

## COMMITTEE REPORT

**Committee:** Main Planning  
**Date:** 24 June 2010

**Ward:** Micklegate  
**Parish:** Micklegate Planning Panel

**Reference:** 10/00615/FULM  
**Application at:** West Offices Station Rise York YO1 6HT  
**For:** New 6 storey hotel building fronting Toft Green  
**By:** York Investors LLP  
**Application Type:** Major Full Application (13 weeks)  
**Target Date:** 9 July 2010  
**Recommendation:** Approve

### 1.0 PROPOSAL

1.1 This application relates to the SE corner of the West Offices site where there is presently a vacant office building, dating from the mid C20. The building fronts onto Toft Green and is of brick and coloured panel construction, with a flat roof. It appears as single storey from Toft Green and has a 1st floor 'bridge' link which connects to the SE end of West Offices. The application site includes land to the NE of the building, terminating around 2m before Barker Lane, where there are 2 wooden sheds and landscaping between West Offices and Toft Green.

1.2 Hudson House, a 1960's office block finished in pre-cast concrete, with exposed aggregate, varying in height between 4 and 6 storeys, and the associated space around that building are SW of the application site. The site is within the Central Historic Core conservation area, West Offices is a grade 2 star listed building and the associated railings are listed at grade 2.

1.3 This application is for a 120 bedroom hotel, that would achieve a BREEAM excellent rating. The building would be T-shaped, set back between 4.5m and 2.5m from Toft Green. The portion of the hotel fronting Toft Green would be 6-storey in height, with the ground floor below street level, the top of the building would be level with the uppermost part of the top row of windows on Hudson House. The rear portion would step down to 4-storey. It is also proposed to install a sub-station and services building, this would be 2-storey, and sit between the proposed building and Hudson House. The buildings would be finished in light brick and zinc. The front elevation of the hotel would be split into three vertical elements, a pronounced central area clad in brick with a stone surrounded entrance and two bay windows, flanked by two ends that would be glazed up to 3rd floor level, with zinc panels above.

1.4 The demolition of extensions to West Offices, required to enable this building, are the subject of application 10/00614/LBC.

### 2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

Areas of Archaeological Interest GMS Constraints: City Centre Area  
Conservation Area GMS Constraints: Central Historic Core

Listed Buildings GMS Constraints:

- Grade 2 Star; York Old Station And Hotel Toft Green
- Grade 2; Gates, Gate Piers And Railings To Old Station

## 2.2 Policies:

CYSP7A	The sequential approach to development
CYSP7B	York City Centre and Central Shopping Area
CYGP1	Design
CYGP3	Planning against crime
CYGP4A	Sustainability
CYHE2	Development in historic locations
CYHE3	Conservation Areas
CYHE10	Archaeology
CYT4	Cycle parking standards
CYE3B	Existing and Proposed Employment Sites
CYV3	Criteria for hotels and guest houses

## 3.0 CONSULTATIONS

### CITY DEVELOPMENT

3.1 Report that the hotel is to be built in place of existing offices. Officers are advised therefore to consider whether there is demand for the existing offices, and whether alternatives are available, as required in policy E3b of the DLP. The sustainability credentials and the historic setting should also be considered in assessment of the application.

### DESIGN, CONSERVATION AND SUSTAINABLE DEVELOPMENT

3.2 Support the scheme. As originally submitted the materials and massing of the proposed building gave rise to concerns in relation to its effect on the character and appearance of the conservation area. The main elevations were predominantly of zinc metal cassette cladding. Although the proposed cladding material is an expensive high quality material, which is designed to perform well over time, it only has precedent as an accent material in the conservation area. The amount of brickwork was considered insufficient to assist in integrating the building into its environment. In addition the building was composed of quite separate large scale elements - cladding, brickwork and extensive glazing with pronounced horizontal brise-soleil - which contrasted with the formally composed masonry design of the principal elevation of the former railway station.

3.3 The scheme has been re-designed to increase the use of brickwork and to use this in combination with horizontal stone banding to strengthen the relationship with West Offices as seen within the courtyard. The brise-soleil would hang vertically and be integrated with the rhythm of the glazing system. The amount of zinc cladding has been reduced.

