

An aerial, grayscale photograph of a large urban development project. The central focus is a dense cluster of buildings, including a large circular structure with a central courtyard. To the left, a river flows alongside the development. The surrounding area shows existing urban infrastructure, including roads and other buildings. The overall scene is viewed from a high angle, providing a comprehensive overview of the project's scale and location.

YORK CENTRAL

DEVELOPMENT SPECIFICATION

YCL-ARP-ZZ-XX-RP-TX-0006

January 2019

Revision A

Development Specification (Revised)

York Central

January 2019

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For and on behalf of GVA Grimley Limited

1. Purpose and Structure of Development Specification

- 1.1 This Development Specification should be read alongside the Parameter Plans and Design Guide which are submitted as part of the outline planning application by Homes England and Network Rail Infrastructure Limited. Collectively these documents set out the application parameters against which further details can be developed for submission as reserved matters.
- 1.2 The purpose of the Development Specification is to provide a description of the proposed Development, allowing the Local Planning Authority, the City of York Council, to control the delivery of subsequent reserved matters applications. The following matters are therefore described in this document:
- The proposed uses applied for which outline planning permission is sought;
 - The overall quantum of development, which is proposed to be controlled through various means. These are:
 - For 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;
 - For the application site, a total maximum floor space for all new buildings developed across the site is proposed;
 - 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.
- 1.3 For each section, the development parameters are described together with a description of the relevant Parameter Plan.

2. Development Parameters

2.1 This section summarises the development parameters that form the proposed Development. It describes the relevant parameter and, where relevant, the corresponding Parameter Plan(s) and other documents of relevance. These development parameters are as follows:

- Description of Development;
- Quantum of Uses;
- Other Uses; and
- Spatial Parameters.

Description of Development

2.2 Outline planning permission with all matters reserved is sought for the redevelopment of the Site to provide a mixed-use development with up to 379,729sqm (Gross External Area(GEA)) of floorspace comprising:

- Up to 2,500 homes within Use Class C3;
- Up to 87,693sqm (Gross External Area(GEA)) within Use Classes B1a/B1b;
- Up to 11,991sqm retail and leisure floorspace within Use Classes A1-A5 or D2;
- Hotels with up to 400 bedrooms (Use Class C1);
- Up to 12,120sqm (Use Class D1) for Expansion of the National Railway Museum and provision of community uses;
- Associated car and cycle parking provision (including delivery of multi-storey car parking buildings and cycle hub);

with:

- Provision of new open space including hard and soft landscaping;
- Construction of a new western station access, drop off and concourse for York Railway Station;
- A new site access at Water End;
- Associated vehicular, rail, cycle and pedestrian access routes and improvements;
- Demolition and alterations to existing buildings and structures, removal of some existing railway lines and tracks and associated site clearance; and
- Infrastructure and engineering works, associated with the proposed Development.

2.3 Construction of the proposed Development is due to commence immediately following grant of planning permission and is anticipated to be fully operational in 2033.

2.4 **YCL-ARP-ZZ-XX-DR-GB-18012 Location Plan** demonstrates the extent of the Site which is determined by the red line boundary on the plans. Other land within the control of the Applicant is identified by the blue line on the plan.

Quantum of Uses

- 2.5 Table 2.1 sets out the maximum and minimum (where applicable) quantum of new floorspace by use proposed within the outline application. Overall the uses will be provided up to the maximum additional floorspace and built development of 379,729sqm GEA across the Site. In addition to the proposed new build floorspace, there are a number of buildings which will be retained and refurbished as set out later in this section.

Table 2.1: Quantum of Proposed Floorspace by Use (excluding demolished buildings)

Use*	Use Class	Maximum Floor Space GEA (sqm)	Minimum Floor Space GEA (sqm)
Business	B1a / B1b	87,693	70,000
Residential**	C3	244,822	198,901
Hotel**	C1	8,658	No minimum
Retail / Leisure***	A1-A5 / D2	11,991	No minimum
Museum expansion and community uses ****	D1	12,120	No minimum
Railway Station	Sui Generis	3,476	No minimum

* Space associated with parking structures is excluded from the quantum of development set out in Table 2.1. Details of the total parking provision within the proposed Development are set out in section 2.3. below.

** For residential (Use Class C3) and hotel (Use Class C1) the floorspace is a guide to the quantum of development rather than a fixed floorspace to be delivered.

*** Excluding cinemas, music and concert halls, bingo and dance halls within Use Class D2

**** Excluding schools within Use Class D1

Other Matters

- 2.6 In addition to the proposed floorspace described in Table 2.1, the proposed Development makes provision for open space, access, multi-storey car parks, car parking and demolition of existing buildings and structures. These are described in this section.

