

5 HERITAGE ASSETS

This section provides guidance for the treatment of heritage assets on the site that are proposed to be retained within the *Masterplan*. It provides a summary of the issues to be considered when working on or near one of these buildings, and provides guidance on conservation and adaptation. This section should be read in conjunction with the *York Central Heritage Statement*.

5.1 INTRODUCTION

This chapter is divided into two parts - the first sections contain general guidance which applies to all retained heritage assets in York Central. The later sections cover each of the heritage assets by Character Area. The guidance on the assets includes a brief note on their significance and their potential for re-use.

5.1.1 York Central

Prior to the birth of the railways, York Central was largely agricultural. The site today is largely brownfield containing a number of built structures related to the railway industry, which act as reminders of York's history as a railway manufacturing hub and centre of railway administration.

5.1.2 Above ground assets

Designated heritage assets within the site comprise the Goods Station (now the National Railway Museum), Weigh Office and the Gate Piers and Gates which are Grade II listed.

Non-designated heritage assets to be retained within the site include buildings associated with the railway industry. These comprise -

- Coal Manager's Office, Bullnose Building
- Former North Eastern Railway horse stables
- Albion Iron Foundry Shop
- Albion Iron Foundry Warehouse
- Albion Iron Foundry Smith's office
- York North Engine Shed (largely rebuilt and now National Railway Museum)
- Hydraulic Power House
- Red brick building off Leeman Road
- Learning Platform

Also included for possible retention are

- Generator Building
- Fire House
- Alliance House
- Carriage Works Mess Room

The group value of the Former Goods Station, Weigh Office, Gate Piers, Bullnose Building and horse stables together is of high significance.

The York North Engine Shed and Hydraulic Power House are adjacent to this collection of buildings but have medium significance as a group.

The Albion Foundry buildings have medium significance as a group.

The significance of each individual heritage asset is noted in the later sections in this chapter, alongside a brief note of the asset's former function and history, where known. Significance levels assigned are based on an assessment set out in the Heritage Statement submitted with this application.

Significance is assigned as high, medium or low. It should be noted that 'low' significance denotes 'some' significance, rather than 'no' significance. The assets have all been considered worthy of retention, offering opportunities for re-use which will contribute to the regeneration of York Central.

The development of York Central is to be cognisant of the heritage assets on the site and of their significance.

Retained heritage assets are to be treated in accordance with good conservation practice.

5.1.3 Archaeology

A Roman burial ground has also been identified on site beneath the present station and immediately to the north of it. Further Roman burials are known on Holgate Road, Blossom Street and throughout the vicinity. Geological sink holes and buried wetland along the path of Holgate Beck allude to evidence of prehistoric activity. Refer to the Archaeology and Built Heritage report for further discussion.

The development of York Central shall be cognisant of the potential for significant archaeological assets on the site.

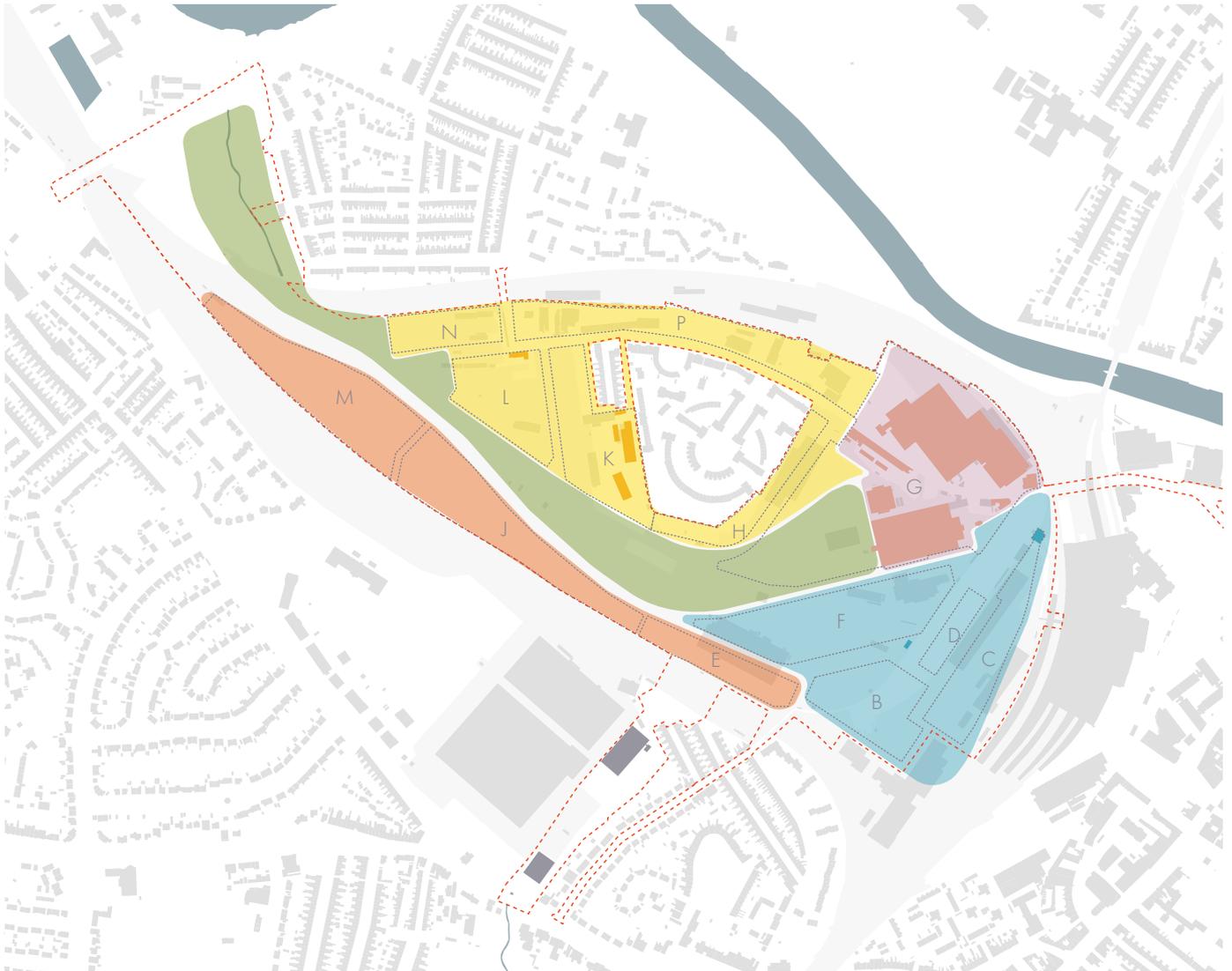


Fig.232 Plan of heritage assets in each Character Area of York Central. For each heritage asset, refer to the Character Area

- Central Park (for treatment of heritage assets, including railway objects, refer to page 58)
- National Railway Museum, refer to page 152
- Station Quarter, refer to page 160
- York Yard South (no built heritage assets retained in this Character Area)
- Foundry Quarter, refer to page 154
- Chancery Rise, refer to page 163

5.2 GENERAL GUIDANCE

The following guidance applies broadly to all heritage assets on York Central site - both designated and non-designated. Where the heritage asset is Listed works may require Listed Building Consent in addition to a RMA. Notwithstanding the following guidance, the developer of each heritage asset is responsible for obtaining the appropriate consents for the proposed works.

