

COMMITTEE REPORT

Committee: Main Planning
Date: 24 June 2010

Ward: Micklegate
Parish: Micklegate Planning Panel

Reference: 10/00613/FULM
Application at: West Offices Station Rise York YO1 6HT
For: Refurbishment, extension and part demolition of West Offices building to form new offices for City of York Council
By: York Investors LLP
Application Type: Major Full Application (13 weeks)
Target Date: 9 July 2010
Recommendation: Approve

1.0 PROPOSAL

APPLICATION SITE

1.1 The application relates to the West Offices site. The offices are accommodated in what was York's original railway station and former station hotel, which are grade 2 star listed buildings within the Central Historic Core conservation area. The station opened in 1841, at that time it comprised of arrival (City Walls side) and departure (Tanner Row side) platforms linked by a cross platform. The hotel was a later addition, which opened in 1853. In 1877 when the new station opened, the old station and the hotel were converted into offices.

PROPOSALS

1.2 This application is for part demolition, extensions and alterations required in conjunction with the proposed refurbishment of the offices, to be occupied by City of York Council. The amount of office floorspace will increased from 10,057 sq m to 16,731 sq m.

1.3 The works proposed are as follows -

Demolition

- Departure platform building - later extensions at the south end (including the toilet block and the C20 additions) and corridor and service facilities, added to the inner side of the building when it was converted to offices.
- The two bridge links between platform buildings.
- Later extensions to the SW end of the arrivals block.

New construction

- Between the platform buildings installation of 3 free-standing floors to provide office space and installation of an arched roof.
- 4-storey extension to the remaining part of the arrival platform building.
- Relocation of the remaining section of the original train shed roof, to the southern end of the building.
- A ramped access to the Station Rise entrance.

- Landscaping of Station Rise and within the garden between the host building and Toft Green/Tanner Row, of note being the removal of the row of Italian alder trees and replacement planting of London plane trees.

ASSOCIATED APPLICATIONS

1.4 There is a companion application for listed building consent for the proposed works – 10/00614/LBC.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

Areas of Archaeological Interest GMS Constraints: City Centre Area 0006

Conservation Area GMS Constraints: Central Historic Core CONF

Listed Buildings GMS Constraints:

- Grade 2 Star; York Old Station And Hotel Toft Green 0103
- Grade 2; Gates, Gate Piers And Railings To Old Station Toft 0105
- Grade 2; Main Gates And Wicket Gates To North East Railway 0104
- Grade 2 Star; North East Railway War Memorial Station Rise 0102

Scheduled Ancient Monuments GMS Constraints: SMR 30 City Walls

2.2 Policies:

CYSP6	Location strategy
CYSP7	The sequential approach to development
CYSP8	Reducing dependence on the car
CYGP1	Design
CYGP3	Planning against crime
CYGP4A	Sustainability
CYGP11	Accessibility
CYNE1	Trees, woodlands, hedgerows
CYHE2	Development in historic locations
CYHE3	Conservation Areas
CYHE4	Listed Buildings
CYE3B	Existing and Proposed Employment Sites
CYHE10	Archaeology
CYT13A	Travel Plans and Contributions
CYT4	Cycle parking standards
CYT5	Traffic and pedestrian safety

3.0 CONSULTATIONS

INTERNAL

DESIGN, CONSERVATION AND SUSTAINABLE DEVELOPMENT

3.1 Officers support the scheme. The development would secure the long-term use of the building and unsympathetic C20 additions will be removed. The civic nature of the new use would take advantage of the existing spatial qualities of the building, its site

and its location, and would better reveal the significance of the structure. The extensions are deemed to respect the overall design of the listed building and any harm is considered to be outweighed by long term conservation of the asset for public benefit. The final presentation of the train shed canopy is yet to be agreed. Detailed comments are within the companion listed building consent application committee report.

