m. The proposals see all ground floor retail units in Plots F3 and F4 with a minimum of 3.75m floor to floor height with a minimum of 3m internal clear height. The developer justification for this is due to the levels that have been delivered as part of the IP2 works being higher than anticipated, there is a need to raise some of the retail FFLs in order to provide access for all units from the adopted highway.

10.12 Plot E: The design guide sets the code that residential floor to ceiling heights shall be a minimum of 2.5m. Townhouses must be a minimum of 3 storeys and comprise either individual houses or stacked maisonettes. Within Plot E, residential floor to ceilings reduced to 2.4m within the mansion blocks and the 3no. end

Townhouses are 2-storeys. The reductions in height are due to restrictions of height parameters.

10.13 Plots K&L: For Mansion Blocks, there is non-compliance in Apartment Block C of Plots K&L in that the ground floor retail unit has a floor to ceiling height of 3.75m where the design guide requires a minimum of 4m. The developer notes that the floor to ceiling height is in line with retail agent guidance.

### Assessment

10.14 Across the RMA5 area, the grain of buildings in terms of height, width and length is generally more coarse at the eastern end of the site and becomes finer to the west. This responds well to the existing urban character with the large, voluminous buildings of the railway station and National Railway Museum at the east migrating into the lower overall heights and more domestic scale buildings to the west.

### *Fire Safety for taller buildings*

10.15 During the first round of consultation, the Design and Conservation Manager questioned whether Planning Gateway One would apply. Planning Gateway One requires the developer to submit a fire statement setting out fire safety considerations specific to the development with a relevant application for planning permission for development which involves one or more relevant buildings.

10.16 Under planning gateway one, “relevant buildings” contain two or more dwellings or educational accommodation **AND** [my emphasis] meet the height condition of 18metres or more in height, or 7 or more storeys.

10.17 Height of building for planning gateway one should be measured from the upper floor surface of the top floor to ground level on the lowest side of the building. Excluding roof top plant areas and any top storeys consisting exclusively of plant rooms.

10.18 There are a number of taller buildings within RMA5. These are:

- Plot D2 Innovation Hub
- Plots C3 & C4 Hotel and Western Station Entrance
- Plot E – Apartment blocks

- Plot F – Build to rent accommodation apartment blocks
- Plots K&L – apartment blocks

10.19 Plot D2 – Innovation Hub is 7 storeys and has a height over 18metres. However, its use is as an office with no dwellings or educational accommodation proposed. Therefore, although the height meets the trigger point, the proposed use means the Innovation Hub is not a relevant building for the purposes of Planning Gateway One.

10.20 Plot C3 & C4 – Hotel and Western Station Entrance has a section which is over 7 storeys and has a height over 18metres. However, its use is as a hotel with no dwellings or educational accommodation proposed. Therefore, although the height meets the trigger point, the proposed use means the Hotel and Western Station Entrance is not a relevant building for the purposes of Planning Gateway One.

10.21 Plots E and F contain apartment blocks. However, all apartment blocks in Plot E are 5-storey (less than the 7 storey trigger) and have a height of less than 18 metres when measured from the upper floor surface of the top floor to ground level on the lowest side of the building. In Plot F all apartment blocks in Plot F are less than 7 storeys (the highest sections are 6 storeys) and have a height of less than 18 metres when measured from the upper floor surface of the top floor to ground level on the lowest side of the building. Therefore, although the use meets the trigger point, the proposed height means the apartment blocks in Plot E and Plot F are not relevant buildings for the purposes of Planning Gateway One.

10.22 Within Plots K&L – apartment blocks provide residential accommodation. Apartment Blocks A, B and C are all 5 storeys and has a height of less than 18 metres when measured from the upper floor surface of the top floor to ground level on the lowest side of the building. Apartment Block D is 4 storeys and Apartment Block E is 3 storeys and both have a height of less than 18 metres when measured from the upper floor surface of the top floor to ground level on the lowest side of the building. Therefore, although the use meets the trigger point, the proposed height means the apartment blocks in Plot E are not relevant buildings for the purposes of Planning Gateway One.

*Site Levels (PP 011)*

10.23 Across the RMA5 areas, site levels have been coordinated with the infrastructure levels approved under RMA1, the Network Rail boundary, other plots within RMA5, flood levels and existing building levels. Across the RMA5 area, site levels are compliant with the limit of deviation of the parameter plan.

### Section Summary

10.24 The proposed scale of development generally accords with the approved parameter plans and Design Guide. Building heights, massing and site levels have been designed to respond appropriately to the site's context, transitioning from larger-scale buildings around the station and National Railway Museum to a finer-grained, more domestic character in the western parts of the site. While a number of minor departures from the approved height parameters and Design Guide requirements are identified, these relate primarily to small rooftop elements, limited height exceedances, reduced floor-to-ceiling dimensions, and refuse storage arrangements. In all cases, justification has been provided and no objections have been raised by the Design and Conservation Manager with the scheme considered to maintain key views and visual permeability. No buildings trigger Planning Gateway One requirements, as none of the residential buildings exceed the relevant height and storey thresholds. Overall, the proposed scale is considered acceptable and consistent with the approved outline framework for York Central.

## **11.0 Other Matters**

11.1 Other Matters are those which are not relevant to the 'Reserved Matters' but are controlled by conditions on the Outline Permission or Section 106 Agreement.

### *Ecology*

11.2 The Senior Countryside and Ecology Officer raises no objection to the proposals. Initial concerns relating to biodiversity enhancement, wetland habitat provision, green corridor delivery, monitoring arrangements and tree planting adjacent to wetland areas have either been addressed through revisions to the Landscape and Ecological Management Plan (LEMP) and Ecological Enhancement Strategy or can be resolved through the discharge of Outline Condition 24. Subject to these details being secured through the approved condition process, the ecology officer confirms that there are no outstanding ecological concerns.

### *Outline Condition 33 (Self and Custom build)*

11.3 Condition 33 of the outline consent requires the sitewide location of the 5% self-build or custom-build plots to be submitted and approved in writing prior to or alongside this application. As RMA5 comprises the high-density urban phases of the site, predominantly apartment blocks and tightly integrated townhouse with co-originated and fixed architectural designs, it is not practically suited to self and/or custom build delivery. Therefore, it is acceptable that the self-built plots themselves are not accommodated within this specific phase. While the overarching sitewide location plan has not yet been approved to satisfy the specific technical trigger of Condition 33, there remains ample capacity within the wider York Central masterplan to accommodate the 5% requirement and approval of detail application AOD/26/00223 has been submitted to the Local Planning Authority for consideration with the plots for custom build identified. Given this ongoing engagement, Officers are satisfied that the ultimate delivery of the self-build homes is not prejudiced.

#### *Early Years and Childcare Provision*

11.4 With regard to early years and childcare provision, the Council's Education team has expressed a preference for the delivery of an on-site nursery within this phase, owing to a lack of expansion capacity at existing nearby facilities. While the provision of a purpose-built facility would be welcomed as part of the wider site's mix of community uses, it is necessary to assess the proposal against the established legal parameters of the outline consent.

11.5 Schedule 5 of the Section 106 agreement secures early years mitigation primarily through a financial contribution, which is calculated by a defined pupil yield formula for each development phase. Whilst the legal agreement affords the developer the option to offset this financial contribution by constructing an on-site facility, it does not require physical delivery.

11.6 As the applicant remains legally bound by the Section 106 agreement to provide the requisite financial contribution to fully mitigate the early years impact of the dwellings proposed in RMA5, the absence of a purpose-built nursery within this specific reserved matters application complies with the outline consent and is therefore acceptable in planning terms. Crucially, once the required financial contribution is paid to the Council, the Education Authority is fully entitled to commit and expend those funds to provide necessary places as the development is built out and demand arises. However, it is noted that Paragraph 2.2 of Schedule 5 of the Section 106 states that if *“at any time the Owners elect to construct and Early Years*

*and Childcare Facility as part of the Development, the Owners shall be entitled to a reduction in any yet unpaid and/or repayment of any unexpected Early Years and Childcare Contribution up to the Early Years and Childcare Facility Cost subject to the Owners having first constructed and Completed a Early Years and Childcare Facility and transferred the Early Years and Childcare Facility on the terms that at least meet the requirements of a Early Years and Childcare Lease to an Early Years and Childcare Facility Provider.”*

## *Archaeology*

11.7 Local Plan Policy D6 (Archaeology) states development proposals that affect archaeological features and deposits will be supported where they are accompanied by an evidence-based statement that describes the significance of the deposits affected; they will not result in harm to an element which contributes to the significance or setting of a Scheduled Monument or other nationally important remains unless the harm is outweighed by the public benefits of the proposal; the proposal is designed to enhance or better reveal the significances of an archaeological site; and the impact of the proposal is acceptable in principle and detailed mitigation measures have been agreed with the City of York Council.

11.8 The Reserved Matters application is accompanied by an Archaeological Remains Management Plan (ARMP) which is split into 4 areas. This sets out evaluation and mitigation measures. Consultee comment from the City Archaeologist confirms the ARMPs submitted is acceptable. These therefore meet the requirements of Condition 68.

11.9 The proposed development, for the reasons as concluded within the submitted ARMPS, would also meet the expectations of Policy D6 of the Local Plan.

11.10 Consultee comments from the City Archaeologist also recommend two conditions: one for a programme of post-determination archaeological mitigation; and a second for an updated programme of public/community engagement. However, both conditions fail the test of necessity at NPPF Policy DM6 due to duplication or conflict with the Outline permission.

11.11 Condition 68 of the Outline already secures that an archaeological remains management plan (ARMP) to be submitted as part of any reserved matters application with the development then carried out in accordance with the approved ARMP. ARMPs have been submitted as part of RMA5 and have been found

acceptable by the City Archaeologist. Condition 68 requires the development is carried out in accordance with the ARMPs which negates the need for a further condition for a programme of post-determination archaeological mitigation. An Informative to the applicant is recommended on any decision reminding them that the Archaeological Remains Management Plans (ARMPs 1, 2, 3, and 4) submitted and approved as part of this Reserved Matters application are legally tied to the development via Condition 68 of the overarching Outline Planning Permission (18/01884/OUTM) and therefore the developer is bound to ensure that all development, including demolition, groundworks, and construction, is carried out in strict accordance with the mitigation strategies, phrasing, and reporting protocols set out within these approved ARMPs.