3.4 The focus of the elevation on Toft Green would be the central area which would be entirely built of buff/yellow brickwork. Vertical bands of windows would be interrupted

by the larger scale of the bay windows and the entrance canopy which would break forward in the streetscape. The zinc finish would be used to divide the building vertically as in a typical city centre street. When used as a book-end to the principal elevation of the hotel facing Toft Green, the zinc cladding would reflect the modelling of the panel system of Hudson House whilst offering greater tonal variety and texture. The glazed corner would reveal the main elevation of the West Offices sooner (a device used with St Helen's Church and the adjacent building on Davygate).

3.5 The scheme adopts the approach of the other independent large scale contemporary structures typical of this sector of the conservation area. The use of varied massing with traditional materials would help to integrate this high density hotel building into its immediate context, in particular adjacent to the historic railway station. Modern materials have been used in conjunction with traditional ones to create a high quality finish resulting in a building which would respond to its context whilst also being of its time. As such the scheme has been designed in accordance with CABE/English Heritage guidance as set out in "Building in Context" published in 2001, the scheme also accords with policy PPS5 as the development would not detract from the setting of West Offices and would improve the appearance of the conservation area.

## DRAINAGE

3.7 No objection. The development is in low risk Flood Zone 1 and should not suffer from river flooding. It is asked that final drainage details, which show a reduction in surface water run-off, are supplied by condition. Run-off should be 70% of the existing rate.

## ENVIRONMENTAL PROTECTION UNIT

3.8 No objections to this application, recommend the following conditions: -

- Environmental Management Scheme for minimising the creation of noise, vibration and dust during the demolition, site preparation and construction phases to be developed and adhered to. Recommend that works only occur during daytime hours.
- Details of required plant and machinery to be provided, to show when running, they would not cause noise disturbance and of kitchen extraction, to prevent odour creation.
- Control hours of deliveries as these would occur from Toft Green, near residential properties.
- The building should be adequately insulated, to protect occupants from outside noise disturbance.
- Any unexpected contamination to be reported.

## HIGHWAY NETWORK MANAGEMENT

3.9 No objection. Ask that the occupants of the building prepare a travel plan and advise that they will be required to finance alterations to the highway network to accommodate the servicing area to be created on Toft Green. A construction management plan is also requested, to cover affects to the highway network during construction.

3.10 Officers accept the proposed amount of car parking (restricted to 2 disabled spaces) as the site is in a highly sustainable/accessible location. The surrounding highways are protected by various restrictions that would control on-street parking and it has been demonstrated there is capacity to accommodate vehicles, if necessary, in council operated car parks. Furthermore there may also be capacity for parking at the nearby multi-storey car park in Tanner Row.

## EXTERNAL

### CONSERVATION AREAS ADVISORY PANEL

3.11 CAAP have expressed concern over the use of zinc cladding on the building, as they consider the material alien to York, and the Central Historic Core conservation area. It is also felt the light brick colour is atypical of the area. CAAP think an outside space/café area for use by the hotel and offices at the rear of the hotel under the trainshed canopy roof would be a better use of the space than the proposed cycle store.

### ENGLISH HERITAGE

3.12 No objection to the footprint and height of the scheme. In considering the revised scheme EH consider the building would sit comfortably along Toft Green due to the revised detailing and the proportions and use of light brick and soft grey coloured zinc as external materials. EH only concern is over the garden/courtyard facing elevation, where they feel vertical shaped windows would better compliment the setting. Also it would be preferable if the building had a horizontal emphasis and closer relationship to the appearance of the arrival wing of west offices.

### SAFER YORK PARTNERSHIP

3.13 Raise no objection to the application. The scheme has been designed with consideration given to designing out crime and an application has been made for Secured by Design status.

### VISIT YORK

3.14 No response.

### YORK CIVIC TRUST

3.15 The trust consider the proposed hotel would have an adverse effect on the setting of West Offices. It is considered the footprint of the hotel makes the building intrusive, it would be too close to West Offices and also the relocated canopy. The trust consider the canopy should be a detached structure. The railings along Tanner Row are grade 2 listed and thought has not been given as to the impact on the railings and their resultant treatment.

### YORKSHIRE WATER

3.16 It is proposed to connect to the existing sewer on Tanner Row, Yorkshire Water require full details of the connection to be agreed.

## MICKLEGATE PLANNING PANEL

3.17 Object. Consider the proposed hotel is too large in terms of its footprint. The section of the hotel extending to the north east obscures part of the vitally important south east elevation of the West Offices. This takes away from the symmetry and harmony of the elevation. In terms of height, the panel believe that the hotel overshadows and dominates the West Offices and should be at least two storeys lower.