LANDSCAPING

3.2 It is proposed to remove the Alder trees in the courtyard area. The trees contrast sharply with the broad-spreading, more open crowns of the Plane trees. The Alders provide tree cover along Toft Green, but as a continuous line of vegetation they are not particularly suited to their situation. They have a dense leaf cover and darker tone so they distract the eye from the building and in the summer virtually screen it. To replace the Alders with semi-mature Plane trees would reinstate a symmetry along the approach to the building and open up views to the building from Toft Green. A couple of Alders could be retained but for aesthetic clarity and full effect of the double avenue of planes, (with which they would otherwise compete) it is proposed to remove them.

3.3 Officers add that the proposed sewer route would affect the root protection area of the Plane trees.

ARCHAEOLOGY

3.4 An archaeological evaluation of the site was carried out in 2009. A trench located upon the top of the former station platform revealed a complex sequence of Roman structures, some of which are almost certainly associated with the baths complex recorded during the construction of the railway station. These were overlain by deposits associated with the construction of the platform. The Roman structures were found at a maximum height of 13.56m AOD (approximately 900mm below the modern ground surface).

3.5 The evaluation demonstrated that the degree of survival is poor where the works associated with the development of the site for railway use have destroyed most of the pre-19th century archaeological deposits. Therefore the significance of the deposits preserved on the site does not preclude this development taking place. An archaeological mitigation strategy, which can be required through condition, would provide an acceptable means of recording the significance of the archaeological deposits which will be affected by the development should consent be granted.

HIGHWAY NETWORK MANAGEMENT

3.6 Ask whether the visitor cycle parking, which is presently adjacent the retaining wall to Tanner Row, can be closer to the main entrance and visually obvious to customers. Details of the visitor cycle parking (design of stands and canopy) needs to be agreed. Vehicle swept paths for biomass traffic/refuse delivery etc are required to demonstrate vehicles can undertake these manoeuvres in the land available, whilst avoiding obstacles such as bollards and kerbs.

STRUCTURES AND DRAINAGE

3.7 No objection. The site is in flood zone 1, therefore should not suffer from flooding. Ask that surface water run-off be reduced, to 70% of the existing rate. This can be secured through condition.

ENVIRONMENTAL PROTECTION (EPU)

3.8 No objection, suggest conditions to cover issues regarding noise, odour, air quality and contaminated land.

- Noise during construction and demolition should be addressed through the developers adhering to an appropriate Environmental Management Scheme.
- Details of all machinery/plant to be installed, including location, noise levels and means of extraction to be submitted for approval.
- Air quality - biomass boilers are proposed for the building, in replacement of the existing gas fuelled boilers. Biomass burning can potentially lead to an increase in particulate (PM10) emissions, due to the process of combustion and compared to conventional gas-burning, can also result in an increase in the overall Nitrogen Oxides (NOx) emissions due to the fuel-derived portion that is not present in gas combustion. Air quality monitoring undertaken by the Council has been used to inform and determine the significance of the local air quality impact of the proposed boilers in accordance with the criteria discussed by the IAQM (IAQM, 2009) and the Consultation Draft of the EPUK Planning for Air Quality Guidance (EPUK, 2010). Based on the particular models of biomass boilers specified, there would not be a material impact on air quality. The emission rates of the system can be specified through condition.
- Contamination - site investigations undertaken report no contaminants present on-site that pose a health risk. As a precaution, EPU suggest a condition that any unexpected contaminants be reported to the LPA.

ECONOMIC DEVELOPMENT

3.9 Welcome the proposed office development. The investment will build confidence in York at a time of economic cutbacks and support and create jobs in the city. In particular it provides full occupation for employment uses on a brownfield site which may otherwise be difficult to develop in a comprehensive way. This development, along with the newly opened Cedar Court Hotel, has the potential to kick-start further regeneration of Toft Green and Micklegate, often seen as the "wrong side of the river" in investment terms.