11.12 The City Archaeologist has recommended a condition for an updated programme of archaeological public/community engagement. However, Condition 70 of the Outline sets a trigger for public engagement that it is only required when excavation is recommended as the mitigation measure. ARMPs 1 and 2 recommend excavation as a mitigation measure but ARMPs 3 and 4 do not recommend excavation. Therefore the threshold for mandatory excavation, and thus mandatory public engagement under Condition 70, has not been met. The Local Planning Authority cannot require the developer to undertake an excavation that is not strictly necessary to mitigate planning harm and therefore the trigger of Condition 70 is not met for ARMP areas 3 and 4.

### *Phasing*

11.13 As set out RMA5 is strictly confined to assessing the details for the layout, scale, appearance, landscaping and specific access arrangements for this specific development parcel. The overarching sequencing and delivery of site-wide infrastructure across the York Central masterplan is governed separately by Condition 11 of the Outline Consent. Consequently, the broader site phasing regime falls outside the remit of this specific Reserved Matters application and cannot form a material basis for its determination. Matters relating to site-wide phasing alterations are currently being addressed by the developer of the infrastructure works via a separate, pending Section 73 application (ref: 25/00734/OUT).

## **12.0 Schedule of accommodation and uses**

### *Development Specification Document*

12.1 The approved Development Specification Document (Outline Condition 6) provides a description of the proposed development with the purpose of allowing the Local Planning Authority to control the delivery of subsequent reserved matters applications. This includes the proposed uses applied for which outline planning permission was sought, and the overall quantum of development. The applicant's Compliance Statement submitted with RMA5 contains a plot-by-plot assessment of compliance with the development specification. Additionally, Outline Condition 8 sets limitations of permitted uses.

12.2 For Condition 34, at least 10% of the dwellings shall be provided to Wheelchair Adaptable/Wheelchair Accessible Standards and such provision shall be provided across a mix of bed-sizes and tenures within each phase of the development. The details of such provision shall be submitted as part of any reserved matters application for residential development.

12.3 The affordable housing for York Central is set out in Schedule 1 of the Section 106 Agreement and requires that the development site as a whole shall not provide less than 20% Affordable Housing as a proportion of the total number of dwellings constructed. It is also required that any Phase of the development shall provide not less than 20% Affordable Housing as a proportion of the total number of dwellings constructed as part of that phase. The tenure mix of Affordable Housing Dwellings in each Reserved Matters Application shall be 80% Social Rented Dwellings; and 20% of the Affordable Housing Dwellings shall be Intermediate Affordable Dwellings. The location of Affordable Housing Dwellings comprising of terrace, semi-detached and detached dwellings are required to be pepper-potted throughout each phase with no more than two such Affordable Housing Dwellings placed next to each other; and flats shall be pepper-potted throughout each Phase except where there is an agreement made with a Registered Provider for construction of a group of flats in any block or building in the interests of better management. Affordable Housing Dwellings are required to be provided pro rata across different dwelling sizes and types throughout the development of each block.

### *Overall Housing Mix*

12.4 Outline Condition 32 requires the submission and approval of a Site-Wide Housing Mix Statement by the Local Planning Authority (LPA) no later than the first reserved matters application containing residential development (RMA5). In addition, each residential reserved matters application must include a schedule of the proposed dwelling mix for that phase and explain how it contributes to the

overall housing mix across the site. To satisfy Condition 32, the applicant has submitted a Site-Wide Housing Mix Statement prepared by York Central Limited.

12.5 Local Plan Policy H3 (Balancing the Housing Market) states that it expects developers to provide housing solutions that contribute meeting York's housing needs as identified in the latest Local Housing Needs Assessment (LHNA) and in any other appropriate local evidence. New residential development should contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities.

12.6 The Local Housing Needs Assessment (LHNA) (July 2022) indicates that the greatest demand for new market housing is for 2- and 3-bedroom properties. For affordable housing provided at social rent, the highest level of need is for 1- and 2-bedroom homes. The LHNA also concludes that the majority of new dwellings should be houses rather than flats, although site-specific circumstances should be taken into account when determining the appropriate housing mix.

12.7 Of the 1,014 dwellings delivered by RMA5, these will be split as follows:

| <b>RMA5 Housing Mix by tenure</b>                              |             |             |             |                                |
|----------------------------------------------------------------|-------------|-------------|-------------|--------------------------------|
|                                                                | Total       | Market      | Social Rent | Intermediate affordable tenure |
| 1-bed                                                          | 391 (38.6%) | 323 (39.8%) | 46 (28.2%)  | 22 (55%)                       |
| 2-bed                                                          | 480 (47.3%) | 377 (46.5%) | 87 (53.4%)  | 16 (40%)                       |
| 3-bed                                                          | 115 (11.3%) | 88 (10.9%)  | 25 (15.3%)  | 2 (5%)                         |
| 4-bed                                                          | 28 (2.8%)   | 23 (2.8%)   | 5 (3.1%)    | 0 (0%)                         |
| Total                                                          | 1014        | 811         | 163         | 40                             |
| Note: (%) is the percentage per dwelling size for each tenure. |             |             |             |                                |

12.8 Overall, this mix does not accord with the LHNA with delivery of more 1-2 bedroom dwellings and fewer 3-4 bedroom dwellings. Nevertheless, it delivers a varied range of dwelling sizes and an increased provision of smaller homes is considered appropriate for this urban location.

### *Affordable Housing*

12.9 Of the 1,014 dwellings proposed within RMA5, 203 will be affordable homes (equating to 20%), which is in line with Local Plan Policy H10 and the Section 106 Agreement requirement that each phase delivers not less than 20% affordable

housing. The affordable housing will be provided through a mix of Social Rent and Intermediate tenures, with 80% of affordable homes delivered as Social Rent and the remaining 20% as Intermediate tenure, in accordance with the Section 106 Agreement.

12.10 This phase will deliver 163 Social Rent dwellings, representing 16% of all dwellings within the phase and 80% of the affordable housing provision. The Social Rent homes will comprise the following:

| <b>RMA5 Social Rent Mix</b>                                                         |        |        |           |            |
|-------------------------------------------------------------------------------------|--------|--------|-----------|------------|
|                                                                                     | Plot E | Plot F | Plots K&L | Total*     |
| 1-bed                                                                               | 4      | 0      | 42        | 46 (28.2%) |
| 2-bed                                                                               | 23     | 0      | 64        | 87 (53.4%) |
| 3-bed                                                                               | 2      | 0      | 23        | 25 (15.3%) |
| 4-bed                                                                               | 0      | 0      | 5         | 5 (3.1%)   |
| Total                                                                               | 29     | 0      | 134       | 163        |
| *(%) equates to each dwelling size as a percentage of social rent dwellings overall |        |        |           |            |

12.11 During this application, the mix of social rent dwellings has been revised with more smaller (1 and 2 bedroom) homes provided. This follows advice from the Affordable Housing Officer. Comment from Affordable Housing Officer on the revision welcomes this provision and notes a Nomination Agreement for Social Rent homes will be completed in accordance with the Section 106 agreement. This will include some flexibility for lettings to key workers in the City meeting defined criteria, in addition to prioritising applicants with assessed need on the council's Housing waiting list. Affordable homes for Social Rent are pepper potted over a range of house types throughout Plots K&L and social rent apartments are located within Block E1 of Plot E. Social rent apartments are located within one block as this is the preference of registered providers. All social rent homes exceed the Nationally Described Space Standard (NDSS) which offers a best practice approach to size and internal layout.

12.12 In terms of the intermediate affordable tenure, this will be delivered through discount market rent (DMR). All DMR is located in Plot F. This phase will provide 40 DMR dwellings equating to 4% of the phase overall and 20% of the affordable housing and shall provide the following:

|                                            |
|--------------------------------------------|
| <b>RMA5 Discount Market Rent (DMR) Mix</b> |
|--------------------------------------------|

|       | Plot E | Plot F | Plots K&L | Total    |
|-------|--------|--------|-----------|----------|
| 1-bed | 0      | 22     | 0         | 22 (55%) |
| 2-bed | 0      | 16     | 0         | 16 (40%) |
| 3-bed | 0      | 2      | 0         | 2 (5%)   |
| 4-bed | 0      | 0      | 0         | 0 (0%)   |
| Total | 0      | 40     | 0         | 40       |

12.13 Discount Market Rent is included within the affordable housing definitions within the glossary of the NPPF. Falling under the definition 'Other affordable housing for rent' it must meet all of the following conditions: (a) the rent is set in accordance with the government's rent policy for Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent). The Heads of Terms document for the Deed of Variation to S106 Agreement states the deed of variation will provide for Discount Market Rent as an approved category of Intermediate Affordable Housing and will also make amendments to the affordable housing provisions in the existing s.106 agreement to reflect the provision of Discount Market Rent as part of the development.

12.14 Comment from the Affordable Housing Officer states the proposed mix for Intermediate tenure homes is supported and provides a good standard that would be suitable in meeting the intended needs: for households who would be unable to purchase a suitable home on the open market but who would be unlikely to meet the criteria for social housing allocations priority.

### *Market Dwellings*

12.15 Of the 811 market dwellings, these will be split to provide:

| <b>RMA5 Market Dwellings Mix</b> |        |        |           |           |
|----------------------------------|--------|--------|-----------|-----------|
|                                  | Plot E | Plot F | Plots K&L | Total     |
| 1-bed                            | 36     | 229    | 58        | 323 (40%) |
| 2-bed                            | 56     | 212    | 109       | 377 (46%) |

|       |     |     |     |          |
|-------|-----|-----|-----|----------|
| 3-bed | 4   | 27  | 57  | 88 (11%) |
| 4-bed | 19  | 0   | 4   | 23 (3%)  |
| Total | 115 | 468 | 228 | 811      |

12.16 Market dwellings are split over a range of sizes and house types with more smaller (1 and 2 bedroom) homes. Overall, this mix does not accord with the LHNA with delivery of more 1-2 bedroom dwellings and fewer 3-4 bedroom dwellings. Nevertheless, it delivers a varied range of dwelling sizes and an increased provision of smaller homes is considered appropriate for this urban location.