## PUBLICITY

3.18 Deadline for comments was 26.5.2010. In addition to the statutory publicity, prior to submission the applicants held public exhibition in March 2010. Objections made are on the following grounds:-

- Overdevelopment of the site - in terms of the relationship with the former railway station building and proposed re-positioning of the train shed.
- Servicing from Toft Green appears inadequate.
- Lack of car parking, being restricted to disabled spaces only.

3.19 Amenity societies have been consulted on the companion listed building consent application at West Offices and have subsequently commented on this proposal. Relevant comments, which relate to the scheme before it was amended, are as follows

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The Ancient Monuments Society (AMS)

3.20 Object. Consider the hotel will have an adverse effect on the setting of West Offices. It is felt the building is too close to the south-west range of the station building, far too high and dominant within the setting of the listed building upon which it makes a significantly adverse impact. The hotel would block the fine view of the well detailed low south-west range by passing close in front of it.

Victorian Society

3.21 Object, consider the design of the hotel will have a harmful effect on the character and appearance of the conservation area and on the setting of the grade 2 star listed Old York Station. Consider a building of modern design would be appropriate at this site, but this building would appear out of context due to the large expanses of metal cladding and glass, which are not common features of the conservation area and certainly not on the scale proposed.

## 4.0 APPRAISAL

4.1 The key issues regarding this planning application are deemed to be:

- Whether a hotel on this site fits with planning policy.
- The impact of the proposed building on its surroundings, including the Central Historic Core conservation area and the setting of West Offices, which are grade 2 star listed.
- Amenity.
- Sustainable design and construction.

- Highway network management.
- Drainage and flood risk.
- Archaeology.

## PRINCIPLE OF THE PROPOSED DEVELOPMENT

4.2 Hotels are considered as a town centre use under national policy PPS4: Planning for Sustainable Economic Growth. PPS4 advises such proposals should be considered favourably, provided they secure sustainable economic growth. Factors to consider are: whether the development provides resilience to climate change, accessibility by a choice of transport, high quality design - which improves the character of the area, and the impact on employment and physical regeneration of the area. Policy V3 of the DLP relates to new hotels. It also advises that such developments should be compatible with their surroundings and accessible by public transport and within walking/cycling distance of the city centre or other visitor attractions. Policies SP6 and SP7 seek to direct hotel developments to brownfield land (previously developed land) within the defined city centre.

4.3 In terms of the location factors outlined in 4.2, the proposed hotel fits with national policy and policies of the DLP; the site is brownfield/previously developed land, within the city centre, as defined in the DLP. The hotel building would bring further activity to the area and generally would enhance its vitality and viability, therefore assisting in regeneration, and improving the character of the area. The building is of high quality design and will be sustainable, achieving a BREEAM excellent rating. It is considered there would not be an undue impact on the setting, (this issue is discussed further elsewhere in the report) and overall the scheme is consistent with PPS4, and DLP policy V3.

4.4 Policy E3b of the DLP advises that buildings in, or previously in employment use shall be retained as such, unless there are adequate alternative sites to meet requirements, and the proposed use has employment benefits. This application has been submitted alongside the application for redevelopment of the remainder of the West Offices site. Overall there is a net increase in office floorspace of 6,674 sq m. The floorspace offered will be a significant improvement on the existing supply. The existing space does not meet modern standards, as such and in part due to the layout, portions of the building are frequently vacant and the building has become dilapidated over time. This has put the future of the listed building at risk and is not a prudent use of land. There are a mix of alternative office spaces available in the city centre, both in size and type. The employment section of the DLP, where policy E3b is located, advises that the objective of the DLP are to stimulate the local economy, protect and enhance existing jobs, provide employment opportunities to meet the needs of local employers and achieve increased sustainability in employment premises. The hotel use is a form of economic development, which provides job opportunities, and the overall the proposed redevelopment of the site complies with the objectives of the DLP.

## IMPACT ON THE SETTING

4.5 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 or its setting or 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.

4.6 PPS5: Planning for the Historic Environment advises that LPA's should take into account the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment. The consideration of design should include scale, height, massing, alignment, materials and use.

## MASSING/SCALE

4.7 There is a mix in building form in the immediate area, between Toft Green and the City Walls are large scale office buildings whereas the buildings on the opposite side of Toft Green vary between 3-storey buildings adjacent and lower storey outbuildings, constructed toward the rear of the plots of the buildings that front onto Micklegate.