5.2.1 New Extensions

New insertions or interventions shall continue the industrial aesthetic in a sympathetic, contemporary manner.

When adjoining heritage buildings - designated and non-designated - extensions shall respect the form and detailing of the historic buildings.

New structures shall not obscure original window and door openings; arches and surrounds; piers, plinths panels and bays; or ornamental features such as cornices and string courses should be retained.



Fig.233 Example of contemporary extension to an industrial heritage asset (Albert Works, Sheffield)



Fig.234 Example of contemporary interventions in brickwork (Seta Bonet architects)



Fig.235 New windows and entrance at the Eberhard Faber Pencil Factory, Brooklyn



Fig.236 Industrial space re-used, Melle, Belgium, part open space, part care home

5.2.2 Roofs

Roofs to heritage assets shall retain their basic form with alterations kept to the minimum.

Every effort shall be made to minimise the raising of roof levels and to avoid the consequent thickening of the eaves and verge details.

There shall be no visible UPVC rainwater goods.

Replacement of stone slate or tile roof coverings shall match the original slate or tile roof covering.

When replacing existing non-original concrete tiles, felt or corrugated metal pitched roofs, reinstatement of the original slate or tile material is strongly encouraged. If considered appropriate, metal sheet material may be used as an alternative. The colour of metal roofs shall match the grey-blue colour of lead or slates.

Artificial slates, synthetic clay tiles, tile effect metal sheet will not be acceptable.

Rooflights in former railway sheds should be arranged in a linear fashion, not dotted around.

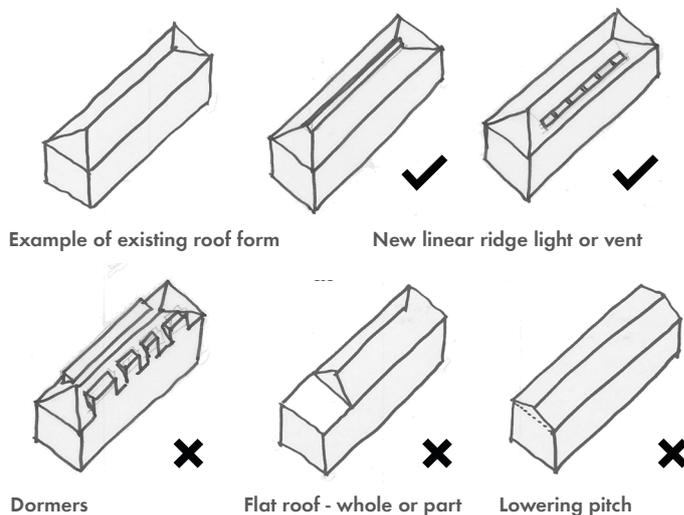


Fig.237 Form of roofs to heritage assets

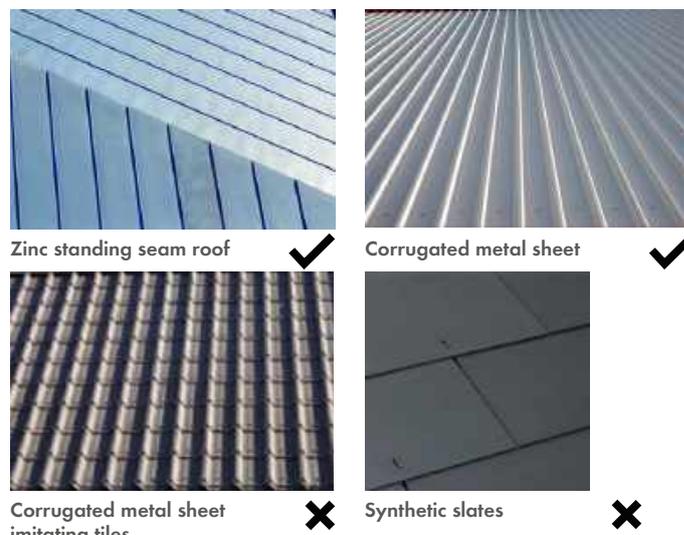


Fig.238 Acceptable and non acceptable materials

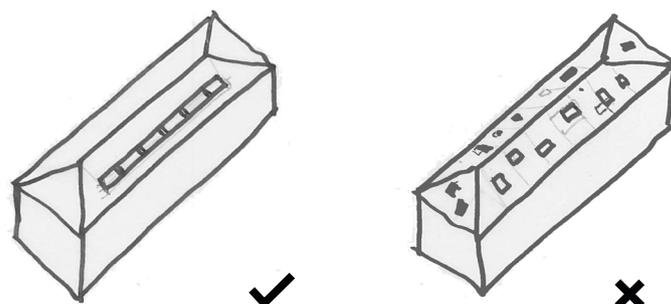


Fig.239 Rooflights to railway sheds

5.2.3 Walls

Exposed brickwork including characteristic brick details shall remain exposed. External brickwork shall not be concealed behind, for instance, external insulation or over-cladding.

Over-cleaning of masonry is to be avoided.

Masonry walls shall be repaired using appropriate techniques according to good conservation practice.

This is likely to include repointing in lime-based mortar. Wherever practicable, cement pointing should be replaced with lime-based mortar pointing, subject to trials and assessment.



Fig.240 Existing railway shed in the Albion Foundry area



Fig.241 Inappropriate cement pointing



Fig.242 Cement pointing ideally should be replaced with lime-based mortar pointing



Fig.243 Exterior insulation covering brick details on historic building in Germany



5.2.4 Windows and doors

Fenestration shall continue the industrial aesthetic in pattern and in material.

The re-use, repair and upgrade of original historic windows will always be the preferred solution.

New or replacement timber and metal windows may be an acceptable alternative.

There shall be no UPVC windows or doors.



Fig.244 Existing iron window could be retained and repaired



Fig.245 Examples of good metal contemporary windows and doors



Fig.246 PVC window



5.3 NATIONAL RAILWAY MUSEUM

The National Railway Museum is the main cultural focus of York Central and will play a central role in the regeneration of the site. The museum contains a large proportion of the York Central's heritage buildings. This section outlines the role the museum will play in York Central, lists its heritage assets and briefly describes the potential developments under consideration by the museum.