#### *Wheelchair user dwellings*

12.17 Of the 1,014 dwellings proposed, 111 are designed to meet Part M4(3) Wheelchair User standards, representing 10.95% of the total housing provision. This exceeds the requirement of Condition 34, which specifies that a minimum of 10% of dwellings must be provided as wheelchair adaptable or wheelchair accessible homes.

| <b>RMA5 Part M4(3) Wheelchair User dwellings Mix</b> |         |              |             |          |
|------------------------------------------------------|---------|--------------|-------------|----------|
| Type                                                 | Private | Intermediate | Social Rent | Total    |
| 1-bed                                                | 44      | 1            | 3           | 48 (43%) |
| 2-bed                                                | 35      | 1            | 13          | 49 (44%) |
| 3-bed                                                | 9       | 2            | 3           | 14 (13%) |
| Total                                                | 88      | 4            | 19          | 111      |

12.18 Condition 34 also requires that provision shall be provided across a mix of bed-sizes and tenures within each phase of the development. The table above shows that wheelchair user dwellings M4(3) dwellings are well distributed by type in terms of number of bedrooms and tenure.

#### *Schedule of uses*

12.19 Condition 8 of the Outline sets limitations on permitted uses across the site. The condition refers to the pre-2020 Use Classes Order classifications which, in the context of the outline, remain relevant. These limitations across the entire site are set out in the table below and have the overarching requirement that the overall floor-space the York Central site of shall not exceed 379,729 sq.m GEA.

| <b>Permitted Uses Gross External Area (GEA)</b> |                                     |                                                                                                         |                                                                                                                                                                |                                           |                                                                                                          |
|-------------------------------------------------|-------------------------------------|---------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|----------------------------------------------------------------------------------------------------------|
| <b>Use</b>                                      | <b>Office</b>                       | <b>Retail and leisure (overall shall not exceed 11,991 sq.m, inclusive of any mezzanine floorspace)</b> |                                                                                                                                                                |                                           |                                                                                                          |
| <b>Use Class</b>                                | <b>E (B1a/B1b)</b>                  | <b>A1 (Comparison Goods)</b>                                                                            | <b>A1 (Convenience goods)</b>                                                                                                                                  | <b>A2, A3, A4 and A5 (in combination)</b> | <b>Class D2</b>                                                                                          |
| <b>Amount</b>                                   | Between 70,000 sq.m and 87,693 sq.m | No more than 3,144 sq.m, and of this figure no individual comparison goods unit may exceed 500 sq.m     | No more than 3,500 sq.m, and of this figure no individual convenience goods unit may exceed 2,500 sq.m and only one convenience goods unit may exceed 280 sq.m | No more than 3,597 sq.m                   | No more than 1,750 sq.m (GEA) (Class D2 uses shall be limited to gymnasiums and related fitness centres) |

12.20 The uses in the RMA5 area are set out in the table below:

| <b>RMA5 Gross External Area (GEA) by Use</b> |                 |                    |                           |              |                         |                        |              |
|----------------------------------------------|-----------------|--------------------|---------------------------|--------------|-------------------------|------------------------|--------------|
| <b>Use</b>                                   | <b>Business</b> | <b>Residential</b> | <b>Retail/leisure</b>     | <b>Hotel</b> | <b>Museum/Community</b> | <b>Railway Station</b> |              |
| <b>Use Class (as per outline)</b>            | <b>B1a/B1b</b>  | <b>C3</b>          | <b>A1, A2, A3, A4, A5</b> | <b>C1</b>    | <b>D1</b>               | <b>Sui Generis</b>     | <b>Total</b> |
| Plot C3                                      | 345             | 0                  | 1063                      | 0            | 0                       | 603                    | 2011         |
| Plot C4                                      | 0               | 0                  | 876                       | 10120        | 0                       | 0                      | 10996        |
| Plot D2                                      | 12827           | 0                  | 555                       | 0            | 0                       | 0                      | 13382        |
| Plot F3                                      | 0               | 20385              | 820                       | 0            | 0                       | 0                      | 21205        |
| Plot F4                                      | 0               | 23892              | 2165                      | 0            | 0                       | 0                      | 260          |

|        |           |       |      |               |   |     |            |
|--------|-----------|-------|------|---------------|---|-----|------------|
|        |           |       |      |               |   |     | 57         |
| Plot E | 0         | 15955 | 357  | 0             | 0 | 0   | 163<br>12  |
| Plot K | 0         | 17046 | 433  | 0             | 0 | 0   | 174<br>79  |
| Plot L | 0         | 20367 | 0    | 0             | 0 | 0   | 203<br>67  |
| Total  | 1317<br>2 | 97645 | 6269 | 10<br>12<br>0 | 0 | 603 | 127<br>809 |

12.21 This would mean, subject to approval of RMA5 and including GEA of uses permitted in previous reserved matters, the following amount of floorspace remain to be developed:

- a total of 150,683 sq.m GEA will be permitted of the overall floor-space the York Central site. This is approximately 40% of the overall permitted GEA of 379,729 sq.m.
- a total of 32,219 sq.m GEA will be permitted of the Use Class B1a/B1b use. This is less than the minimum of 70,000 sq.m GEA permitted for the overall site leaving B1a/B1b capacity for future phases.
- A total of 6,554 sq.m GEA will be permitted for Use Class A1, A2, A3, A4, A5 uses. This is less than the overall 11,991 sq.m GEA of retail and leisure uses permitted for the site overall.
- For A1 use, there are restrictions on the individual sizes of units of comparison and convenience goods. No individual units exceed

12.22 The cumulative floorspace proposed under RMA5, in conjunction with that already approved under previous reserved matters, is well within the limits of Condition 8.

### Section Summary

12.23 The proposed development accords with the approved Development Specification Document and the relevant outline planning conditions and Section 106 obligations relating to housing provision and land use. RMA5 will deliver 1,014

dwellings, including 203 affordable homes (20%), comprising 80% Social Rent and 20% Intermediate tenure, in accordance with Policy H10 and the Section 106 Agreement. Overall, the housing mix is weighted towards 1-2 bedroom dwellings and therefore differs from the LHNA, which identifies a greater need for larger homes. However, the provision of smaller dwellings is considered appropriate given the site's highly sustainable urban location. The scheme exceeds the requirement for wheelchair-accessible/adaptable housing, with 111 dwellings (10.95%) meeting Part M4(3) standards and distributed across a range of sizes and tenures. In terms of uses, the proposed floorspace and land use mix remain comfortably within the parameters established by the outline planning permission and Condition 8, with significant capacity retained for future phases of the wider York Central development.

### **13.0 Environment Statement (ES)**

13.1 The Environmental Compliance Statement (ECS) submitted alongside this Reserved Matters Application to assess the likely environmental effects of RMA5 against the relevant consented parameter plans that formed the basis of the EIA to determine if the proposals would result in any new or different effects that would change the conclusions of the previous ES.

13.2 The ECS considers impacts relating to Traffic and Transport, Air Quality, Archaeology and Built Heritage, Townscape and Visual, Noise and Vibration, Ecology, Ground Conditions, Socioeconomics and Population, Waste and Resources, Water Resources, Flood Risk and Drainage, Wind Assessment, Daylight Assessment, Climate Change, and the potential for cumulative impact. The ECS concludes that the design of the RMA5 submission has been informed by the Parameter Plans and design principles that formed the basis of the assessments in the Outline ES. Where there have been changes since the Outline was approved the ECS has demonstrated that the changes would not result in any new or different significant adverse effects to those reported in the Outline ES. Officers have no reason to dispute the conclusions of the ECS.

13.3 It can be concluded that overall the application will not have any further significant environmental effects over and above those assessed at the outline stage and a further Environmental Statement is not required.

### **14.0 Required S106 Obligations**

14.1 The applicant has provided a Heads of Terms to a deed of variation to the Existing Section 106 Agreement. The deed of variation is not intended to reopen or renegotiate the wider York Central planning obligation package comprised in the Existing Section 106 Agreement. The proposed variations are targeted, proportionate and relate to specific planning matters arising from the reserved matters application.

14.2 The obligations are considered to be necessary, directly related to the development, and fair and reasonable in accordance with the requirements of the CIL Regulations.

14.3 The Deed of Variation will secure the following matters:

- (a) two additional car club spaces (increasing the total from two to four);
- (b) an obligation to provide access rights for Council waste collection vehicles to the underground refuse system bins via the private streets on Plot F, alongside an indemnity protecting the operator from liability for deterioration of a privately maintained street arising from its use for refuse collection;
- (c) financial contribution of £150,000 towards provision of a URS enabled vehicle; a payment of £70,000 to cover the additional maintenance costs of the URS enabled vehicle to be paid upon the commencement of the URS service; and the payment of £15,000 towards vehicle hire in the event that the Council's URS enabled vehicle becomes inoperable to be paid upon the commencement of the URS service. In the event this vehicle hire sum is not used in year 1, it is carried over to year 2 etc for a period of 7 years with any balance to be repaid to the developer at the end of that period. If on provision of maintenance records the Council can demonstrate that a hire vehicle was required and the full £15,000 was expended within 7 years, a further £15,000 will become payable by the Developer. Overall, this means up to £30,000 towards vehicle hire in the event that the Council's URS enabled vehicle becomes inoperable;
- (d) an obligation requiring certain key routes to be protected for use by cyclists and/or pedestrians in perpetuity, by means of dedication as rights of way;
- (e) permissive public access by cyclists and/or pedestrians for other routes;

- (f) an alteration to the intermediate affordable housing definitions within the original s106 agreement and the inclusion of additional provisions to enable the provision of discount market rent units.