EXTERNAL

MICKLEGATE PLANNING PANEL

3.10 Object on the following grounds -

- The overall roof/ atrium in the centre of the building is too high and obtrusive. The style seems to be a vague imitation of that of the main railway station which dates from around 30-40 years later than the West Offices, and seems to jar somewhat with the architecture of the earlier building. The Panel also felt that the overall quality of the design was poor.
- Disappointed about the extent to which the original features of the old railway station within the "quadrangle" of the main building - including the original canopies and platforms - are to be removed, relocated or concealed as part of the development. Ask for a more imaginative design to preserve these features in a meaningful and visible form.
- The trees on the SE boundary of the site are vital to the setting of this part of the West Offices and should be replaced with appropriate species.
- Concerned that the only major public consultation on the plans was conducted by the developers and not by the council.

SAFER YORK PARTNERSHIP

3.11 No objection, advise that officers were consulted and provided comment on the site design and security. The suggested measures have been incorporated in the scheme submitted.

YORK ACCESS GROUP

3.12 Ask whether noise levels within the new office space have been considered, due to the open aspect of the space, in particular due to the central lightwell.

YORK CIVIC TRUST

3.13 The Trust support the proposals, the following comments have been made over particular aspects of the scheme -

- Train Shed - ask that the roof be glazed, replicating the original appearance of the glass and that the sides be spaced away from surrounding buildings, i.e. it should not be attached to the proposed hotel.
- NW extension - the extension appears contrived, in particular due to the bay windows on the end of the elevation which appear out of place. The preference would be to have a glazing pattern which is respectful of the remainder of this elevation.
- Car Parking - understand the approach for limited car parking but feel there is space for further vehicle spaces to the NW of the building. Further spaces could be provided for pool cars, or those using green technology.
- Station Rise - the area between West Offices and Cedar Court Hotel demands high quality design and presentation. It is felt further thought needs to be put into the landscaping scheme for this area.

YORKSHIRE WATER

3.14 Have asked for full details of the proposed foul and surface water drainage, detailing the proposed connection to the drain on Tanner Row. This would be a condition if the scheme were approved.

PUBLICITY

3.15 Deadline for comments was 26.5.2010. 2 comments have been received, which make the following observations -

- Objection to the proposed relocation of the train shed roof. It is considered the structure is of significant historic interest, it should be retained in situ, and not used as a cycle store. In addition the proposed roof, due to its style also affects the historic understanding of the building.
- The Alders are an elegant tree which provide interest all year round. It is asked if these are only being removed to enable more car parking spaces.

3.16 In addition to the statutory publicity, prior to submission the applicants held a public exhibition in March 2010. Pertinent comments from the exhibition are summarised as -

- Support for re-use of the site.
- Question whether building meets the brief in terms of accommodating council workers.
- Design too modern, and concern over the impact/prominence of the new roof, due to its height and the SW elevation due to its height and proximity to the city walls.
- Object to loss of internal fabric (the track levels and platform should remain distinguished) and re-location of train shed canopy (which loses its integrity due to re-location, proximity to the proposed hotel and the proposed use as a cycle store).
- Question how secure the cycle store would be.

4.0 APPRAISAL

KEY ISSUES

4.1 Key issues are -

- Whether the development is acceptable in principle.
- Sustainability of the proposed offices.
- Impact on the historic environment - listed building, Central Historic Core Conservation Area and archaeology.
- Amenity.
- Drainage.
- Highway network management.
- Air quality.

WHETHER THE DEVELOPMENT PROPOSALS ARE ACCEPTABLE IN PRINCIPLE

4.2 PPS4: Planning For Sustainable Economic Growth advises that proposals for sustainable economic growth should be treated favourably. In defining such, PPS4 advises that the following should be considered, all of which it is deemed this proposal fits with -

- Whether the proposal has been planned to limit carbon dioxide emissions and provide resilience to climate change.

- Accessibility by a range of transport modes, and acceptable impact on the highway network.
- High quality design which improves the appearance of the area.
- Impact on physical and economic regeneration in the area.
- Impact on local employment.

4.3 Of the DLP (Draft Local Plan) policies SP6 and SP7a adopt a sequential approach to the location of offices. The preference is for development of previously developed/brownfield land within the defined city centre.