Access

- 2.7 A new access off Water End and a new access road linking the existing highway at Station Avenue/Station Road and the eastern end of Leeman Road at Carlisle Street with Water End to the west is proposed. To maintain vehicular access through the Site, Leeman Road west of Carlisle Street will connect to the new access road through the Site. This will be the primary route through the Site and will link to a secondary street network to development plots.
- 2.8 Pedestrian and cycle access improvements from the south of the Site will be provided either in the form of a new bridge connection over the Freight Avoiding Line accessed via Chancery Rise or improvements to the existing pedestrian/cycle bridge accessed via Wilton Rise, along with improvements to York Railway Station access and to the Leeman Road Tunnel and Marble Arch as well as a network of routes within the Site.
- 2.9 **YC-PP 006 Access and Circulation Routes** identifies the approximate location of vehicular and non-vehicular access points as required by the Town and Country Planning (Development Management Procedure)

(England) Order 2015. The plan identifies limits of deviation for the access routes across the site. The exact alignment of these routes will be confirmed as part of reserved matters applications.

Open Space

- 2.10 Areas of open space are proposed within the Site to meet the needs of the new resident and business communities.
- 2.11 **YC-PP 012 Open Space Areas** identifies the principal open space areas through the Site. This is defined in terms of landscaping type. In addition, an Open Space Assessment, which forms part of the **Planning Statement Addendum (Rev A)** submitted to support the outline planning application, provides further detail on the type and quantum of open space to be delivered as part of the proposed Development.

Car Parking

- 2.12 The proposed Development includes provision of multi-storey car parking primarily in the south-east part of the Site within Development Zones B and C. The floor space of the multi-storey car parks falls within the site-wide maximum additional floor space (379,729sqm).
- 2.13 Maximum car parking ratios are proposed for the residential, business and hotel uses at the Site. These are set out in the Table 2.2 below. Further detail on the proposed approach to car parking provision is set out within the Transport Assessment (Chapter 8) which accompanies this planning application.

Table 2.2: Car Parking Numbers and Ratios

Use	Car Parking Ratio	Maximum Parking spaces
Residential – Apartments	Parking ratio of 1 space: 0.45 dwellings	To be determined with individual reserved matters application
Residential – Houses	Parking ratio of 1 space: 1.0 dwellings	To be determined with individual reserved matters application
Office	Parking ratio of 1 space: 175m ² GEA	To be determined with individual reserved matters application
Hotel	Parking ratio of 1 space per 10 bedrooms	To be determined with individual reserved matters application
Retail	Not Applicable	10
Station – Public Car Parking	Not Applicable	539
Network Rail ROC*	Not Applicable	97
National Railway Museum Visitors, Staff & Disabled	Not Applicable	270 14 disabled

* This parking has the benefit of planning permission 12/01176/FULM

- 2.14 From time to time, it may be necessary for parts of the application site to be used as temporary surface car parking to replace existing car parking provision displaced during construction activities associated with the proposed Development. This will not exceed the quantum of parking provision currently operating within the site and will be delivered on land identified on Indicative Phasing Plans **YC-IP 120 Phase 1**, **YC-IP 121 Phase 2** and **YC-IP 122 Phase 3**. Any displaced parking will be provided temporarily until such time as the multi storey

car park within Development Zone C is operational. It is expected that the specific locations and numbers of temporary car parking will be secured by a planning condition.

Structures and Buildings to be Demolished

2.15 The application seeks approval for the demolition of a number of structures, buildings and railway lines to enable the construction of the proposed Development. The buildings and railway lines are set out as follows:

- London and North Eastern Railway (LNER) Traders' Store for Associated Biscuit Manufacturers (Old Biscuit Warehouse) (Minster House);
- Works Delivery Office;
- Wagon Works;
- Concrete Depot;
- Fragment of North Eastern Railway (NER) Power Station;
- Small buildings in Engineering Works area;
- Integrated Electronic Control Centre;
- Signalling Maintenance Centre;
- Howarth Timber Yard;
- Hertz Rental Yard;
- Southern range of NER Stables building; and
- The demolition of a number of railway lines to facilitate construction of the proposed Development.

2.16 At this outline stage, there are:

- Some structures that require relocation within the Site. This includes the Fire House Building west of Cinder Lane. The relocation sites will be determined at reserved matters stage.
- Some other structures may require demolition. For clarity, this application seeks permission for the demolition of these structures but their demolition is not necessary for the proposed Development to proceed and therefore, the decision whether to demolish or retain will be taken at reserved matters stage.

2.17 **YC-PP 002 Demolition Rev A** and **YC-PP 003 Demolition-Enlarged Extract Rev A** identify the buildings (shaded green) and railway lines (edged brown) within the Site which are identified for demolition as part of the outline planning application. YCP-PP 002 and YC-PP 003 also identify buildings which may be subject to demolition or partial demolition, but for which consent to demolish is not being sought as part of this application (these buildings are shaded purple or pink on the plans).

2.18 Railway lines shown for demolition on YCP-PP 002 will be removed to facilitate the construction of the proposed Development, with some retained or re-used as part of the landscaping and open space within the proposed Development.