## **15.0 Planning Balance**

15.1 NPPF Policy S4 (Principle of Development withing settlements) states that *“development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.”* The principle of development has already been established through the grant of outline planning permission for York Central. The assessment of this reserved matters application has therefore focused on the acceptability of proposals relating to the reserved matters of access, appearance, landscaping, layout, and scale.

15.2 The proposals would deliver a substantial amount of the development approved in principle at the outline stage by providing 1014 dwellings (including 20% affordable housing provision), employment floorspace, retail and food and beverage uses, significant public realm improvements, a new park for the City, and enhanced access to York Railway Station. Overall the scheme is considered to create a high-quality mixed-use neighbourhood supported by good access for walking, wheeling and cycling, and with high-quality design and landscaping elements.

15.3 Harm arising from the proposals is limited and relates to a number of minor departures from approved parameter plans and Design Guide, the loss of non-designated heritage assets, the loss of intervisibility between designated heritage assets (Grade II listed NER Goods Station and the Grade II\* York Railway Station), and some elements of landscape design which do not fully align with the Design Guide. These matters have been carefully considered and are either justified by the specific context of the site and the proposals, can be addressed by planning conditions, or, in the case of designated heritage assets and loss of non-designated heritage assets, are outweighed by the wider public benefits of the scheme.

15.4 Overall, the proposals accord with the approved outline planning permission and the benefits are considered to substantially outweigh the harms identified.

## **16.0 Public Sector Equality Duty**

16.1 This application is a reserved matters application. Reserved matters are those aspects of a proposed development which an applicant can choose not to submit details of with an outline planning application, (i.e. they can be 'reserved' for later determination).

16.2 Section 149 of the Equality Act 2010 contains the Public Sector Equality Duty (PSED) which requires public authorities, when exercising their functions, to have due regard to the need to:

- a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
- b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- c) Foster good relations between persons who share relevant protected characteristic and persons who do not share it.

16.3 Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:

- a) Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to the characteristic;
- b) Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
- c) Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

16.4 The PSED does not specify a particular substantive outcome but ensures that the decision made has been taken with "due regard" to its equality implications.

16.5 The Council has given regard to the PSED when assessing the proposals. Officers across various departments have assessed the scheme and advised of the potential impacts on those with protected characteristics. The Council have therefore given due regard to the equality implications of the proposals in making this recommendation.

## 17.0 Conclusion and Recommendation

17.1 This reserved matters application has been assessed against the approved outline planning permission, parameter plans, Design Guide, and relevant policies of the NPPF and Local Plan. There are a limited number of departures from the approved parameter plans and Design Guide which have been identified throughout this report. However, these are generally minor in nature and are supported by appropriate design justification. The instances of non-compliance do not undermine the overall objectives or quality of the development. The proposals deliver a highly sustainable, well-connected and distinctive mixed-use neighbourhood that responds appropriately to its context, provides high-quality public realm and landscaping, supports a significant modal shift away from the private motor vehicle and contributes positively to the character and function of York Central. The scheme successfully balances the delivery of housing, employment, transport infrastructure, public open space and associated community benefits, whilst preserving key views, respecting heritage assets and creating an attractive and inclusive environment.

17.2 It is recommended that this reserved matters approval application be GRANTED subject to the conditions outlined in this report and:

17.3 The applicant agreeing to an extension of time for determination within five working days post-completion of the Deed of Variation to the Section 106 agreement referred to in paragraph 17.4 below; and

17.4 The applicant first completing a suitable and satisfactory Deed of Variation to the Section 106 agreement attached to outline consent 18/01884/OUT to secure the following matters:

- (a) two additional car club spaces (increasing the total from two to four)
- (b) an obligation to provide access rights for Council waste collection vehicles to the underground refuse system bins via the private streets on Plot F, alongside an indemnity protecting the operator from liability for deterioration of a privately maintained street arising from its use for refuse collection;
- (c) financial contribution of £150,000 towards provision of a URS enabled vehicle; a payment of £70,000 to cover the additional maintenance costs of the URS enabled vehicle to be paid upon the commencement of the URS service; and the payment of £15,000 towards vehicle hire in the event that the Council's URS enabled vehicle becomes inoperable to be paid upon the commencement of the URS service. In the event this vehicle hire sum is not used in year 1, it is carried over to year 2 etc for a

period of 7 years with any balance to be repaid to the developer at the end of that period. If on provision of maintenance records the Council can demonstrate that a hire vehicle was required and the full £15,000 was expended within 7 years, a further £15,000 will become payable by the Developer. Overall, this means up to £30,000 towards vehicle hire in the event that the Council's URS enabled vehicle becomes inoperable.

(d) an obligation requiring certain key routes to be protected for use by cyclists and/or pedestrians in perpetuity, by means of dedication as rights of way

(e) permissive public access by cyclists and/or pedestrians for other routes

(f) an alteration to the intermediate affordable housing definitions within the original s106 agreement and the inclusion of additional provisions to enable the provision of discount market rent units.

17.5 that the Head of Planning and Development Services be delegated authority to finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Head of Planning and Development Services considers reasonably necessary.

17.6 In the event that the requirements of paragraphs 17.3 or 17.4 are not met, it is recommended that delegated authority be granted to Officers to REFUSE the application on the basis that the necessary legal obligations required to ensure the development accords with the Local Plan would be absent, resulting in unacceptable harm.

## **18.0 RECOMMENDATION:**            Approve

1     Except where modified by conditions attached to this approval the development hereby permitted shall be carried out in accordance with the following approved plans and documents:

### Phase 1C Masterplan

Existing Site Location Plan - YC1MP-AAM-XX-ZZ-DR-AR-07000 P02

Proposed Demolitions- YC1MP-AAM-XX-ZZ-DR-AR-07005 P02

Proposed Ground Floor Plan - YC1MP-AAM-XX-ZZ-DR-AR-07100 P03

Proposed Typical Floor Plan - YC1MP-AAM-XX-ZZ-DR-AR-07101 P03

Proposed Roof Plan - YC1MP-AAM-XX-ZZ-DR-AR-07102 P03

Illustrative Masterplan - Typical Floor Plan - YC1MP-AAM-XX-ZZ-DR-AR-07111 P03

STATION QUARTER PROPOSED HIGHWAYS KEY PLAN - YC1MP-BHE-XX-XX-DR-C-02100 P04  
STATION QUARTER PROPOSED HIGHWAYS GENERAL ARRANGEMENT (SHEET 1) - YC1MP-BHE-XX-XX-DR-C-02101 P05  
STATION QUARTER PROPOSED HIGHWAYS GENERAL ARRANGEMENT (SHEET 2) - YC1MP-BHE-XX-XX-DR-C-02102 P05  
STATION QUARTER PROPOSED HIGHWAYS GENERAL ARRANGEMENT (SHEET 3) - YC1MP-BHE-XX-XX-DR-C-02103 P05  
FOUNDRY WAY PROPOSED HIGHWAYS GENERAL ARRANGEMENT - YC1MP-BHE-XX-XX-DR-C-02110 P03

#### Plot C3/C4 Hotel & WSE

Plots C3 C4 Existing Site Plan - YC1C0-3DR-XX-ZZ-DR-AR-08003 P01  
Plots C3 C4 Proposed Site Plan - YC1C0-3DR-XX-ZZ-DR-AR-08004 P01  
Plots C3 C4 Proposed Lower Ground Plan - YC1C0-3DR-XX-LG-DR-AR-08020 P01  
Plots C3 C4 Proposed Upper Ground Plan - YC1C0-3DR-XX-UG-DR-AR-08021 P01  
Plots C3 C4 Proposed Level 01 Plan - YC1C0-3DR-XX-01-DR-AR-08022 P01  
Plots C3 C4 Proposed Level 02 Plan - YC1C0-3DR-XX-02-DR-AR-08023 P01  
Plots C3 C4 Proposed Level 03 Plan - YC1C0-3DR-XX-03-DR-AR-08024 P01  
Plots C3 C4 Proposed Level 04 Plan - YC1C0-3DR-XX-04-DR-AR-08025 P01  
Plots C3 C4 Proposed Level 05 Plan - YC1C0-3DR-XX-05-DR-AR-08026 P01  
Plots C3 C4 Proposed Level 06 Plan - YC1C0-3DR-XX-06-DR-AR-08027 P01  
Plots C3 C4 Proposed Roof Plan - YC1C0-3DR-XX-RF-DR-AR-08028 P01  
Plots C3 C4 Proposed Elevations 01 - YC1C0-3DR-XX-XX-DR-AR-08110 P01  
Plots C3 C4 Proposed Elevations 02 - YC1C0-3DR-XX-XX-DR-AR-08111 P01  
Plots C3 C4 Proposed Elevations 03 - YC1C0-3DR-XX-XX-DR-AR-08112 P01  
Plots C3 C4 Proposed Sections 01 - YC1C0-3DR-XX-XX-DR-AR-08210 P01  
Plots C3 C4 Proposed Sections 02 - YC1C0-3DR-XX-XX-DR-AR-08211 P01  
Plot C4 Proposed Bay Study 01 - YC1C0-3DR-XX-XX-DR-AR-08310 P01  
Plot C4 Proposed Bay Study 02 - YC1C0-3DR-XX-XX-DR-AR-08311 P01  
Plot C4 Proposed Bay Study 03 - YC1C0-3DR-XX-XX-DR-AR-08312 P01  
Plot C3 Proposed Bay Study 01 - YC1C0-3DR-XX-XX-DR-AR-08313 P01  
Plot C3 Proposed Bay Study 02 - YC1C0-3DR-XX-XX-DR-AR-08314 P01  
Plot C3 Proposed Bay Study 03 - YC1C0-3DR-XX-XX-DR-AR-08315 P01

#### Plot D2 Innovation Hub

Existing Site Plan - YC1D2-AAM-D2-ZZ-DR-AR-07010 P01  
Proposed Site Plan - YC1D2-AAM-D2-ZZ-DR-AR-07011 P01  
Existing North East & North West Site Elevations - YC1D2-AAM-D2-ZZ-DR-AR-07020 P01  
Proposed North East & North West Site Elevations - YC1D2-AAM-D2-ZZ-DR-AR-07021 P01