4.8 The proposed building would be of comparable height to Hudson House when viewed from the street, and like that building it would be set back from the pavement, and steps down to 4-storey at the rear/city walls side. The eaves level on the rear portion of the building being comparable to the eaves height of the platform buildings on West Offices. The SE elevation of West Offices is staggered in height. The front portions of the hotel building would be either 4m or 6m higher than the eaves level of the SE elevation of west offices. West offices are setback from the street, whereas the proposed building would front onto the street. The buildings would be around 8m apart. This extent of separation and variation in height is common in the Central Historic Core Conservation Area, subsequently, the proposed development, of such a height, can be accommodated without unduly detracting from the appearance and setting of West Offices.

4.9 Because of the building's T shape, it would intrude in-front of the 2-storey end of the departure block building. This is deemed acceptable because -

- This end part of the departure block building is of less architectural importance than the remainder of the elevation. It was not part of the architect's (GT Andrews) scheme. Originally the building in this area was single storey and setback further from the main elevation. The first floor was added, and the building was extended forward in the 1850's.
- The buildings would be around 8m apart, giving more space around the listed building than the structures it is proposed to replace. Such distances between buildings of variable heights is typical of the Central Historic Core conservation area.
- Views of the departure building are presently concealed by the C20 extension and timber huts (both of which it is proposed to replace) and the trees in the courtyard area. As such the departure building can only be seen from Barker Lane and Tanner Row, and not from Toft Green to the SW. Despite the footprint and position of the proposed building, there would be no loss of views of West Offices.

4.10 The hotel would sit between Hudson House and West Offices and be of comparable height to its neighbours. It would be 17m from Hudson House, and this gap would preserve views of the grade 1 listed Holy Trinity Church Tower (located beyond Micklegate) from the city walls.

4.11 Overall officers consider the footprint and massing of the building are acceptable, the building would respect its context and not detract from the appearance of the conservation area, and the setting of West Offices.

## MATERIALS AND DETAILING

4.12 Predominantly light brick (to match that used on the proposed extension to West Offices) and a light grey zinc are proposed. The lower 3 levels at the ends and side of the front portion of the building would be glazed, as will its top floor, at the rear where it faces the walls. The scheme has been revised to increase the use of brickwork and to use this in combination with horizontal stone banding to strengthen the relationship with West Offices. The cladding material proposed is an expensive high quality material which is designed to perform well over time. Red or orange brick is predominant in the Central Historic Core, but in not in this immediate context. The light brick and zinc finish chosen are intended to let the building sit comfortably between West Offices and Hudson House and officers consider this would be achieved.

4.13 The focus of the elevation on Toft Green would be the central area which would be entirely built of buff/yellow brickwork. Vertical bands of windows would be interrupted by the larger scale of the bay windows and the entrance canopy which would break forward in the streetscape. The cladding would be used to divide the building vertically as in a typical city centre street. The cladding would reflect the modelling of the panel system of Hudson House whilst offering greater tonal variety and texture. The design follows the principles adopted for the extension to West Offices, using deeply recessed windows (and this would apply to the central opening also). Officers consider the detailing and materials proposed are high quality. The building would appear of its time, and not out of context. The railings along Tanner Row presently run into the building which it is proposed to demolish. A condition is proposed in the listed building consent application, which covers the demolition of the building, for making good to the railings.

## AMENITY

4.14 Because of the uses of the buildings on the opposite side of Tanner Row, the key amenity impacts are upon Hudson House and the West Offices. At its nearest point the building would be 17m from the side elevation of Hudson House. At this point the buildings will be of comparable height. Such a separation distance for buildings of this height is typical in this part of the city centre, for example George Stephenson House to Hudson House is around 17m, West Offices to former NER hq is 13-17m and NER hq to Northern House is around 20m, and to this extent the building would not appear overdominant over Hudson House.

4.15 An assessment has been undertaken, following BRE (Building Research Establishment) guidelines with regards possible overshadowing. The study found that a 'minor' increase in overshadowing of Hudson House would occur, however this would cease by 8am. The front elevation of the nightclub and the attached



office/storage building on the opposite side of Tanner Row/Toft Green (so SE of the proposed hotel) would suffer a 'significant' loss of daylight as a consequence of the proposed building in the afternoon. The storage building is 2-storey and at ground floor level only has a single window, windows on the nightclub are boarded up and light gain to both buildings is currently affected due to the trees on the application site. As a consequence of the amount of overshadowing that already occurs due to the trees at West Offices, which the proposed hotel would replace, and considering the use of the affected buildings, it is considered a loss of daylight on these premises is not grounds to refuse the application.