4.4 The building's current and established use class is as offices. As such no change of use is proposed in this application, only additional floorspace (6,674 sq m). Overall the total floorspace would be 16,731 sq m. The existing building provides office space which does not meet modern standards, and it is difficult to achieve full occupation. The scheme proposed will significantly improve the standard of the office space, in terms of the variety of facilities, accessibility and the environmental performance of the building. It would also lead to full occupation of the site, and be a prudent use of the land. Overall the proposal fits with national and local policies due to the location of the site and as its sustainable regeneration would have a significant physical and economic regeneration benefit.

SUSTAINABILITY

4.5 PPS1: Delivering Sustainable Development advises that regional and local planning policies seek to reduce energy use and promote development of renewable energy. Policy ENV5 of the Regional Spatial Strategy (RSS) advises that commercial developments of over 1,000 sq m should obtain at least 10% of their energy from decentralised renewable or low-carbon resources, unless it can be demonstrated this is unviable or unfeasible. The council's interim planning document on sustainable design and construction (IPD) asks that commercial developments of over 500 sq m floorspace achieve a BREEAM rating of at least very good, specifically the submission should advise on proposed renewable energy, use of materials and site management. BREEAM (The Building Research Establishment Environmental Assessment Method) provides a rating for buildings, which takes into account environmental performance during construction and throughout the lifetime of the development.

4.5 The development proposed would exceed the requirements of ENV5 of the RSS and the council's IPD in that it is expected the building will achieve a BREEAM excellent rating, with in excess of 10% of the building's required energy from renewable resources (potentially 80% of energy use will be from renewable resources). Renewable energy will be from a biomass boiler (using locally supplied wood) and a bio-diesel combined heat and power unit. There is also potential for photovoltaic panels to be installed on the new roof. Furthermore, the building has been designed to reduce energy demand, through temperature regulation, insulation, re-using energy to heat the building and maximising natural ventilation and lighting. During construction, the considerate constructors scheme will be participated in. Materials from West Offices will be re-used on-site where possible although the scheme involves an element of demolition of C20 additions from which materials are unsuitable for re-use. Private car use will be deterred due to the proximity to rail and

bus connections and through the provision of facilities for cyclists - see paragraph 4.26.

IMPACT ON THE LISTED BUILDING AND THE CONSERVATION AREA

4.6 In considering whether to grant planning permission for development that affects a listed building or its setting, according to (Sections 16(2) and 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, the LPA is required to have special regard to the desirability of preserving a listed building, its setting and any features of special architectural or historic interest which it possesses. Section 72 of the act advises that in considering whether to grant planning permission with respect to any buildings or other land in a conservation area, the LPA shall pay special attention to the desirability of preserving or enhancing the character or appearance of that area. This is re-iterated in policies HE2 and HE3 of the DLP.

4.7 PPS5: Planning for the Historic Environment advises that in considering proposals affecting listed buildings, the LPA shall weigh the public benefit of the proposal against any harm. PPS5 accepts that harm to a listed building may need to occur in order to secure the benefit of keeping a building in optimum viable use. Considering new buildings or extensions, PPS5 advises that a building's contribution to its setting can be sustained or enhanced if new buildings are carefully designed to respect their setting by virtue of their scale, proportion, height, massing, alignment and use of materials.

4.8 The principle of the development with respect to the impact on the listed building overall is welcomed and accords with PPS5 as it will secure the optimum viable use of the building and its long term conservation. There are other benefits, which PPS5 recognises as 'heritage benefits', with regards economic regeneration, sustainability and the contribution the building makes to its setting. The proposed construction is listed in 4.9 to 4.14. A full appraisal is contained in the companion listed building application committee report.

NW WING/ARRIVALS PLATFORM BUILDING

4.9 The part of the NW wing which is to be demolished is 2-storey, with a part pitched/glazed roof, part flat roof, dating from the late-C19 and C20. The bridges which cross where the tracks were once located are prominent, unsympathetic additions, added in the mid-C20, and are also to be removed. These building(s) were added after the station re-located, they are functional and do not make a positive contribution to the appearance of the listed building. The proposed demolitions and alterations would re-instate the U-shaped plan of the original station with hotel.