Proposed Ground Floor Plan - YC1D2-AAM-D2-ZZ-DR-AR-07100 P01  
Proposed Level 01-05 Plan - YC1D2-AAM-D2-ZZ-DR-AR-07101 P01  
Proposed Level 06 Plan - YC1D2-AAM-D2-ZZ-DR-AR-07106 P01  
Proposed Roof Plan - YC1D2-AAM-D2-ZZ-DR-AR-07107 P01  
Proposed North East & South West Elevations - YC1D2-AAM-D2-ZZ-DR-AR-07200 P01  
Proposed North West & South East Elevations - YC1D2-AAM-D2-ZZ-DR-AR-07201 P01  
Proposed Sections - YC1D2-AAM-D2-ZZ-DR-AR-07300 P01  
Proposed North East Bay Study - YC1D2-AAM-D2-ZZ-DR-AR-07400 P01  
Proposed South West Bay Study - YC1D2-AAM-D2-ZZ-DR-AR-07401 P01  
Proposed North West Bay Study - YC1D2-AAM-D2-ZZ-DR-AR-07402 P01  
Proposed South East Bay Study - Office Lobby - YC1D2-AAM-D2-ZZ-DR-AR-07403 P01  
Proposed South East Bay Study - Cycle Store - YC1D2-AAM-D2-ZZ-DR-AR-07404 P01

#### Plot F3-F10 Build to Rent

EXISTING BLOCK PLAN - YC1F0-WCA-ZZ-ZZ -DR-A-00900 P01  
PROPOSED BLOCK PLAN - YC1F0-WCA-ZZ-00 -DR-A-00901 P01  
PROPOSED SITE PLAN - YC1F0-WCA-ZZ-00 -DR-A-00902 P01  
PROPOSED GROUND FLOOR PLAN - YC1F0-WCA-ZZ-00-DR-A-00100 P06  
PROPOSED FIRST FLOOR PLAN - YC1F0-WCA-ZZ-01-DR-A-00101 P05  
PROPOSED SECOND FLOOR PLAN - YC1F0-WCA-ZZ-02-DR-A-00102 P04  
PROPOSED THIRD FLOOR PLAN - YC1F0-WCA-ZZ-03-DR-A-00103 P04  
PROPOSED FOURTH FLOOR PLAN - YC1F0-WCA-ZZ-04-DR-A-00104 P04  
PROPOSED FIFTH FLOOR PLAN - YC1F0-WCA-ZZ-05-DR-A-00105 P04  
PROPOSED ROOF PLAN - YC1F0-WCA-ZZ-RF-DR-A-00107 P01  
PLOT F4 - North West Elevation - YC1F0-WCA-F4-XX-DR-A-21205 P01  
PLOT F4 - North East & South East Elevations - YC1F0-WCA-F4-XX-DR-A-21206 P01  
PLOT F4 - SOUTH WEST ELEVATION - YC1F0-WCA-F4-XX-DR-A-21207 P02  
PLOT F4 - Internal Courtyard Elevation 1 & 2 - YC1F0-WCA-F4-XX-DR-A-21208 P01  
PLOT F4 - INTERNAL COURTYARD ELEVATION 7, 8, & 9 - YC1F0-WCA-F4-XX-DR-A-21210 P01  
PLOT F3 - North West & North East Elevations - YC1F0-WCA-F3-XX-DR-A-21201 P01  
PLOT F3 - South East & South West Elevations - YC1F0-WCA-F3-XX-DR-A-21202 P01  
PLOT F3 - Internal Courtyard Elevation 1 & 2 - YC1F0-WCA-F3-XX-DR-A-21203 P01  
PLOT F3 - Internal Courtyard Elevation 3 & 4 & 5 - YC1F0-WCA-F3-XX-DR-A-21204 P01

Plot F - LONG STREET ELEVATIONS - YC1F0-WCA-ZZ-XX-DR-A-21230 P01  
Plot F3 & F4 - Section AA & BB - YC1F0-WCA-ZZ-XX-DR-A-00301 P01  
PLOT F4 - SECTIONS BB & CC - YC1F0-WCA-F4-XX-DR-A-00302 P01  
PLOT F3 - SECTIONS DD & EE - YC1F0-WCA-F3-XX-DR-A-00303 P01  
Plot F - Bay Study 01 - YC1F0-WCA-ZZ-XX-DR-A-21251 P01  
Plot F - BAY STUDY 05 - YC1F0-WCA-ZZ-XX-DR-A-21255 P01  
Plot F - BAY STUDY 06 - YC1F0-WCA-ZZ-XX-DR-A-21256 P01  
Plot F - Bay Study 08 - YC1F0-WCA-ZZ-XX-DR-A-21258 P01  
Plot F - Bay Study 09 - YC1F0-WCA-ZZ-XX-DR-A-21259 P01  
Plot F - Bay Study 10 - YC1F0-WCA-ZZ-XX-DR-A-21260 P01  
Plot F4 - Amenity Pavilion Elevations - YC1F0-WCA-F4-XX-DR-A-21211 P01  
Plot F - ILLUSTRATIVE LANDSCAPE PLAN - YC1F0-RFM-XX-00-DR-L-0001 P03  
Plot F - GROUND FLOOR PUBLIC REALM GENERAL ARRANGEMENT PLAN 01  
OF 02 - YC1F0-RFM-ZZ-00-DR-L-0002 P04  
Plot F - GROUND FLOOR PUBLIC REALM GENERAL ARRANGEMENT PLAN 02  
OF 02 - YC1F0-RFM-ZZ-00-DR- L-0003 P04  
Plot F - ROOF TERRACE GENERAL ARRANGEMENT - YC1F0-RFM-ZZ-RF-DR-L-  
0004 P02  
Plot F - GROUND FLOOR PLANTING PLANS 01 OF 02 - YC1F0-RFM-ZZ-00-DR-  
L-0005 P04  
Plot F - GROUND FLOOR PLANTING PLANS 02 OF 02 - YC1F0-RFM-ZZ-00-DR-  
L-0006 P04  
Plot F - ROOF TERRACE PLANTING PLAN - YC1F0-RFM-ZZ-RF-DR-L-0007 P02  
Plot F - LANDSCAPE SECTIONS - YC1F0-RFM-ZZ-ZZ-DR-L-0008 P02  
Plot F - TYPICAL TREE PIT DETAILS - YC1F0-RFM-ZZ-ZZ-DR-L-0801 P01

#### Plot K&L Residential

Plots K&L - APARTMENT BLOCK A PROPOSED PLAN G+0 - YC1KL-HTL-AA-00-  
DR-AR-00100 P02  
Plots K&L - APARTMENT BLOCK A PROPOSED ROOF PLAN - YC1KL-HTL-AA-  
RF-DR-AR-00102 P02  
Plots K&L -APARTMENT BLOCK A PROPOSED ELEVATIONS - YC1KL-HTL-AA-  
XX-DR-AR-00300 P02  
Plots K&L -APARTMENT BLOCK A PROPOSED PLAN G+1 - G+4 - YC1KL-HTL-  
AA-ZZ-DR-AR-00101 P02  
Plots K&L -APARTMENT BLOCK B PROPOSED PLAN G+0 - YC1KL-HTL-AB-00-  
DR-AR-00100 P03  
Plots K&L -APARTMENT BLOCK B PROPOSED ROOF PLAN - YC1KL-HTL-AB-  
RF-DR-AR-00102 P03  
Plots K&L -APARTMENT BLOCK B PROPOSED ELEVATIONS - YC1KL-HTL-AB-  
XX-DR-AR-00300 P02  
Plots K&L -APARTMENT BLOCK B PROPOSED PLAN G+1 - G+4 - YC1KL-HTL-  
AB-ZZ-DR-AR-00101 P03  
Plots K&L -APARTMENT BLOCK C PROPOSED PLAN G+0 - YC1KL-HTL-AC-00-

DR-AR-00100 P03  
 Plots K&L -APARTMENT BLOCK C PROPOSED PLAN G+4 - YC1KL-HTL-AC-04-  
 DR-AR-00102 P03  
 Plots K&L -APARTMENT BLOCK C PROPOSED ROOF PLAN - YC1KL-HTL-AC-  
 RF-DR-AR-00103 P03  
 Plots K&L -APARTMENT BLOCK C PROPOSED PLAN G+1 - G+3 - YC1KL-HTL-  
 AC-ZZ-DR-AR-00101 P03  
 Plots K&L -APARTMENT BLOCK C PROPOSED ELEVATIONS - YC1KL-HTL-AC-  
 ZZ-DR-AR-00300 P02  
 Plots K&L -APARTMENT BLOCK D PROPOSED PLAN G+0 - YC1KL-HTL-AD-00-  
 DR-AR-00100 P03  
 Plots K&L -APARTMENT BLOCK D PROPOSED ROOF PLAN - YC1KL-HTL-AD-  
 RF-DR-AR-00102 P03  
 Plots K&L -APARTMENT BLOCK D PROPOSED ELEVATIONS - YC1KL-HTL-AD-  
 XX-DR-AR-00300 P02  
 Plots K&L - APARTMENT BLOCK D PROPOSED PLAN G+1 - G+3 - YC1KL-HTL-  
 AD-ZZ-DR-AR-00101 P03  
 Plots K&L - APARTMENT BLOCK E PROPOSED PLAN G+0 - YC1KL-HTL-AE-00-  
 DR-AR-00100 P02  
 Plots K&L - APARTMENT BLOCK E PROPOSED ROOF PLAN - YC1KL-HTL-AE-  
 RF-DR-AR-00102 P02  
 Plots K&L - APARTMENT BLOCK E PROPOSED ELEVATIONS - YC1KL-HTL-AE-  
 XX-DR-AR-00300 P02  
 Plots K&L - APARTMENT BLOCK E PROPOSED PLAN G+1 - G+2 - YC1KL-HTL-  
 AE-ZZ-DR-AR-00101 P02  
 Plots K&L - APARTMENT BLOCK PROPOSED SECTIONS - YC1KL-HTL-ZZ-XX-  
 DR-AR-00301 P02  
 TERRACE A PROPOSED PLAN G+0 - YC1KL-HTL-BA-00-DR-AR-00100 P03  
 TERRACE A PROPOSED PLAN G+1 - YC1KL-HTL-BA-01-DR-AR-00101 P03  
 TERRACE A PROPOSED PLAN G+2 - YC1KL-HTL-BA-02-DR-AR-00102 P03  
 TERRACE A PROPOSED PLAN G+3 - YC1KL-HTL-BA-03-DR-AR-00103 P03  
 TERRACE A PROPOSED ROOF PLAN - YC1KL-HTL-BA-RF-DR-AR-00104P03  
 TERRACE A PROPOSED ELEVATIONS - YC1KL-HTL-BA-XX-DR-AR-00300 P02  
 TERRACE A PROPOSED ELEVATIONS - YC1KL-HTL-BA-XX-DR-AR-00301 P02  
 TERRACE B PROPOSED ELEVATIONS - YC1KL-HTL-BB-XX-DR-AR-00300 P02  
 TERRACE B PROPOSED PLANS - YC1KL-HTL-BB-ZZ-DR-AR-00100 P03  
 TERRACE C PROPOSED PLAN G+0 - YC1KL-HTL-BC-00-DR-AR-00100 P03  
 TERRACE C PROPOSED PLAN G+1 - YC1KL-HTL-BC-01-DR-AR-00101 P03  
 TERRACE C PROPOSED PLAN G+2 - YC1KL-HTL-BC-02-DR-AR-00102 P03  
 TERRACE C PROPOSED ROOF PLAN - YC1KL-HTL-BC-RF-DR-AR-00103 P03  
 TERRACE C PROPOSED ELEVATIONS - YC1KL-HTL-BC-XX-DR-AR-00300 P02  
 TERRACE D PROPOSED ROOF PLAN - YC1KL-HTL-BD-RF-DR-AR-00102 P02  
 TERRACE D PROPOSED ELEVATIONS - YC1KL-HTL-BD-XX-DR-AR-00300 P02  
 TERRACE D PROPOSED PLAN G+0 - G+1 - YC1KL-HTL-BD-ZZ-DR-AR-00100  
 P02