5.3.1 Role of the National Rail Museum

The National Railway Museum is the main cultural focus of the York Central site and will play a central role in the regeneration of the site. Already a great draw for visitors to York, the museum aims to increase its visitor numbers, and to “radically improve the breadth and depth of public experience and engagement”

The Museum's interest and guardianship extends to the public space around the museum, including the 'Museum Gateway' (the western half of New Square) and the connection through to Leeman Road West. The development of the museum will frame the western half of New Square and support activities which take place in the square. The museum buildings, both new and old, will have a civic role to play in the New Square.

5.3.2 Museum buildings

The National Railway Museum area of the Masterplan contains a large proportion of the York Central's heritage buildings. The existing buildings are the Former Goods Station and the North York Engine Shed, Bullnose building, Weigh Office, the Hydraulic Power House (operational Network Rail building), the Learning Platform, and the Former North Eastern Railway horse stable. Together these form a cohesive group.

In line with its own Conservation Management Plan and this Design Guide the Museum will evolve Masterplan proposals that improve the setting and understanding of heritage assets and accord with good conservation practice.

5.3.3 Development of the Museum

The heritage buildings are under the stewardship of the National Railway Museum who will develop proposals for their sympathetic conservation and continued long term use.

New buildings in this area will be the new gallery and extensions to the museum. Mews buildings may be introduced in association with the horse stables. New buildings will complement and enhance the existing heritage assets, and create a significant new public building for the city of York.

The process of design and development of these new buildings will be taken forward by the National Railway Museum. The development will be a significant and integral part of the Masterplan. No specific guidance is provided in this chapter, but reference is made in Chapter 2 to the parameters for height and massing and the boundary of the museum area.

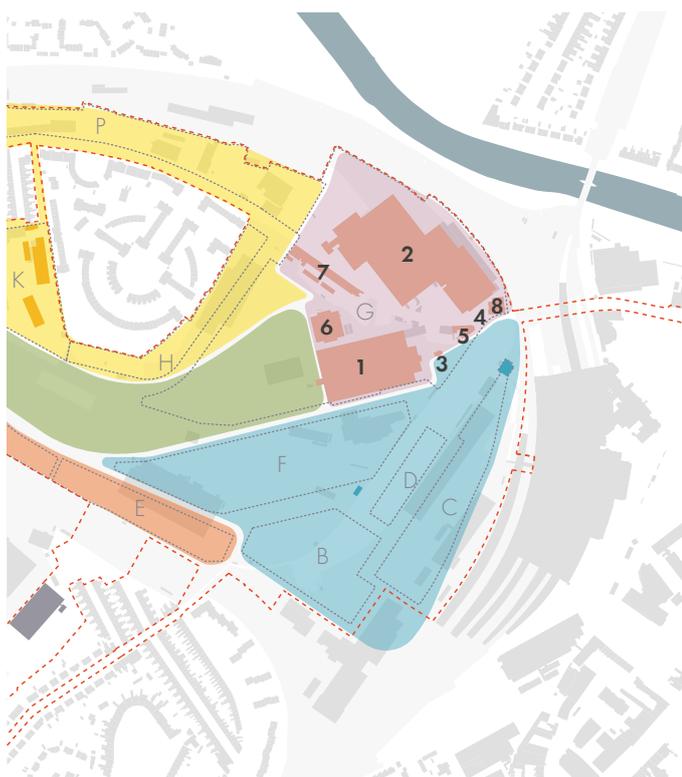


Fig.247 National Railway Museum heritage assets

- 1 Former Goods Station
- 2 York North Engine Shed
- 3 Weigh Office
- 4 Gate Piers
- 5 Bullnose Building (former Coal Manager's Office)
- 6 Learning Platform
- 7 Stables
- 8 Hydraulic Power House (operational Network Rail building)



1 Former Goods Station (Grade II listed)



5 Bullnose Building (former Coal Manager's Office) (non-designated)



2 York North Engine Shed (non-designated)



6 Learning Platform (not separately listed)



3 Weigh Office (Grade II listed)



7 Stables (non-designated)



4 Gate Piers (Grade II listed)



8 Hydraulic Power House (non-designated)

Fig.248 Photographs of heritage assets in the National Railway Museum area

5.4 FOUNDRY QUARTER

This section lists the heritage assets in the Foundry Quarter and their designations, briefly describing their historical function and their significance. Guidance is offered regarding potential changes to the external appearance of the buildings, and where new extensions may be considered.

5.4.1 Introduction

The Foundry Quarter contains a number of retained non-designated heritage assets, including buildings of the former Albion Iron Foundry, and a small building on Leeman Road. These heritage assets will be fully integrated into York Central's new development. Indeed, they will be 'anchors' for the making of public and community places in the primarily residential development around them.

For guidance on the locations of new buildings and additions forming the new Foundry Yard around the old Albion Foundry buildings, refer to Chapter 2. For the landscaping and character of this new public place refer to Chapter 3. For outline general guidance on treatment of the retained heritage assets, refer to section 5.2 in this chapter.