Spatial Parameters

- 2.19 In addition to the quantum of uses and other uses set out above, the proposed Development has a series of spatial parameters that control the form of development. These are set out in the Development Zones, Site Levels and Building Heights and are described below.

Development Zones

- 2.20 A series of Development Zones are proposed to define the extent of building plots within the Site. These zones provide the location for new buildings within the proposed Development. Areas of landscaping, public realm and vehicular/non-vehicular routes will connect the Development Zones.
- 2.21 Table 2.3 identifies the predominant proposed uses within each Development Zone for new built development. The predominant uses vary by ground floor uses and upper floor uses to ensure active frontages at ground floor level; predominant is defined as over 75% of the floor area for a Development Zone (either at ground floor or upper floor levels).
- 2.22 Maximum development floor spaces for each Development Zone are also defined in Table 2.3. This sets an upper limit to the amount of floor space that can be developed within the Development Zones and sub-Zones (where applicable). The maximum development floor space relates to all usable floor space except where the space is used for ancillary functions such as storage or delivery areas. It excludes external spaces such as balconies and roof terraces.

Table 2.3: Development Zones and Predominant Uses

Development Zone		Max Development Floor Space (GEA sqm)	Predominant Ground Floor Uses	Predominant Upper Floor Uses
B	01	12,495	Any permitted use*	Any permitted use
	02	40,368	Car Park or Use Class B1a/B1b, C1	Car Park or Use Class B1a/B1b, C1
C	01	18,108	Any permitted use, with the exception of residential uses (C3)	Use Class B1a/B1b
	02	23,548	Flexible zone with areas for: Use Class A1-A5; Car parking; Railway Station.	Flexible zone with areas for: Use Class B1a/B1b or C1; Car parking; Railway Station
D		13,485	Any permitted use, with the exception of residential uses (C3)	Use Class B1a/B1b.
E		17,212	Use Class C3.	Use Class C3.
F	01	26,773	Any permitted uses.	Flexible zone, with areas for: Use Classes B1a/B1b, or C1 ; Any permitted uses.

	02	20,607		Any permitted uses.
	03	20,665		
G		19,873	Use Class D1/D2; A1-A5 uses; Use Class C3; Any permitted uses.	Use Class D1/D2; Use Class C3; Any permitted uses.
H		15,391	Use Class C3.	Use Class C3.
J	01	23,857	Use Class C3	Use Class C3
	02	20,518		
K		14,037	Flexible zones with areas for: Use Class C3 Use Class D Any permitted use.	Flexible zones with areas for: Use Class C3 Any permitted use.
L		21,519	Use Class C3	Use Class C3
M	01	24,910	Use Class C3	Use Class C3
	02	16,940		
N		14,537	Use Class C3	Use Class C3
P	01	16,480	Use Class C3	Use Class C3
	02	13,471		

* References to any permitted use refer to uses applied for as part of the outline planning application as described in Section 2.2 of this document.

2.23 **YC-PP 005 Development Zones – Above Ground Rev A** forms the basis of the outline planning application in relation to identifying the extent of built form on the Site. The plan includes limits of deviation within which the extent of buildings within the plots may be adjusted.

2.24 **YC-PP 007 Development Zones – Ground Level Uses** and **YC-PP 008 Development Zones – Upper Floor Uses Rev A** spatially define the permitted uses within the Development Zones as set out in Table 2.3.

Proposed Site Levels

2.25 **YC-PP 011 Proposed Site Levels** identifies the proposed site levels (metres AOD) for the Site. The plan includes limits of deviation within which the proposed levels may be adjusted, and should be read alongside **YC-IP 002 Existing Site Levels**. The precise levels will be confirmed as part of reserved matters applications.

Building Heights

2.26 **YC-PP 010 Development Zones and Maximum Heights** identifies the maximum heights of structures permissible in relation to development plots. This plan is also overlaid with ‘viewing cones’ to identify the sensitive long and short distance views which exist across the York Central site. As shown on drawing YC-PP 010 proposed building heights within Development Zones vary across the Site, with corridors to retain existing views. All heights are shown at metres AOD (to roof pitch).

- 2.27 In addition, the **Design Guide**, submitted as a separate document as part of the outline planning application, provides mandatory code and design guidance to inform the detailed proposals for development on site. This includes the approach to building heights, design and roof scape in order to protect and enhance sensitive views and encourage design quality across the proposed Development.

Basements

- 2.28 **YC-PP 009 Development Zones Below Ground** identifies the areas where basement development may be permitted; this plan effectively replicates the Development Zones shown on Drawing YC-PP 005. Basement development has a limit of deviation of minus 6 metres below proposed ground level.
- 2.29 Total basement level development will be limited to a total excavation volume of 107,100m³, in line with the scheme assessed in the **Environmental Statement** submitted with this application.
- 2.30 Floor space delivered at basement level does not form part of the site-wide maximum additional floor space (379,729sqm) where it is used for ancillary functions such as storage or delivery areas.

ARUP

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