4.10 The NW wing extension would be in light brick with a slate hipped roof. Windows would be ordered and deeply recessed in their reveals. The extension is identified by its step up in height (around 2.5m) and the gable ends, which contain 2-storey high bay windows on each side. Whilst the new elevation has modern elements, it respects the original building through its materials, massing, order, shape and detailing.

END ELEVATION AND RELOCATED TRAINSHED CANOPY

4.11 The end elevation is predominantly glazed, with two rectangular arches to articulate the elevation. The arches are intended to reference the route of railway lines

which ran into the station, but also serve an important function, as they assist with shading of the floor-plates and carry the required services/ductwork. The glazing allows natural light into the building and provides openness, referencing the historic appearance. The relocated train shed canopy roof will be on the outside of the building, in a position where the train shed originally extended to, when the building was in its original use.

ROOF

4.12 The roof is intended to have a low profile so it is least prominent from the outside, its support and fixings are intended so from the inside, the structure can be read as separate from the enclosing buildings. The roof shape allows climate control in the building, by enabling natural light gain, whilst preventing glare/overheating. The roof is designed so it is fit for purpose and not over prominent, a flat roof would not allow the climate control requirements, and a pitched roof would create a far more heavy/prominent structure that would compete for attention with the main building. In officers opinion the structure is visually acceptable and would not detract from the appearance or historic interest of the building.

4.13 Overall the proposed demolitions and alterations will enable the reconfiguration of the building, to provide additional floorspace within the site and to facilitate low energy demand, and climate control within the building, required for the BREEAM excellent rating. This will allow the optimum viable use of the building.

4.14 Officers are of the opinion that the design of the new elements are acceptable, they are distinct contemporary additions of complementary scale, so would read as modern additions that would sit comfortably, and not detract from the appearance of the host building. In comparison to the existing layout, the proposed layout is significantly more sympathetic to the original function and appearance of the building, with U-shaped buildings around the enclosing roof and open aspect to the southern side. The relocation of the canopy is a necessary change, which assists with the understanding of the building's original function and route of the railway line. It also allows the on-site retention and refurbishment of the canopy. Subsequently, the building as proposed would not appear over-dominant or out of scale when viewed alongside neighbouring buildings from the city walls and would enhance the appearance of the conservation area.

LANDSCAPING

4.15 The proposed landscaping scheme affects Station Rise and the appearance of the garden area, located between the departure platform buildings and Tanner Row. The scheme, if approved would be subject to conditions regarding the landscaping scheme and the protection of trees (to be retained) during construction. This will include how the proposed sewer run would be introduced so it is directed around trees and their root protection areas, and how surfacing would be laid to avoid damage to trees.

4.16 To the south side of the building it is proposed to remove the row of Italian alders, 4 Lawson cypress trees, and a Hornbeam tree. The majority of these trees need to be removed to accommodate the proposed hotel and car parking spaces. 4.17 Whilst 3 of the alder trees and the elm could be retained, the preferred approach is to remove

all and replace with 6 London planes which will be aligned with the existing plane trees. Policy NE1 of the DLP applies when it is proposed to remove trees on development sites. NE1 states that trees which are of landscape, amenity, nature conservation, or historic value will be protected. When it is proposed to remove trees, the proposals should advise on the merits of specimens to be removed and undertake appropriate replacement planting of locally indigenous species. Of the trees to be removed the alders are of moderate value (retention category B), the cypress low vale (c) and the elm, due to its condition, is suggested for removal. The London planes are deemed to be of high amenity value, and the proposed scheme is better suited to the setting than the existing arrangement.