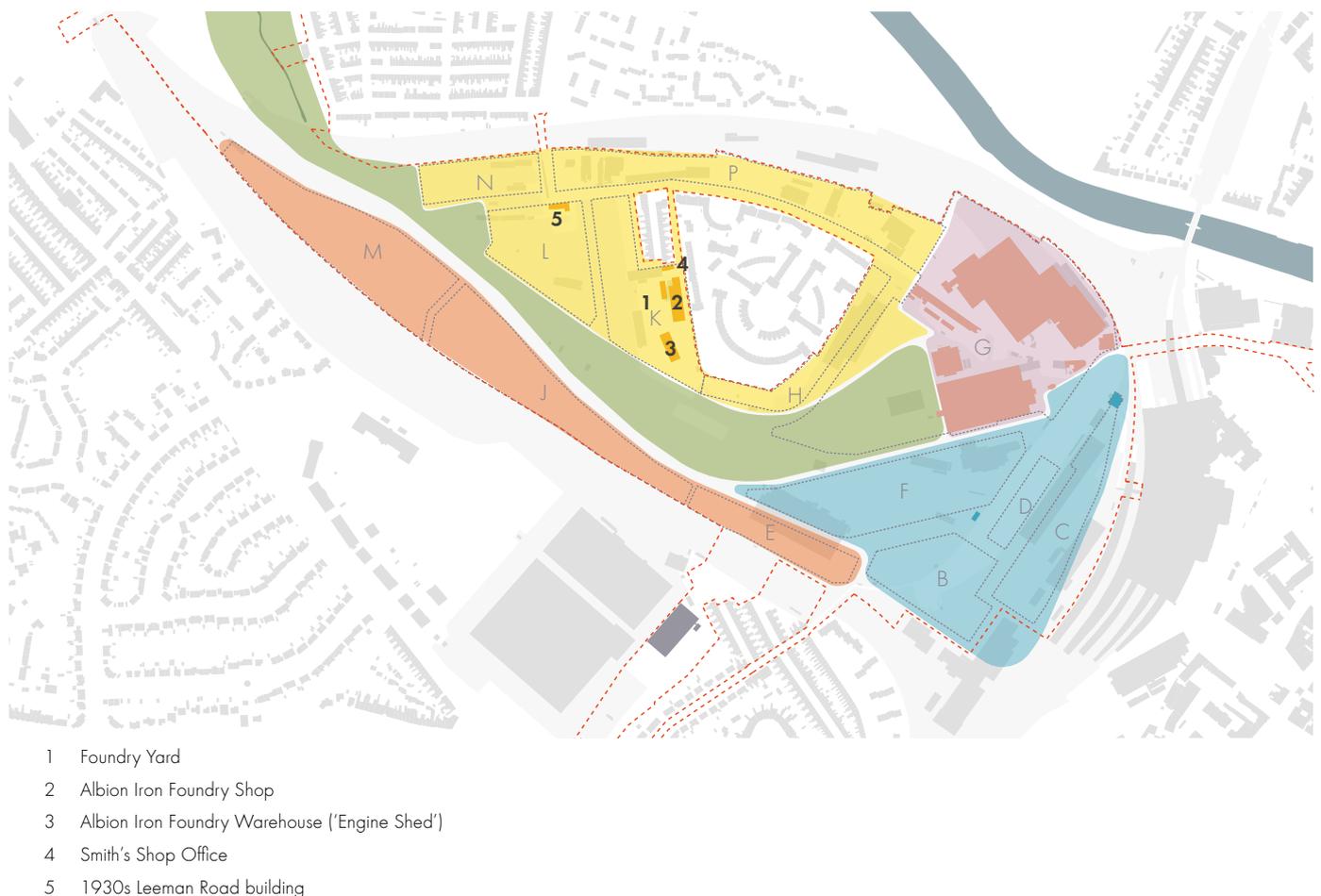
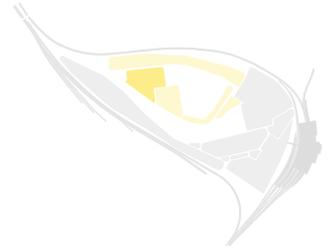


Fig.249 Foundry Quarter heritage assets



1 Foundry Yard



3 Albion Iron Foundry Warehouse ('Engine Shed')



1 Foundry Yard



4 Smith's Shop Office



2 Albion Iron Foundry Shop



5 1930s Leeman Road building

5.4.2 Albion Iron Foundry Shop

Unlisted - Medium Significance

Designed by architect Charles Toft and built in the 1870s.

Both the shop and parallel brick shed shall be retained and adapted for new uses.

The shop itself shall not be extended. External elevations shall remain free of any new building.

Subsidiary structures such as porches or canopies may be placed over openings on the short sides of the building.

Main Shop

Individual rooflights are discouraged in the long clay tile roof. If rooflights are required, a long central glazed rooflight or clerestory may be considered instead.

New window and door openings are to be kept to a minimum.

Any new opening must be carefully designed but may be differentiated from the original arched openings to read as a clearly modern insertion.

Parallel brick shed

New rooflights in the slate-covered roof may be considered.

Any new window and door openings should respond to the bay pattern of the existing brickwork.



Fig.250 Albion Iron Foundry shop - main building - east facade



Fig.251 Albion Iron Foundry shop - main building - west facade



Fig.252 Albion Iron Foundry shop - parallel brick shed - west facade



Fig.253 Albion Iron Foundry shop - parallel brick shed



5.4.3 Albion Iron Foundry Warehouse ('Engine Shed')

Unlisted - Medium Significance

The warehouse shall be retained and adapted for new uses.

Development may adjoin part or all of the west elevation.

A minimum of three full elevations shall remain free of extensions.

Subsidiary structures such as canopies or porches may be placed over door openings on the short sides of the building.

New rooflights in the slate-covered roof may be considered.

New window or door openings in brick walls should be differentiated from the original arched openings to read as a clearly modern insertion.



Fig.254 'Engine Shed' north facade



Fig.255 'Engine Shed' north facade east facade

5.4.4 Smith's Shop Office

Unlisted - Medium Significance

The building is to be retained and repaired.

It may be altered and extended to accommodate new uses.

There shall be no extensions to south or east sides, although a porch or canopy may be considered.

An extension may be considered to the west side, but should be subservient to the original office building.

Chimneys shall be retained (even if rebuilt)

Soil pipes and redundant services shall be removed from the front and east elevation.

New dormers shall be avoided on the south slope.

Dormers may be considered for the hips and north slope.

Any new window openings shall match existing details.

Timber sash windows with suitable fenestration pattern consistent with the original date of the building are to be installed.



Fig.256 South frontage of Smith's Shop Office



Fig.257 East frontage of Smith's Shop Office



5.4.5 1930s Leeman Road building

Unlisted - Low Significance

The building is to be retained and repaired.

The building may be altered and extended to accommodate new uses.

Fenestration pattern in existing windows is to be retained.

The building may be extended to first floor level.

Any extension at first floor level shall occupy no more than 60% of the roof footprint, and be set back from the ground floor elevations.

Any extension at upper floor level shall be in a material to contrast with brick base, such as glass or metal.



Fig.258 1930s building seen from Leeman Road



Fig.259 South elevation of 1930s Leeman Road building



Fig.260 Example of a roof extension in material contrasting with the brick base

5.5 STATION QUARTER

This section lists the heritage assets in Station Quarter and their designations, briefly noting their historical function and their significance. Guidance is offered regarding potential changes to the external appearance of the buildings, where new extensions may be considered, or if the building may even be relocated.

5.5.1 Introduction

The Station Quarter will retain one large and two small heritage assets. The Coal Drops, currently used as a carpark, forms a substantial brick basin in the east of the site. The smaller assets are the former Generator Building which sits on the brick railway viaduct at the north end of Station Quarter, and the former Fire House located more towards the centre of Station Quarter or other suitable location.

The Generator Building forms an attractive, solid 'stop-end' to the new development on the east side of New Square. The Fire House, a timber structure, has the potential to be dismantled and re-erected in another location in York Central. Both could be adapted for new uses.