TERRACE D PROPOSED PLAN G+2 - G+3 -YC1KL-HTL-BD-ZZ-DR-AR-00101 P02

TERRACE E PROPOSED PLAN G+0 - YC1KL-HTL-BE-00-DR-AR-00100 P02

TERRACE E PROPOSED PLAN G+1 - YC1KL-HTL-BE-01-DR-AR-00101 P02

TERRACE E PROPOSED PLAN G+2 - YC1KL-HTL-BE-02-DR-AR-00102 P02

TERRACE E PROPOSED ROOF PLAN - YC1KL-HTL-BE-RF-DR-AR-00103 P02

TERRACE E PROPOSED ELEVATIONS - YC1KL-HTL-BE-XX-DR-AR-00300 P02

TERRACE E PROPOSED ELEVATIONS - YC1KL-HTL-BE-XX-DR-AR-00301 P02

TERRACE F PROPOSED PLAN G+0 - YC1KL-HTL-BF-00-DR-AR-00100 P02

TERRACE F PROPOSED PLAN G+1 - YC1KL-HTL-BF-01-DR-AR-00101 P02

TERRACE F PROPOSED PLAN G+2 - YC1KL-HTL-BF-02-DR-AR-00102 P02

TERRACE F PROPOSED ROOF PLAN - YC1KL-HTL-BF-RF-DR-AR-00103 P02

TERRACE F PROPOSED ELEVATIONS - YC1KL-HTL-BF-XX-DR-AR-00300 P02

TERRACE H PROPOSED ELEVATIONS - YC1KL-HTL-BH-XX-DR-AR-00300 P02

TERRACE H PROPOSED PLAN G+0 - G+1 - YC1KL-HTL-BH-ZZ-DR-AR-00100 P02

TERRACE H PROPOSED PLAN G+2 - ROOF PLAN - YC1KL-HTL-BH-ZZ-DR-AR-00101 P02

Site Sections - Sheet 1 - YC1KL-HTL-ZZ-XX-DR-AR-00700 P02

Site Sections - Sheet 2 - YC1KL-HTL-ZZ-XX-DR-AR-00701 P02

APARTMENT BLOCK E PROPOSED BAY STUDY - YC1KL-HTL-AE-XX-DR-AR-21408 P02

BACK TO BACK PROPOSED BAY STUDY - YC1KL-HTL-BC-XX-DR-AR-21403 P02

RAISED HOUSE 2B4P/3B5P PROPOSED BAY STUDY - YC1KL-HTL-BD-XX-DR-AR-21405 P02

APARTMENT BLOCK A/B PROPOSED BAY STUDY - YC1KL-HTL-ZZ-XX-DR-AR-21401 P02

BOOKEND FLATS PROPOSED BAY STUDY - YC1KL-HTL-ZZ-XX-DR-AR-21402 P02

TERRACED HOUSE PROPOSED BAY STUDY - YC1KL-HTL-ZZ-XX-DR-AR-21404 P02

RAISED HOUSE 2B4P/1B2P PROPOSED BAY STUDY - YC1KL-HTL-ZZ-XX-DR-AR-21406 P02

TERRACED HOUSE WITH GARAGE PROPOSED BAY STUDY - YC1KL-HTL-ZZ-XX-DR-AR-21407 P02

PROPOSED G+0 PLAN - YC1KL-HTL-ZZ-00-DR-AR-00500 P03

PROPOSED G+1 PLAN - YC1KL-HTL-ZZ-01-DR-AR-00501 P03

PROPOSED G+2 PLAN - YC1KL-HTL-ZZ-02-DR-AR-00502 P03

PROPOSED G+3 PLAN - YC1KL-HTL-ZZ-03-DR-AR-00503 P03

PROPOSED G+4 PLAN - YC1KL-HTL-ZZ-04-DR-AR-00504 P03

PROPOSED ROOF PLAN - YC1KL-HTL-ZZ-RF-DR-AR-00510 P03

AA - AB - Apartment Block A & B - YC1KL-HTL-XX-ZZ-DR-AR-06201 P02

AC - Apartment Block C - YC1KL-HTL-XX-ZZ-DR-AR-06202 P02

AC - Apartment Block C - YC1KL-HTL-XX-ZZ-DR-AR-06203 P02

AD - AE - Apartment Block D & E - YC1KL-HTL-XX-ZZ-DR-AR-06204 P02  
AD - AE - Apartment Block D & E - YC1KL-HTL-XX-ZZ-DR-AR-06205 P02  
ZZ - Bookend Flats - YC1KL-HTL-XX-ZZ-DR-AR-06206 P02  
ILLUSTRATIVE LANDSCAPE PLAN - YC1KL-RFM-ZZ-00-DR-L-0001 P04  
LANDSCAPE GENERAL ARRANGEMENT PLAN 01 OF 03 - YC1KL-RFM-ZZ-00-DR-L-0002 P04  
LANDSCAPE GENERAL ARRANGEMENT PLAN 02 OF 03 - YC1KL-RFM-ZZ-00-DR-L-0003 P04  
LANDSCAPE GENERAL ARRANGEMENT PLAN 03 OF 03 - YC1KL-RFM-ZZ-00-DR-L-0004 P04  
PLANTING PLAN 01 OF 03 - YC1KL-RFM-ZZ-00-DR-L-0005 P05  
PLANTING PLAN 02 OF 03 - YC1KL-RFM-ZZ-00-DR-L-0006 P05  
PLANTING PLAN 03 OF 03 - YC1KL-RFM-ZZ-00-DR-L-0007 P05  
PLANTING SCHEDULE - YC1KL-RFM-ZZ-ZZ-DR-L-0008 P05  
LANDSCAPE SECTIONS - YC1KL-RFM-ZZ-ZZ-DR-L-0009 P02  
TYPICAL TREE PIT DETAILS - YC1KL-RFM-ZZ-ZZ-DR-L-0801 P01

#### Plot E Residential

Site Plan - Existing YC1E0-CPA-E0-ZZ-DR-AR-01000 P01  
Site Plan - Proposed YC1E0-CPA-E0-ZZ-DR-AR-01001 P03  
Site Elevations - Proposed Cinder Street - YC1E0-CPA-E0-ZZ-DR-AR-01071 P02  
Proposed Ground Floor Plan - Block E1 to E6 - YC1E0-CPA-ZZ-00-DR-AR-02000 P03  
Proposed Level 01 Plan - Block E1 to E6 - YC1E0-CPA-ZZ-01-DR-AR-02001 P03  
Proposed Level 02 Plan - Block E1 to E6 - YC1E0-CPA-ZZ-02-DR-AR-02002 P03  
Proposed Level 03 Plan - Block E1 to E6 - YC1E0-CPA-ZZ-03-DR-AR-02003 P03  
Proposed Level 04 Plan - Block E1 to E6 - YC1E0-CPA-ZZ-04-DR-AR-02004 P03  
Proposed Roof Plan - Block E1 to E6 - YC1E0-CPA-ZZ-05-DR-AR-02005 P03  
Proposed Ground Floor Plan - Block E7 to E8 - YC1E0-CPA-ZZ-00-DR-AR-02010 P03  
Proposed Level 01 Plan - Block E7 to E8 - YC1E0-CPA-ZZ-01-DR-AR-02011 P03  
Proposed Level 02 Plan - Block E7 to E8 - YC1E0-CPA-ZZ-02-DR-AR-02012 P03  
Proposed Roof Plan - Block E7 to E8 - YC1E0-CPA-ZZ-03-DR-AR-02013 P03  
Proposed Elevations - Block E1 to E6 - Sh.1 - YC1E0-CPA-ZZ-ZZ-DR-AR-06000 P02  
Proposed Elevations - Block E1 to E6 - Sh.2 - YC1E0-CPA-ZZ-ZZ-DR-AR-06001 P02  
Proposed Elevations - E7 to E8 - YC1E0-CPA-ZZ-ZZ-DR-AR-06005 P02  
Proposed Sections - Block E1 to E6 - YC1E0-CPA-ZZ-ZZ-DR-AR-07000 P02  
Proposed Sections - Block E7 to E8 - YC1E0-CPA-ZZ-ZZ-DR-AR-07001 P02  
Proposed Block E1 Bay Study - YC1E0-CPA-E1-ZZ-DR-AR-06010 P02  
Proposed Block E2 Bay Study - YC1E0-CPA-E2-ZZ-DR-AR-06011 P02  
Proposed Block E3 Bay Study - YC1E0-CPA-E3-ZZ-DR-AR-06012 P02  
Bay Study - Townhouse Type TH-B - YC1E0-CPA-E4-ZZ-DR-AR-06013 P02  
Application Reference Number: 25/02384/REMM Item No: 5a