4.18 To the NW side of the offices building it is proposed to remove another 3 trees, a Horse chestnut and Silver birch where motorcycle and pool car parking is proposed and a Whitebeam where the loading area is proposed. These trees are of low amenity value and their loss can be accepted. Discussion is ongoing to add planting to this area, which is presently dominated by hardstanding and car parking, and the final landscaping scheme can be subject to condition.

4.19 Where Station Road meets Station Rise the footpath would be widened and then extended, so would continue across where the road presently leads into Station Rise. The tarmac surface along Station Rise would be replaced by bound gravel, with stone paving around the front entrance to West Offices and the adjacent hotel building. These works are welcome, as they enhance the appearance of the conservation area and give pedestrians priority over vehicles.

ARCHAEOLOGY

4.20 The site is within the city centre area of archaeological importance. Policy HE10 of the DLP seeks to preserve important archaeological remains and requires that applications demonstrate no more than 5% of archaeological deposits are disturbed or destroyed during works. An evaluation has been carried out onsite which informs that although there are archaeological remains preserved on parts of the site, the degree of survival is poor as the works associated with the development of the site for railway use destroyed most of the pre-19th century archaeological deposits. Compliance with policy HE10 can be secured through conditions that would require a watching brief on groundworks and that a foundation design, and statement of working methods be supplied, and adhered to, that would preserve 95% of archaeological deposits on the site.

AMENITY

4.21 Servicing and extensions to the host building would be on the NW side, between the existing building and the city walls. As such these changes would not affect the amenity of surrounding occupants. The development would likely lead to an intensification of use of the site, but since the site is within the city centre, these levels of activity are to be expected and do not therefore cause concern. Acoustic modelling has been undertaken which confirms internal conditions would be acceptable for occupants.

SITE DRAINAGE

4.22 The application site is within flood zone 1 where PPS25: Planning and Flood Risk advises that all types of development are appropriate, as the risk of flooding in such areas is deemed to be low. Policy GP15a of the DLP advises that in new development, discharges should not exceed the capacity of the sewer system and surface water run-off should not exceed the existing rate.

4.23 There would not be a material increase in foul or surface water drainage as a consequence of the proposed development. To ensure drainage flows are below existing rate, it is proposed a hydro-brake storage system is installed to control surface water run-off. The storage system would be located underneath where the proposed train shed canopy is to be located. The final approach to drainage will be agreed as a condition of approval as the proposals are subject to final agreement from Yorkshire Water.

HIGHWAY NETWORK MANAGEMENT

4.24 Policy SP8 of the DLP seeks to reduce dependence upon the car. It is suggested this occurs through locating large scale development close to bus routes, pedestrian and cycle networks and through the provision of cycle parking. The objectives of the DLP and PPG13: Transport (national planning policy) are to promote accessibility to jobs by public transport, walking and cycling and to reduce the need to travel, especially by car. Policy T4 of the DLP requires appropriate cycle parking provision, T5 asks that developments do not have an adverse effect on road safety and T13a requires developments to adopt a travel plan when over 30 employees would operate at a site.

4.25 The application site by virtue of its location is well served by public transport. Car parking will be restricted to spaces for disabled people and pool cars (17 spaces overall). Cycling is encouraged as 276 staff cycle parking spaces are proposed, which are covered and secure, and there would be 26 spaces for visitors by the courtyard entrance. The amount of spaces (302 total) exceeds the minimum requirement established in the DLP of 279 and additional spaces could be added in future if necessary. In addition changing facilities (showers and lockers) are proposed. The occupants (CYC) also produces a travel plan to encourage sustainable means of travel.

4.26 To improve safety and give pedestrians priority over road traffic, the pavement is to be extended at the junction of Station Road and Station Rise, and surfacing along Station Rise altered to give pedestrians priority over vehicles. Servicing will occur from the NW side of the building, off the main highway and away from the main entrances, which are on the NE side of the building or from Station Rise.

4.27 Overall the development complies with planning policy in terms of taking steps to reduce travel, encourage alternative means of travel to the private car and to ensure highway safety.