For the intended character of the public open spaces in which these heritage assets sit, refer to Chapter 3. For outline general guidance on treatment of the retained heritage assets, refer to section 5.2 in this chapter.

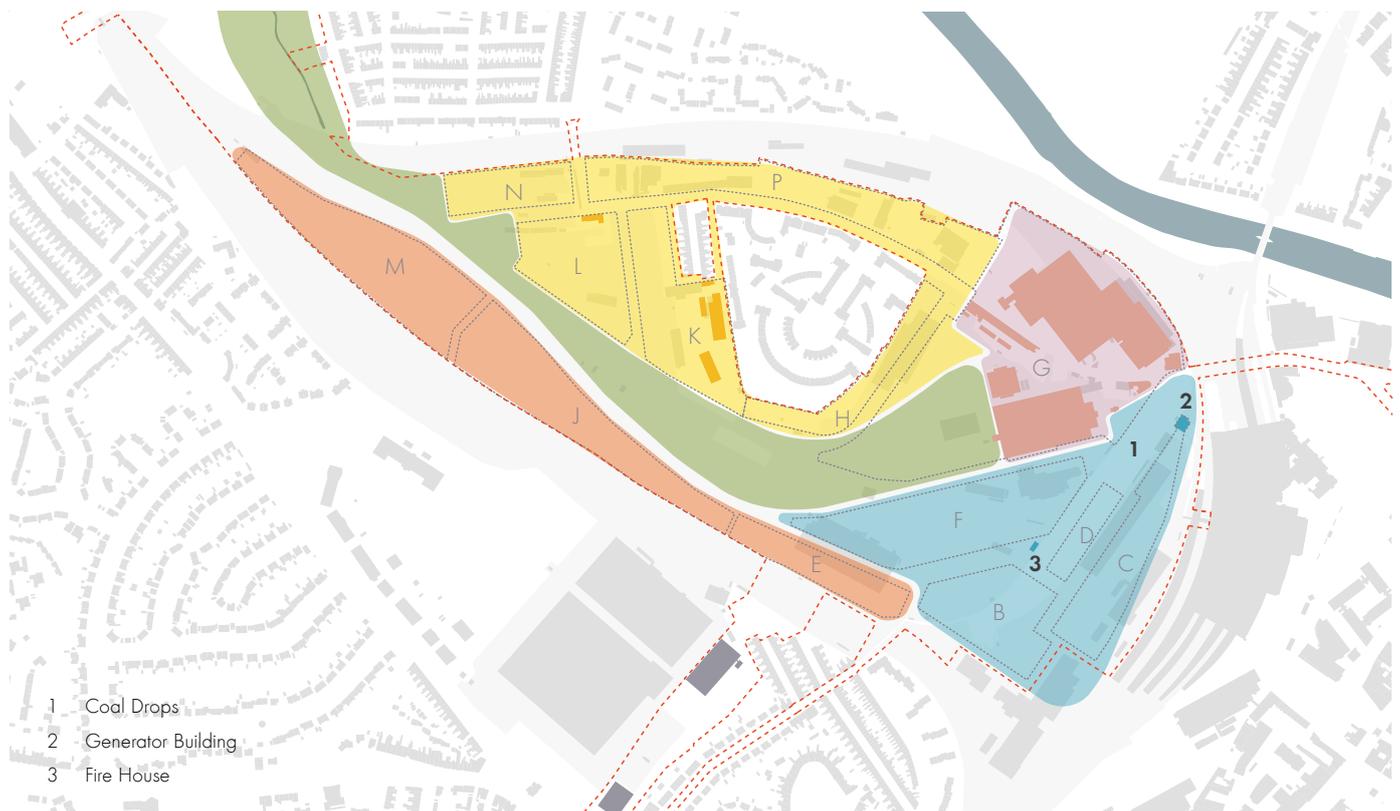


Fig.261 Station Quarter heritage assets



5.5.2 Coal Drops

Unlisted - medium significance

The Coal Drops have been considerably altered over time but still have aesthetic value in their buttressed walls and dramatic changes in level. Proposals incorporate the Coal Drops into the landscape scheme for New Square.

The Coal Drops shall be retained, along with partial conservation and re-use, along with substantial landscape improvements and interpretation. Refer to Chapter 03 public Open Space for landscape proposals.

More of the parapet wall may be exposed on the wall side following the adjustments to landscape levels in New Square. **Contrasting brick should be used for areas for repair or infill so that the original railway level may be discerned.**



Fig.262 Coal Drops seen from the south



Fig.263 East face of the Coal Drops with the National Railway Museum beyond



Fig.264 Coal drops with the original coal cells trimmed back to form buttresses



5.5.3 Generator Building

Unlisted - low/medium significance

The building may be retained or demolished.

It may be altered and extended to accommodate new uses.

New windows may be formed in other faces of the building, overlooking the new square and towards Marble Arch.

The building sits on the viaduct, and there will be a level change between the square and the 'ground floor' of the Generator Building. Step-free entry into the Generator Building may be achieved through an adjoining new building, or through new ramp, steps or lift integrated into the landscape design of the square.

Windows on the elevations facing away from the square shall retain the existing fenestration pattern, even if replaced with new.

The building may be extended at first floor level, but avoiding obscuring views of gables of York Station.

Any extension at upper floor level shall be in a material to contrast with brick base, such as glass or metal.

5.5.4 Fire House

Not designated - low/medium significance

This small timber shed off Cinder Lane appears on maps of 1930s but may be older. Known to Network Rail as the Fire House it is currently assumed to have stored a fire engine.

It is recommended the shed should be carefully recorded and dismantled for re-erection elsewhere in York Central.

Suggested locations might include the Foundry Yard or Central Park.

Historic maps indicate rail tracks running into the building: the new location should position the shed parallel to tracks or a similar sweeping element in the landscape, so it reads in a similar way.



Fig.265 Generator building seen from the west



Fig.266 Generator building seen from the east



Fig.267 The Fire House viewed from the west

5.6 CHANCERY RISE

The heritage assets face onto Chancery Rise, which is lined on its opposite side by the wall to back gardens of local houses. Both Alliance House and the Carriage Works Mess Room have high communal and historical significance as part of a group of buildings representing a major part of York's railway history.

5.6.1 Carriage Works Stores and Office

Unlisted - High significance

The building is also known as Alliance House.

The building may be retained or demolished.

The building's retention and re-purposing is encouraged. The building may be altered and extended to accommodate new uses.

Effort should be made to retain original windows where these exist.



Fig.268 Carriage works stores and office, also known as Alliance House

5.6.2 Carriage Works Mess Room

Unlisted - Medium significance

The building may be retained or demolished.