ILLUSTRATIVE LANDSCAPE PLAN - YC1E0-RFM-ZZ-00-DR-L-0001 P04  
LANDSCAPE GENERAL ARRANGEMENT SHEET 1 OF 2 - YC1E0-RFM-ZZ-00-DR-L-0002 P04  
LANDSCAPE GENERAL ARRANGEMENT SHEET 2 OF 2 - YC1E0-RFM-ZZ-00-DR-L-0003 P04  
PLANTING PLAN SHEET 1 OF 2 - YC1E0-RFM-ZZ-00-DR-L-0004 P04  
PLANTING PLAN SHEET 2 OF 2 - YC1E0-RFM-ZZ-00-DR-L-0005 P04  
LANDSCAPE SECTIONS - YC1E0-RFM-ZZ-ZZ-DR-L-0006 P02  
TYPICAL TREE PIT DETAILS - YC1E0-RFM-ZZ-ZZ-DR-L-0801P01

## Coal Drops Square

RMA 5 Coal Drops General Arrangement - YC1CD-GRA-XX-XX-DR-L-1101 P04  
Coal Drops Section AA Coal Drops - YC1CD-GRA-XX-XX-DR-L-1301 P01  
Coal Drops Section BB Station Square - YC1CD-GRA-XX-XX-DR-L-1302 P02  
Coal Drops Section CC Coal Drops Slope - YC1CD-GRA-XX-XX-DR-L-1303 P02  
Coal Drops Section DD Drop-off Pedestrian Street - YC1CD-GRA-XX-XX-DR-L-1304 P02  
Phase 1C Coal Drops Hardworks - YC1CD-GRA-XX-XX-DR-L-3101 P03  
Phase 1C Coal Drops Softworks - YC1CD-GRA-XX-XX-DR-L-5101 P03

## Central Park

RMA 5 Central Park General Arrangement - YC1CP-GRA-XX-XX-DR-L-1101 P02  
RMA 5 Central Park Sections AA & BB Water Gardens - YC1CP-GRA-XX-XX-DR-L-1301 P01  
RMA 5 Central Park Sections CC & DD Wander Wilds - YC1CP-GRA-XX-XX-DR-L-1302 P01  
RMA 5 Central Park Section EE Skyfields - YC1CP-GRA-XX-XX-DR-L-1303 P01  
RMA 5 Central Park Hardworks & Furniture General Arrangement - YC1CP-GRA-XX-XX-DR-L-3101 P02  
RMA 5 Central Park Softworks General Arrangement Trees - YC1CP-GRA-XX-XX-DR-L-5101 P03  
RMA 5 Central Park Softworks General Arrangement Planting Typologies - YC1CP-GRA-XX-XX-DR-L-5102 P02

Environmental Compliance Statement - YC1MP-IDP-XX-XX-RP-PC-0001 V1  
Phase 1C Housing Mix Statement - YC1MP-MCL-XX-XX-RP-PM-0001 Rev A

Reason: To avoid doubt.

2 Prior to the continuation of development beyond foundation level, a Phased Delivery Plan for the Underground Refuse System (URS) shall be submitted to and approved in writing by the Local Planning Authority.

The plan shall detail the precise size, timing, phasing, and commissioning schedule for all URS clusters across the site. The submission must explicitly demonstrate that, fully operational URS capacity will be physically installed, commissioned, and safely accessible to serve every individual residential dwelling unit prior to its respective first occupation.

The URS infrastructure shall thereafter be implemented and made operational in strict accordance with the approved Phased Delivery Plan. The facilities shall be retained and maintained for the lifetime of the development and used for no other purpose.

Reason: To ensure the timely provision of appropriate and well-integrated waste management infrastructure, preventing informal waste storage that could harm residential amenity, public health, or the quality of the public realm, in accordance with Policies D1 (Placemaking) and WM1 (Sustainable Waste Management) of the City of York Local Plan.

3 The development hereby approved shall not be first occupied until the following details (a) to (f) for the operation of the URS waste management system have been submitted to and approved in writing by the Local Planning Authority and those details as so approved together with the details contained in the approved Waste Strategy Addendum (June 2026) have been implemented in full.

- a) Access and security: details of an access control system (e.g., fob access or similar electronic means) which shall be installed on all the URS waste bin units from their first use to restrict public access, manage usage, and prevent the co-mingling of waste.
- b) System contingency: clear contingency arrangements in the event of URS container or system failure, including the provision, storage locations, and coordination of temporary 1100-litre containers by the relevant management company.
- c) Smart monitoring: details of the specification and installation of fill-level monitors/sensors which shall be installed on each URS bin prior to its first use, including the mechanism and protocols for sharing this data with the Waste Collecting Authority to inform collections.
- d) Assisted collections: specific arrangements for assisted waste collections. This must include concrete details on how waste from vulnerable residents - particularly those in properties exceeding 10m from the vehicular route - will be transferred to the URS by the plot management company. This should cover arrangements for all types of accommodation including apartments, duplexes and houses.
- e) Training: details of how both first residents and all subsequent residents will be trained to use the URS safely and effectively.
- f) Servicing and maintenance: details of the cleaning and maintenance regime for the waste hoppers, alongside clear arrangements for the mechanical servicing of the hoppers and lifting mechanisms.

The development shall thereafter be operated and maintained in full accordance with both the approved details and the approved Waste Strategy Addendum (June 2026) for the lifetime of the development.

Reason: To ensure the provision of an effectively managed and future-proofed waste system and to protect residential amenity, in accordance with Policies WM1 (Sustainable Waste Management) and ENV2 (Managing Environmental Quality) of the City of York Local Plan. As Conditions 18 and 49 of the outline consent are not sufficient to ensure the URS system proposed at this reserved matters stage is appropriately managed.

4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), and the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 no extensions, additions, porches, or alterations to the roofs of the dwellinghouses hereby approved on Plots E, K, and L (under Schedule 2, Part 1, Classes A, B, C, D, and E) shall be carried out without the prior grant of specific planning permission by the Local Planning Authority.

Reason: The residential plots have been designed with a specific, high-density urban grain and tight layout. Unrestricted extensions or roof alterations could significantly harm the carefully designed 'appearance', 'scale', and 'layout' of the scheme, compromise the amenity of neighbouring occupiers, and erode the landscape setting, contrary to Policies D1 (Placemaking) and D11 (Extensions and Alterations to Existing Buildings) of the City of York Local Plan.

5 Prior to the installation of the temporary public toilet block shown on the northern side of Central Park (shown on the approved plans adjacent to the south-eastern end of Plot K), full details of the facility shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- a) The scale, layout, external appearance, and materials of the temporary structure;
- b) Details demonstrating that the facility will be fully accessible to all users, including wheelchair users;
- c) A specific management and maintenance plan for the facility, including cleaning schedules, opening hours, and security measures; and
- d) Details of the temporary period for which the facility will remain in situ, along with a programme for its installation and ultimate removal and the subsequent reinstatement of the land.

The temporary toilet facility shall be installed, maintained, accessible and ultimately removed in strict accordance with the approved details and timeframes.

Reason: To ensure the proposed facility is adequate, inclusive, and well-managed for park users, to protect the visual amenity of the public realm, and to ensure the structure is removed once no longer required, in accordance with Policies D1 (Placemaking) and HW2 (New Community Facilities) of the City of York Local Plan.

6 Prior to the Western Station Entrance becoming operational for railway passengers, the passenger lifts labelled Lift 05 and Lift 06 and shown on drawing Ref: YC1C0-3DR-XX-LG-DR-AR-0802 P01 (Plots C3 C4 Proposed Lower Ground Plan) shall be installed in full accordance with the approved details. The lifts must be made fully operational and remain available for unhindered public use during the operational hours of the Western Station Entrance for the lifetime of the development save for any temporary period of repair and/or maintenance.

Reason: To ensure safe, inclusive, and appropriate access to the western entrance of the railway station, maximising the uptake of sustainable travel opportunities in accordance with Policies T1 (Sustainable Access) and T3 (York Railway Station and Associated Operational Facilities) of the City of York Local Plan.

7 The emergency generator(s) hereby approved for Plots E and F shall only be used in the event of a mains power failure, with the exception of routine maintenance testing which shall not exceed 1 hour per month.

Reason: To ensure air quality is not unduly harmed by generator use and to protect the amenity of nearby residents, in accordance with Policies ENV1 (Air Quality) and ENV2 (Managing Environmental Quality) of the City of York Local Plan.

8 Prior to the commencement of soft landscaping works, in areas impacted by the potential district heating network, a 'Safeguarded Infrastructure Plan' shall be submitted to and approved in writing by the Local Planning Authority. The plan shall identify the indicative underground corridors safeguarded to accommodate potential future district heating networks or alternative heating system and shall demonstrate that these corridors do not conflict with the proposed tree pits, root protection areas, or primary structural landscaping approved under this Reserved Matters approval. The landscaping shall thereafter be implemented in accordance with the approved Safeguarded Infrastructure Plan within one planting season.

Reason: To ensure that spatial provision for future sustainable energy infrastructure (as indicated on the approved drawings) does not compromise the viability and long-term retention of the high-quality public realm, in accordance with Policies CC3 (Decentralised Energy Networks), D1 (Placemaking), and G11 (Green Infrastructure) of the City of York Local Plan.