AIR QUALITY

4.28 GP4b of the DLP requires proposals outside an air quality management area (AQMA) to assess their impact on air quality where there is a recognised air quality problem in the area, or when there will potentially be significant emissions from the proposed building.

4.29 It is proposed to replace the existing gas boilers with biomass and bio-diesel fuelled boilers. Due to the location of the ventilation stacks and details supplied by manufacturers, there would not be a material effect on air quality (see 3.6).

5.0 CONCLUSION

5.1 The proposed scheme represents a demonstration of best practice, in its approach to the re-use and extension of a significant heritage asset, fitting with national and local planning policy, by securing the long term future of a grade 2 star listed building, which otherwise would have an uncertain future. It is also provides a highly sustainable, modern office building in an optimum city centre location. The design approach achieves a balance between delivering a building which is fit for purpose whilst respecting the listed building's historic fabric and adding extensions which sit comfortably with the host building and enhance the appearance of the conservation area. The original train shed canopy will also be revealed, enabling further understanding of the building's original use.

5.2 Subject to compliance with conditions, the building can operate without having an adverse effect on flood risk, highway safety and air quality.

COMMITTEE TO VISIT

6.0 RECOMMENDATION: Approve

1 TIME2 Development start within three years

2 Development to be carried out in accordance with the approved plans.

3 Prior to occupation of the building hereby approved a formal BREEAM assessment or equivalent, for the Design and Procurement stages for the building hereby approved shall be submitted to the Local Planning Authority. The assessment shall be followed by a BREEAM Post Construction review to be submitted after construction at a time to be agreed in writing by the Local Planning Authority. All assessments shall confirm the minimum 'Very Good' rating, or equivalent, be agreed to in writing by the Local Planning Authority and the development implemented accordingly.

Reason: In the interests of sustainable development, in accordance with the requirements of policy GP4a of the Draft Local Plan and the Council's planning guidance Interim Planning Statement (IPS) on Sustainable Design and Construction.

4 Notwithstanding any proposed materials specified on the approved drawings or in the application form submitted with the application, samples of the external materials to be used shall be submitted to and approved in writing by the Local

Planning Authority prior to the commencement of the development. The palette of materials shall be submitted concurrently, unless otherwise agreed, and the development shall be carried out using the approved materials.

Reason: So as to achieve a visually cohesive appearance.

5 VISQ7 Sample panel ext materials to be approved

6 No development shall take place until there has been submitted and approved in writing by the Local Planning Authority a landscaping scheme which shall include an audit of existing fixed structures, and retention of those which make a positive contribution to the setting, and the approach to planting and incorporation of adequate vehicle swept paths for service vehicles on the NW side of the building.

This scheme shall be implemented within a period of six months of the completion of the development. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless alternatives are agreed in writing by the Local Planning Authority.

Reason: In the interests of good design, setting of the listed building and highway safety.

7 All works shall be carried out in accordance with BS5837:2005 recommendations for protection of trees during construction and prior to works commencing, details of the protection of trees, both during construction and as a consequence of the proposed landscaping and drainage scheme shall be submitted to, and approved in writing by the Local Planning Authority, and the works carried out accordingly.

Reason: To ensure the protection of trees that make a positive contribution to the setting of the listed building and the conservation area, and which are intended to be retained.

8 Prior to the development commencing details of the areas for customer cycle parking (including type of secure fixing, elevations, materials and means of enclosure where proposed) shall be submitted to and approved in writing by the Local Planning Authority. The building shall not be occupied until the facilities have been provided in accordance with the approved details, and the facilities shall be provided/maintained thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure adequate space for, and to encourage cycle use in accordance with policies GP1, and T4 of the City of York Draft Local Plan.

9 The site shall not be occupied until a travel plan has been submitted and approved in writing by the Local Planning Authority. The travel plan shall be developed and implemented in line with local and national guidelines. The site shall thereafter be occupied in accordance with the aims, measures and outcomes of said Travel Plan. Within 12 months of occupation of the site a first year travel survey shall have been submitted to and approved in writing by the Local Planning Authority. Results of yearly

travel surveys shall then be submitted annually to the authority's travel plan officer for approval.