The building's retention and re-purposing is encouraged. The building may be altered and extended to accommodate new uses..



Fig.269 Carriage works mess room

6 APPEARANCE SITE WIDE

This section outlines how the different spaces and buildings across the site should be articulated. It sets out common guidelines for the composition of different building elements, materiality, proportion and palettes of materials. The chapter contains guidance for the qualitative aspects of the appearance of public spaces and buildings.

6.1 INTRODUCTION

This chapter covers aspects of the appearance of York Central’s new buildings which are common to all the Character Areas. Chapter 07 contains guidelines that are specific to each Character Area. The guidelines steer the appearance of the “background” buildings which together will form the most of York Central’s urban fabric, but also point out opportunities for “foreground” buildings.

Three principles guide the appearance of York Central as part of the city:

“The unique character and history of the site shall inform the design response.”

“The railway heritage of the site is an essential ingredient of this new part of York.”

“York Central shall seem an extension of the existing city fabric as well as a new place”

The railway heritage will be in the DNA of the new places in York Central and the buildings which form them.” York Central’s new buildings will draw on the industrial heritage of the site – evolving the typology of robust brick structures which once housed railway activities to become contemporary buildings for housing, workspaces, shops, hotels and community spaces. The language of robust brick industrial buildings will be developed and elaborated to accommodate and reflect these new uses.

Design shall “respect and enhance the heritage buildings and the historic city, considering urban grain and proportions in relation to both the local and wider context”.

The buildings in York Central shall also look beyond the immediate railway heritage to the wider city context, to the walled city and the surrounding city villages.

York contains a great variety of architectural styles and materials, but throughout its different localities the city possesses particular characteristics which together create an essential “Yorkness”. This “Yorkness” includes a special “human scale” – an intimacy of scale and quality variously described as “diversity, contrasts and surprises”, “quirkiness”, and even “higgledy-piggledy-ness” within a regular urban grain.

The urban grain varies from the grain of the walled city to the looser grain of the city villages. This grain provides the regular framework within which buildings vary in form and pattern, with a rich diversity of detail, a mix of formality and informality.

In appearance, the resulting mix of form and pattern within a rhythm has been defined as a kind of “uniform irregularity” discussed in more detail in 6.2 below.

A very few buildings in special locations shall stand out from the urban fabric of York Central. These shall be considered ‘foreground’ buildings, and are discussed in 6.4 below.

“York Central shall seem an extension of the existing city fabric as well as a new place”

The overall form of the new urban quarter in York Central shall nestle naturally into the city.

From afar, York Central should have the same texture and tone as the existing city – roofs and walls matching the existing in appearance and rhythm.

In density, York Central will match the historic city, but in the generosity and frequency of green spaces it will resemble more the nearby York city villages. The character of the York Central buildings and spaces will combine both in a 21st century model of the Garden City. It will follow in the steps of New Earswick: in its integration of landscape and building affording “charming peeps of the countryside or secluded gardens from the street”, homes with a “cheerful outlook” (Parker and Unwin 1901) and the buildings “well built, convenient, healthy and artistic in design” (New Earswick Brochure 1913).

Images right: Photographs of York buildings showing they vary in character from the “higgledy-piggledy-ness of the medieval streets, through the robust brick structures of York’s industrial history, to the bucolic charms of New Earswick and the York suburbs. These qualities shall be brought through into York Central’s Character Areas.



Fig.270 Robust brick structures of York Central Fig.271 Robust brick warehouse buildings on the Ouse river bank



Fig.272 Chapter House street, York

Fig.273 Glimpses of York Minster across the rooftops

Fig.274 higgledy-piggledy streets



Fig.275 Quirkiness and human scale in the medieval streets of York

Fig.276 "Charming peeps of secluded gardens" in New Earswick (quotation by Parker & Unwin)

6.2 “UNIFORM IRREGULARITY”

“Uniform irregularity” is used here to describe the mix of form and pattern which characterises the buildings forming York’s streets. The term aims to communicate the diversity yet consistency of the city’s built fabric. Facades of these buildings offer variations on a theme, forming a cohesive environment - one which forms the “background” to York streets and that delights with its regular-irregular rhythm.

6.2.1 “Uniform irregularity” and Character Areas

Buildings throughout York Central will together exhibit this “uniform irregularity”. Some key buildings - called “foreground buildings” - will stand out from and punctuate this rhythm of “uniform irregularity”. These are described in 6.4 below.

The degree of “uniform irregularity” will vary according to Character Areas shown in the plan below.