9 Prior to the first operational use of the Western Station Entrance or Coal Drops Square, whichever is sooner, the exact operational routing, turning manoeuvres, and physical arrangements for the National Railway Museum Road Train within the

northern bubbled area as identified on approved Coal Drops General Arrangement Plan (reference: YC1CD-GRA-XX-XX-DR-L-1101 Rev P04) shall be submitted to and approved in writing by the Local Planning Authority. The area shall thereafter be operated in accordance with the approved details.

Reason: To ensure the safe and efficient operation of the pedestrianised public realm and to resolve conflicts between specialist vehicle access and public safety, in accordance with Policies D1 (Placemaking) and T1 (Sustainable Access) of the City of York Local Plan.

10 Notwithstanding the details shown on the approved plans, no permanent surfacing or highway construction works shall take place within the Station Square (part of the Coal Drops Square Plot) until a revised, wholesale re-design of the pedestrian and cycle arrangements within the southern bubbled area as identified on approved Coal Drops General Arrangement Plan (reference: YC1CD-GRA-XX-XX-DR-L-1101 Rev P04) has been submitted to and approved in writing by the Local Planning Authority.

The details shall be based on the latterly submitted indicative scheme shown on Drawing YC1CD-GRA-XX-XX-DR-L-1101 P04 (Coal Drops General Arrangement) and must explicitly demonstrate how the crossing safely integrates with the site-wide pedestrian and cycle networks, including the specific routing of cyclists from the planned Cinder Street crossing through the proposed Coal Drops Square to the 'cycle hub' entrance and bollard arrangements without requiring them to dismount.

The submission shall include full construction details of the crossing over Cinder Street, full details of the signalling arrangements, and a full Road Safety Audit (RSA) with a designer's response.

The approved scheme shall be fully implemented prior to the first operational use of either the Western Station Entrance or the Cycle Hub, whichever is sooner.

Reason: To ensure safe and legible priority for pedestrians and cyclists, and to avoid hazardous user conflicts at a critical active travel node, in accordance with Policy T1 of the City of York Local Plan.

11 Notwithstanding the details shown on the submitted plans, revised details of the proposed Blue Badge parking and loading bay on Cinder Street adjacent to Plot E shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development on plot E. The revised details shall clearly demonstrate that sufficient space is maintained between the bay and the controlled area of the adjacent signal-controlled pedestrian crossing. The bay shall thereafter be constructed in accordance with the approved details prior to the first occupation of Plot E.

Reason: To ensure that the provision of on-street parking and loading does not compromise pedestrian safety, unhindered visibility, or the operation of the adjacent pedestrian crossing, in accordance with Policy T1 (Sustainable Access) of the City of York Local Plan.

12 Prior first occupation or first use of any development in zones B, C, D, E and F (excluding Reserved Matters referenced 23/02255/REMM and any subsequent approvals to facilitate amendments to that Reserved Matters consent and the building) details of the cycle hub, which shall include the timeframe for delivery, shall be approved by the Local Planning Authority. The details shall include covered and secure cycle parking provision for a minimum of 300 cycles, luggage storage, w.c., showering and changing facilities. The development shall be carried out in accordance with the approved details.

Reason: To ensure promotion of sustainable travel, and in the interests of operation of the highway network and in the interests of good design, in accordance with sections 9 and 12 of the NPPF.

13 The development hereby approved shall be carried out in strict accordance with the submitted Flood Risk Assessment (prepared by Buro Happold, ref: YC1MPBHE-XX-XX-RP-W-00001, dated November 2025) and the flood mitigation measures detailed therein.

Reason: To reduce the risk of flooding to the proposed development and future occupants and to prevent an increase in flood risk elsewhere, in accordance with Policy ENV4 of the City of York Local Plan and Paragraph 173 of the NPPF.

14 Notwithstanding the details shown on the approved plans, prior to the commencement of development above foundation level for Plots E, F, and K & L, full detailed internal layout drawings (at 1:50 scale) for all communal residential cycle stores serving that plot shall be submitted to and approved in writing by the Local Planning Authority. The cycle storage facilities shall thereafter be implemented in accordance with the approved details prior to the first occupation of the respective block.

Reason: To ensure communal cycle storage is practical, accessible and secure Policy T1 of the City of York Local Plan.

15 Prior to the first occupation of any residential dwelling, commercial unit, or the Western Station Entrance hereby approved, the cycle parking facilities serving that specific residential dwelling, commercial unit, or the Western Station Entrance - as shown on the approved layout plans - shall be fully implemented and made available for use. These facilities shall be retained for the lifetime of the development and shall be used for no other purpose.

Reason: To ensure the provision of adequate, secure, and accessible cycle parking to promote sustainable transport, in accordance with Policy T1 (Sustainable Access) of the City of York Local Plan.

16 Prior to the construction of the roof structures proposed to be 'Green/ Brown roofs', a detailed Green/ Brown Roof Specification and Gull Management Protocol shall be submitted to and approved in writing by the Local Planning Authority. The submission shall include:

- a) Detailed planting/ substrate specifications and a 5-year establishment maintenance regime.
- b) Non-lethal gull deterrence design measures (such as continuous wire/ mesh layouts or specific vegetation structure choices) and routine maintenance protocols to prevent gull nesting while safeguarding target invertebrate and bird biodiversity value.

The roofs shall thereafter be constructed and managed in accordance with the approved protocol.

Reason: To maximise urban biodiversity while preventing public health and residential amenity nuisance from urban gull colonisation, in accordance with Policies GI2, ENV2, and CC2 of the City of York Local Plan.

17 Prior to the first occupation of any ground-floor retail or leisure unit (Use Class E) within Plots C3, C4, D2, E, F, or K, a Commercial Shopfront Design Framework for that plot shall be submitted to and approved in writing by the Local Planning Authority. The framework shall establish design rules for shopfront stallrisers, pilasters, glazing ratios, active frontage requirements, signage zones and external lighting. All individual shopfront installations shall thereafter accord with the approved framework.

Reason: To ensure ground-floor commercial frontages contribute positively to the vibrancy, visual quality, and active streetscape of the public realm, in accordance with Policies D1 and D12 of the City of York Local Plan.

NOTE: Condition 19 of the outline consent requires the separate approval of security measures, including security shutters, for any given plot. Any Commercial Shopfront Design Framework submitted to discharge this condition must coordinate with, and account for, any security details submitted pursuant to Condition 19 of the outline consent.

18 Prior to the first residential occupation of Plots E, F, or K & L, the designated Car Club parking bay(s) - as shown on the approved plans - shall be fully constructed, surfaced, marked, and equipped with active rapid electric vehicle charging infrastructure. The bay(s) shall be made available for operational use by an approved Car Club provider prior to occupation of the first residential dwelling and

retained exclusively for Car Club vehicles for the lifetime of the development.

Reason: To support low-car residential living and encourage modal shift, in accordance with Policies T1, T8, and ENV1 of the City of York Local Plan.

19 In the event that the adjacent pedestrian and cycle bridge (providing inclusive access into the railway station) is not completed and fully open to the public prior to the first operational use of the Western Station Entrance area or Coal Drops Square, a Temporary Interface Strategy shall be submitted to and approved in writing by the Local Planning Authority.

The strategy shall include full details of:

- a) Temporary pedestrian and cycle routing to safely navigate users around the incomplete bridge works, including temporary lighting and wayfinding signage.
- b) Temporary boundary treatments (e.g., high-quality hoarding or fencing) to secure the application boundary and effectively screen the adjacent construction site.
- c) The visual appearance and finish of any hoarding to ensure it is appropriate for the setting of a high-quality public square.
- d) A methodology and timeline for the removal of the temporary measures and the completion of the permanent public realm interface once the bridge becomes operational.

The approved Temporary Interface Strategy shall be fully implemented prior to the Western Station Entrance area or Coal Drops Square becoming operational to the public. The measures shall be retained and maintained until the adjacent pedestrian and cycle bridge becomes operational, after which the temporary measures shall be removed and the area made good in accordance with the approved Temporary Interface Strategy.

Reason: To ensure safe, legible, and visually attractive pedestrian and cycle access, and to protect the visual amenities and safety of the public realm in the event of the phased delivery of adjacent infrastructure, in accordance with Policies D1 (Placemaking) and T1 (Sustainable Access) of the City of York Local Plan.

## **19.0 INFORMATIVES:**

### **Notes to Applicant**

1. When submitting details to discharge Condition 15 (Construction Environmental Management Plan) of the outline consent (18/01884/OUTM) for this phase, the applicant is advised that the Local Planning Authority will expect the submissions to include specific, detailed strategies for:

- a) The physical protection of all high-quality public realm, hard surfacing (e.g. York stone setts), and soft landscaping completed under previous phases, including trackway matting, protective hoarding, and designated construction traffic routing.
- b) The management of 'meanwhile states' and site edges, ensuring that where completed development interfaces with vacant plots or active construction zones, the boundary is secured by high-quality temporary hoarding or fencing to protect the visual and residential amenity of the occupied phase.

2. When submitting details to discharge Condition 24 (Hard and Soft Landscaping Implementation) of the outline consent (18/01884/OUTM) relating to Coal Drops Square, the applicant is advised that the Local Planning Authority will expect the submission to include full detailed specifications for:

- a) The water feature if it is to be implemented (as indicatively shown on the approved plans), including its precise location, physical design, and operational mechanisms.
- b) Outdoor event power infrastructure, including the location, technical specification, and physical appearance of electrical outlets (e.g., pop-up or flush in-ground feeder pillars) and subterranean cabling, to support public events and markets without reliance on surface cables or generators.

3. The applicant is reminded that the Archaeological Remains Management Plans (ARMPs 1, 2, 3, and 4) submitted and approved as part of this Reserved Matters application are legally tied to the development via Condition 68 of the overarching Outline Planning Permission (18/01884/OUTM). The developer is bound to ensure that all development, including demolition, groundworks, and construction, is carried out in strict accordance with the mitigation strategies, phrasing, and reporting protocols set out within these approved ARMPs.

**Contact details:**

**Case Officer:** Lauren Cripps

**Tel No:** 01904 554622