Reason: To reduce private car travel in accordance with PPG13: Transport, and policy T13a of the City of York deposit Draft Local Plan.

10 Development shall not begin until details of foul and surface water drainage works have been submitted to and approved in writing by the Local Planning Authority, and carried out in accordance with these approved details. The location of the new drain shall be directed so it does not affect trees onsite which have been shown as being retained. Details of the location shall be supplied to the Local Planning Authority for approval and development implemented accordingly.

The drainage scheme shall demonstrate that the minimum finished floor level shall be no lower than 10.50m AOD and peak run-off is attenuated to 70% of the existing rate (based on 140 l/s/ha of proven connected impermeable areas). Storage volume calculations, using computer modelling, for run-off 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 20% allowance for climate change. The modelling shall use a range of storm durations, with both summer and winter profiles, to find the worst-case volume required.

Reason: To prevent flood risk.

11 ARCH2 Watching brief required

12 ARCH3 Foundation design required

13 Prior to commencement of the development, an Environmental Management Scheme for minimising the creation of noise, vibration and dust during the demolition, site preparation and construction phases of the development shall be submitted to and approved in writing by the Local Planning Authority. All works on site shall be undertaken in accordance with the approved scheme, unless otherwise agreed in writing by the Local Planning Authority.

Reason. To protect the amenity of local residents and businesses

14 Details of all machinery, plant and equipment to be installed in or located on the use hereby permitted, which is audible outside the application site, shall be submitted to the local planning authority for written approval. These details shall include maximum ($L_{Amax}(f)$) and average sound levels (L_{Aeq}), octave band noise levels and any proposed noise mitigation measures. All such approved machinery, plant and equipment shall not be used on the site except in accordance with the prior written approval of the local planning authority. The machinery, plant or equipment and any approved noise mitigation measures shall be fully implemented and operational before the proposed use first opens and shall be appropriately maintained thereafter.

Reason: To protect the amenity of local residents and businesses.

15 The biomass boiler chosen for the site shall have an equivalent or lower emission rate of 97 mg/MJ NO_x (nitrogen dioxide) and 38mg/cubic m PM10 (particulate matter).

The stack exhaust shall extend a minimum of 1.5m above the roof, at the point of release (in line with the recommendations of the AECOM air quality assessment).

Reason : To ensure that there is no detrimental impact on local air quality.

16 In the event that contamination is found at any time when carrying out the approved development, the findings must be reported in writing immediately to the Local Planning Authority. In such cases, an investigation and risk assessment must be undertaken, and where remediation (clean-up) is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable safety and health risks.

17 Waste, including any recyclables, shall not be stored in any external areas. Details of the means of any enclosure for waste storage areas shall be submitted and approved in writing by the Local Planning Authority prior to occupation of the building and the works carried out in accordance with the approved details.

Reason: In the interests of the appearance of the conservation area and setting of the listed building.

7.0 INFORMATIVES:

1. You are reminded that listed building consent is also required for the proposed development. Works should not commence until that consent has been granted.

2. Any biomass boiler used on the site shall be classed as exempt under the Clean Air Act, as the site is within a Smoke Control Area. It is an offence to emit smoke from a chimney of a building, from a furnace or from any fixed boiler if located in a designated smoke control area.

3. REASON FOR APPROVAL

In the opinion of the Local Planning Authority the proposal, as it constitutes securing the long term future of a listed building at risk, and involves the creation of sustainable accessible office space in a sequentially preferable location, subject to the conditions listed above, would not cause undue harm to interests of acknowledged importance, with particular reference to the character, appearance and setting of the listed building, the character and appearance of the conservation area, highway safety, flood risk and air quality.

The proposal complies with national policy contained in PPS1, PPS4 and PPS5 and policies SP6, SP7, GP1, GP3, GP4a, GP11, NE1, HE2, HE3, HE4, HE10, E3b, T4, T5, T13a of the City of York Development Control Local Plan.

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