4.16 Some overshadowing would occur over the south end of the West Offices building, at this point the building is 2-storey, the end area affected proposes a large open office space, with a dual aspect toward the garden and into the internal area. This area has been obscured significantly by the timber hut that has stood in front of the building since the turn of the C20. The proposed building gives the wing more separation than previously and the end of the wing is opened up due to the removal of a C20 addition to the wing. Overall, the proposed arrangement does not have an undue adverse affect.

4.17 The applicants have considered the amenity and noise levels within the building and will construct the envelope accordingly. Given that the site is in the city centre, and considering the surrounding uses if it not deemed necessary to restrict delivery times or use of the garden area.

## SUSTAINABILITY

4.18 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.

4.19 The proposals meet the requirements of policies ENV5 and York's IPD as the aspiration is that the hotel building achieves a BREEAM excellent rating, with over 10% of energy demand obtained from renewable resources. The building will be energy efficient and generate its own energy through the installation of photovoltaic and solar panels on the roof and air source heat pumps, which are expected to provide around 75% of the buildings energy requirement. The requirement for an adequate BREEAM rating can be secured through condition.

## HIGHWAY NETWORK MANAGEMENT

4.20 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 and 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 are likely to be employed.

4.21 Car parking spaces are restricted to 2 spaces, which will be for disabled persons. The intention is that persons are discouraged from private car use, instead using more sustainable modes of transport. This is realistic given the proximity of the site to the railway station. The applicant's transport statement advises there is capacity at the nearest council run car parks, Nunnery Lane and South Esplanade to accommodate additional demand, should it occur, and also, due to the location of the site, there are other car parks (council and private) within walking distance of the proposed hotel.

4.22 Servicing will occur from Toft Green, with the existing taxi rank relocated to allow this to occur directly outside the building. One on-street car parking space would be lost. There is adequate space for servicing to occur and no evidence that such would cause undue harm to highway safety, or have a material impact on the highway network.

4.23 It is proposed to provide 12 staff cycle spaces below the entrance bridge. The amount of spaces proposed is level with the minimum requirement established in the DLP (1 space per 10 guest rooms), however there is space for expansion if necessary. Furthermore the hotel can be required, through condition, to produce a green travel plan, and further cycle spaces required in future if necessary.

## DRAINAGE

4.24 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.

4.25 It is proposed to control foul and surface water discharge from the hotel via storage tanks that would be located under the relocated train shed canopy behind the building. The system will enable a controlled discharge of surface water and achieve the preferred 70% reduction in run-off from existing rates. Overall there will be no increased flood risk as a consequence of the proposal.

## ARCHAEOLOGY

4.26 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. 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.

## 5.0 CONCLUSION

5.1 The application site presently accommodates a building which has a negative visual impact on the conservation area. As such there is scope for redevelopment of the site, and a hotel building would fit with planning policy (PPS4) and aid in the regeneration of the site. The proposal constitutes a contemporary approach which, due to the proposed building's footprint, scale, materials and design would respect its context and not detract from the setting of the adjacent grade 2 star listed West Offices and the character and appearance of the conservation area. It is also welcome that the scheme aspires to achieve a BREEAM excellent rating, exceeding present planning policy targets. Issues regarding the final design, highway network management, drainage and archaeology can be secured through conditions. It recommended planning permission be granted.

## COMMITTEE TO VISIT

**6.0 RECOMMENDATION:** Approve

1 TIME2 Development start within three years

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

### LIST OF APPROVED DRAWINGS

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

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 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. A sample panel of the brickwork to be used on this building shall be erected on the site and shall illustrate the colour, texture and bonding of brickwork and the mortar treatment to be used, and shall be approved in writing by the Local Planning Authority prior to the commencement of building works. This panel shall be retained until a minimum of 2 square metres of wall of the approved development has been completed in accordance with the approved sample. The development shall be carried out using the approved materials.

Reason: So as to achieve a visually cohesive appearance.

5 Large scale details of the external elevations and roof, to show how articulation and modelling will be achieved, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development and the works shall be carried out in accordance with the approved details.