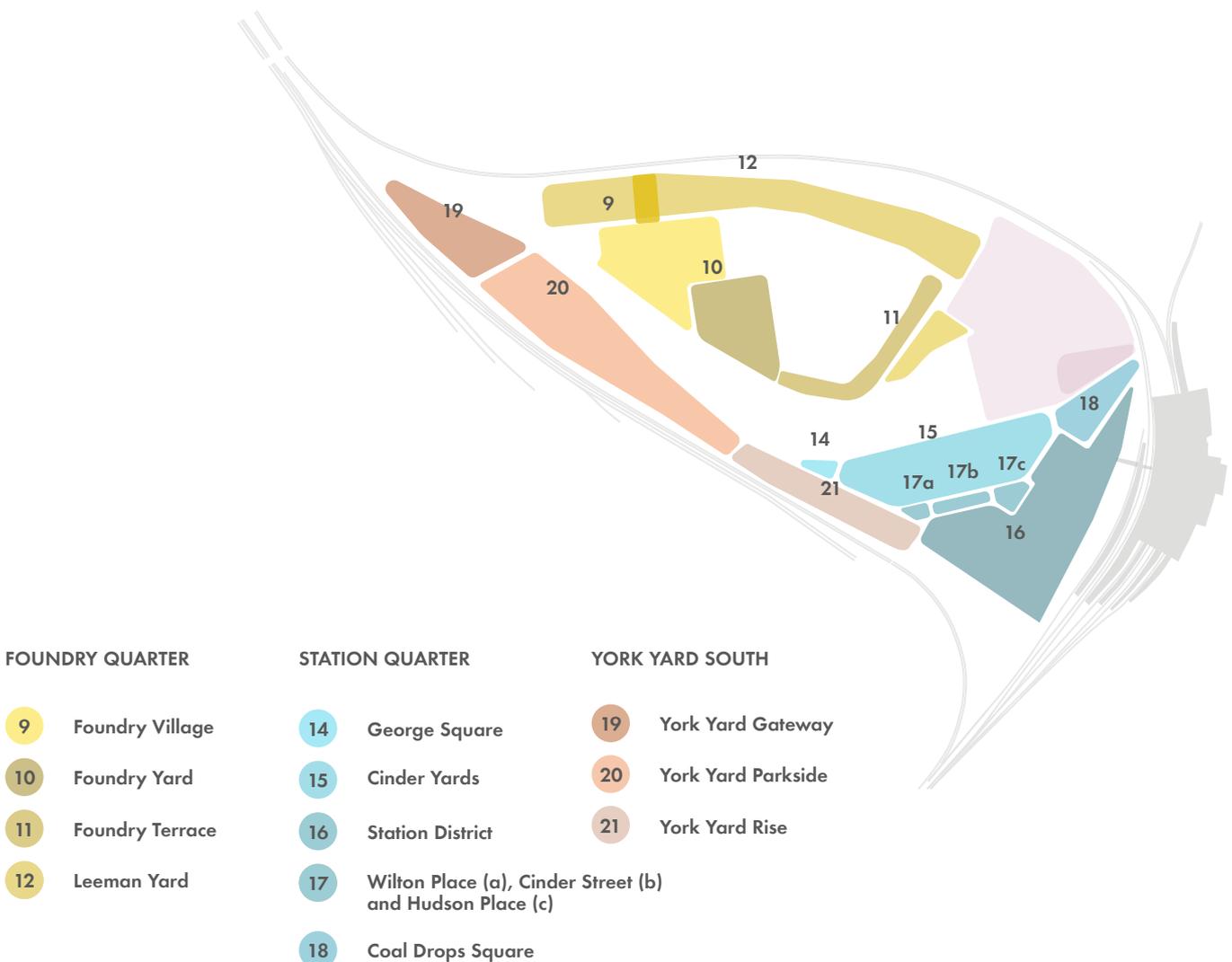


Fig.277 Character Areas which exhibit varying degrees of “uniform irregularity”

6.2.2 Sliding scale of “uniform irregularity”

The degree of “uniform irregularity” in the building composition shall vary across the site, from more uniform in the Station Quarter, through the predominantly regular but quirky terraces of the Foundry Village, to the highly modelled and varied mansion blocks of Leeman Yard and York Yard South. The sliding scale of “uniform irregularity” is illustrated below.

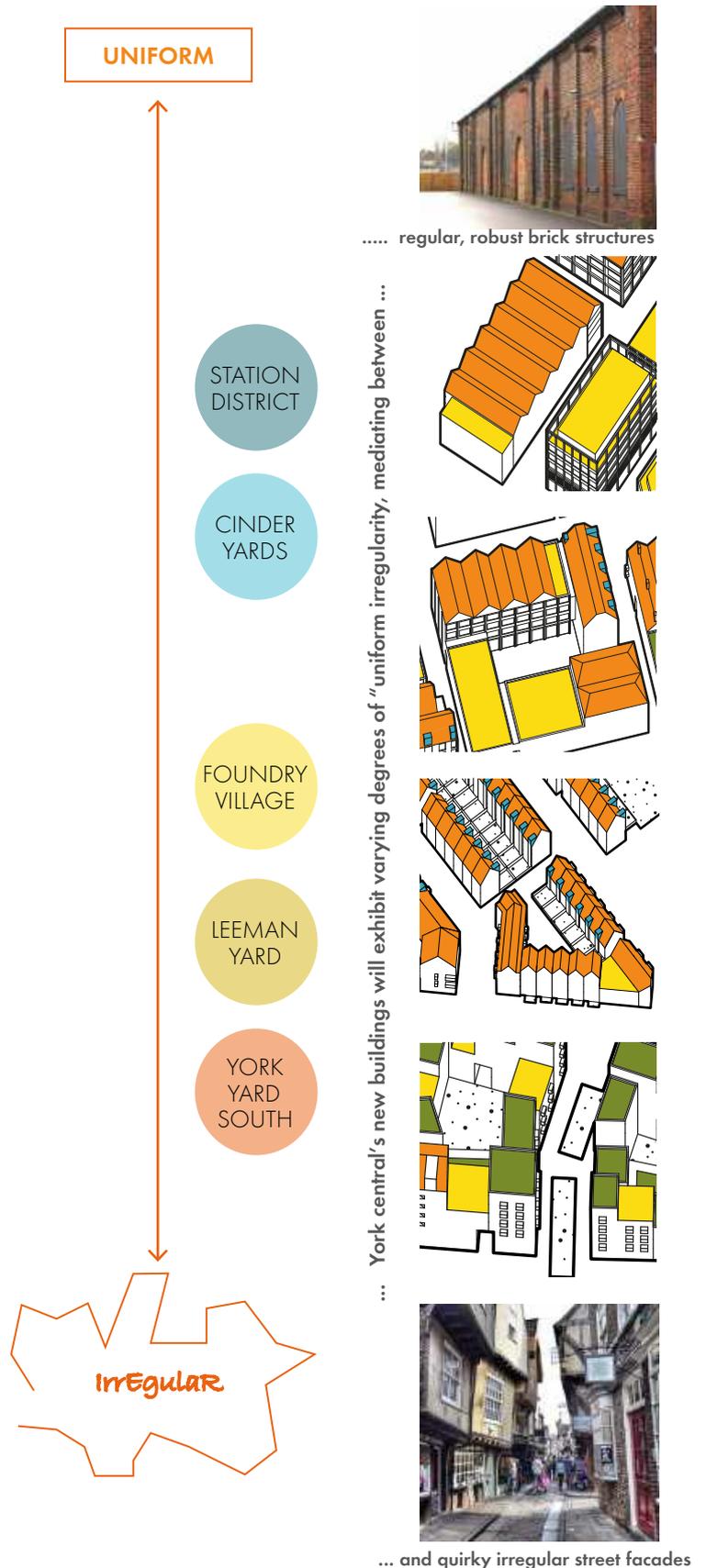


Fig.278 Sliding scale of “uniform irregularity” for the development zones in York Central

6.3 GRAIN

The development of York Central shall bring in the urban grain from the surrounding city to inhabit and intensify the site's existing grain left by now departed railway industry. The development shall transition from the tight grain of the walled city east of the site to the looser grain of the city villages to the west of the site.

6.3.1 Urban grain

Prior to the arrival of the railway, the site of York Central was agricultural and it had no urban grain of its own. As a former railway yard it currently has a grain of railway tracks and large footprint buildings. This grain is authentic to the site but, being a function of transport and industry, it does not translate directly into places for living and working in the city. To accommodate these new uses in its buildings and urban places, the York Central development shall bring in and adapt the grain from the surrounding city.

Some of the new building types in York Central are unprecedented in York: commercial buildings with large floor plates are essential for a certain scale of modern business; apartment blocks are needed with the potential to contain a high density of smaller scale flats. The familiar urban grain of the medieval city and York's urban villages will be adapted for these new building types. This new, adapted urban grain will incorporate the human scale, snickets and permeability of the historic city.