Reason: In the interests of the appearance of the building and its contribution to the conservation area setting.

6 Large scale details of the items listed below shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development and the works shall be carried out in accordance with the approved details.

- a) Entrance canopy
- b) Entrance steps and bridge
- c) Windows and window surrounds
- d) Bay windows
- e) External doors and door openings and gates
- f) Cladding details
- g) Stone banding
- h) Eaves Cappings
- i) Glazing system and integrated brise-soleil
- j) Integration of solar passive equipment on roof
- k) Any grills/vents to be integrated with the elevations
- l) Railings along Tanner Row
- m) Plant and equipment external to the building, including proposals for screening
- n) CCTV

Reason: Reason: In the interests of the appearance of the building and its contribution to the conservation area setting.

7 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 details of any permanent outside furniture and overall integration with the garden area to West Offices (the proposed intermediate hedge shall be removed).

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 the appearance of the conservation area and setting of West Offices.

8 The area shown as cycle storage on drawing D-3103 shall be retained for such use at all times, unless otherwise agreed in writing by the Local Planning Authority. Adequate space for a least 12 cycles shall be provided prior to first use of the building,

and retained thereafter, using Sheffield type stands or similar, spaced at 1m intervals (minimum), and the space shall be covered.

Reason: To provide adequate secure and covered cycle parking facilities, as required in the Local Plan and in accordance with the thrust of PPG13: Transport.

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 The use hereby permitted shall not occur until adequate measures to allow servicing of the building (for deliveries etc) have been submitted to, approved in writing and carried out in accordance with the approved details.

Reasons: In the interests of highway safety.

11 Music emanating from the premises shall be inaudible at the nearest noise sensitive facade and no external speakers shall be mounted outside the premises.

Reason: to protect the amenity of surrounding occupants.

12 Waste, including any recyclables shall be stored within the areas annotated on the approved plans, not in any external areas.

Reason: In the interests of the appearance of the conservation area.

13 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.

14 Any extraction system fitted in association with the use hereby approved must be adequate for the treatment and extraction of fumes so that there is no adverse impact on the amenities of nearby occupants by reason of fumes, odour or noise. Details of the extraction plant or machinery and any filtration system required shall be submitted to the Local Planning Authority for approval. The extraction system shall be

installed in accordance with the approved plans, appropriately maintained thereafter and fully removed once its use has ceased.

Reason: To safeguard the amenity of surrounding occupants, in accordance with policy S6 of the City of York Draft Local Plan

15 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 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 modeling 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.

16 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

17 Prior to development commencing, a detailed method of works statement identifying the programming and management of site clearance/preparatory and construction works shall be submitted to and approved in writing by the Local Planning Authority. The a statement shall include at least the following information;

- measures to prevent the egress of mud and other detritus onto the adjacent public highway
- a dilapidation survey jointly undertaken with the local highway authority
- the routing for construction traffic that will be promoted
- a scheme for signing the promoted construction traffic routing

Reason: To ensure that the development can be carried out in a manner that will not be to the detriment of amenity of local residents, free flow of traffic or safety of highway users.

18 ARCH2 Watching brief required

19 ARCH3 Foundation design required

20 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.

## **7.0 INFORMATIVES:**

### **1. REASON FOR APPROVAL**

In the opinion of the Local Planning Authority the proposal, subject to the conditions listed above, would not cause undue harm to interests of acknowledged importance, with particular reference to the setting of West Offices, the character and appearance of the conservation area, amenity, highway safety, archaeology and flood risk.

As such the proposal complies with national policy established in PPS1, PPS4 and PPS5 and Policies SP7A, SP7B, GP1, GP3, GP4A, HE2, HE3, HE10, T4, E3B and V3 of the City of York Development Control Local Plan.

#### **INFORMATIVE:**

You are advised that prior to starting on site consent will be required from the Highway Authority for the works being proposed, under the Highways Act 1980.

It is proposed to amend the waiting restrictions on the adjacent highway in order to maintain the existing taxi rank and pay and display bays, whilst also creating a new goods vehicle loading bay which will enable servicing to take place for the hotel. The changes to the Traffic Regulation Orders will need to be advertised and local residents/businesses will be consulted. The funding of these changes to the waiting restrictions will be met by the hotel applicants and are expected to cost in the region of £2k.

#### **Contact details:**

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