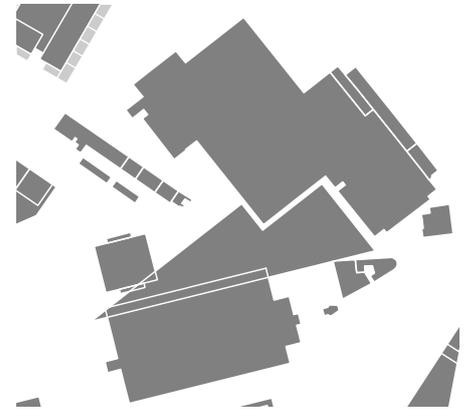


Fig.279 Grain diagram, National Railway Museum

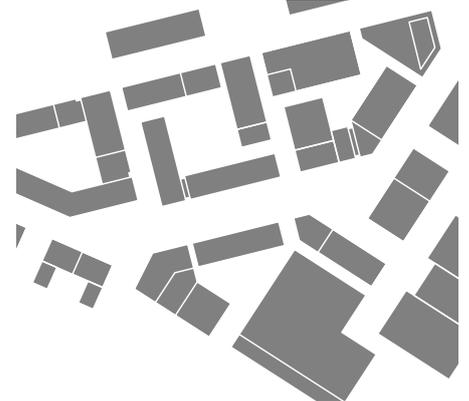


Fig.280 illustrative grain diagram, Station Quarter

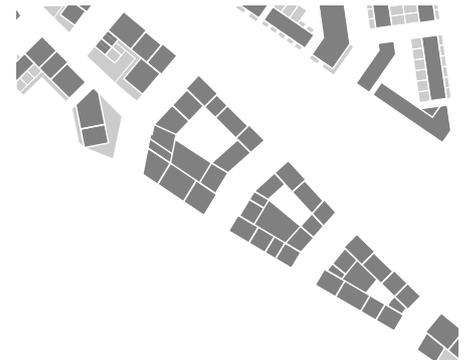


Fig.281 illustrative grain diagram York Yard South

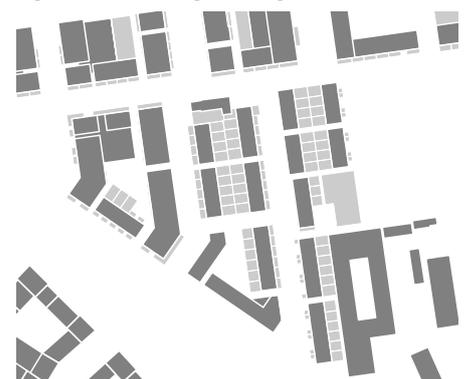


Fig.282 Illustrative grain diagram, Foundry Quarter

6.4 BACKGROUND AND FOREGROUND BUILDINGS

Most of the buildings which will form this matrix of “uniform irregularity” will be *background* buildings. A very few buildings, in key locations in York Central, will be *foreground* buildings which will stand out from the background buildings in their appearance. These buildings will exploit views within York Central, provide a focus in public spaces, and bring in the York qualities of surprise and contrast.

6.4.1 Background buildings

Almost all of the buildings which will form York’s matrix of “uniform irregularity” are *background* buildings. These buildings may well have their quirks and be quite diverse, but they do not shout or jostle for attention. Instead, together with their neighbours, these buildings form a cohesive urban environment, rich with contrasts and surprises, but run through with a certain consistency. The visual pleasure and interest in this environment comes from the assemblage of buildings with a common theme - a rhythm arising out of variations on this theme.

6.4.2 Foreground buildings

Into this background matrix will be set a few select, *foreground* buildings. These buildings may depart from the rules for “appearance” which the *background* buildings must generally obey. *Foreground* buildings may use different facade materials from the predominant brick, different forms to the primarily rectilinear forms of the background buildings, their facade emphasis may be horizontal rather than vertical, the colour palette may vary. These buildings however must still obey the massing and townscape rules which apply to York Central, and be sympathetic to surroundings and contextual in their design.

Refer to Chapter 07 for foreground buildings in each Character Areas.



Fig.283 Locations for “foreground” buildings

6.5 ROOFS SITE WIDE

This describes the site wide approach to the design of the roofscape of York Central. It includes a description of the range of materials which may be used across the whole of the site, and the typical details which will apply across all Character Areas. Aspects of roof design special to each Character Area are then covered in the individual Character Area sections.

6.5.1 Roofscape

York's roofscape is a characteristic part of the city, seen from high vantage points within and around the city. The roofscape of York Central is a critical part of the new development and how it will nestle into the historic city as "an extension of the existing city fabric, and not a distinct new place"

Roof forms should be designed so that they settle within the city fabric such that the landmark buildings such as York Minster, the Principal Hotel, the St Wilfred's church and the Grand Hotel remain dominant features on the city skyline.

The texture of the York Central roofscape shall be similar to that of the surrounding historic city. The

roofscape shall be formed predominantly of pitched roofs, in combination with flat roof terraces. All roofs and terraces shall be fairly small scale and there shall be a variety of levels and orientation. The grain and direction of roofs shall respect the street pattern, being either parallel or perpendicular to it. Pitched roofs may vary in material and slope. The roofscape for each plot within a Development Zone shall contribute to this overall texture.

Large expanses of flat or pitched roofs which catch the eye and appear alien in short and long distance views will not be acceptable. The scale of large roofs and rooflines on larger building blocks shall be broken down to achieve visually a similar scale to the roofs in the surrounding inhabited city – a "human scale" rather than an industrial scale.



Fig.284 View of York Minster within the existing roofscape of York



Fig.285 Grain and variety of York's roofline



Fig.286 Very large scale, repetitive industrial roofs ❌



Fig.289 Small scale roofs to houses on St Andrewgate ✔️



Fig.287 Large scale clay tiled roof to Coppergate shopping Centre ❌



Fig.290 Small scale roofs to houses on George Street ✔️



Fig.288 Large flat roof to Post Office ❌



Fig.291 Large riverside buildings along the Foss ✔️

6.5.2 Roofline and Skyline

A “uniform irregularity” of the roofline and skyline shall be achieved overall at York Central.

The roofline and skyline of each Development Zone shall contribute to this “uniform irregularity”. Variation to the roofline shall result from any combination of the following: parapets (including stepped parapets), gables and dormers.

The skyline may be varied and broken down in scale using different heights of roof, and/or party wall parapets, and/or ventilation chimneys where appropriate.

Chimneys shall be of high quality, contemporary in detail, and generally of brick to match the facade walling.



Fig.292 Existing York roofscape variety



Fig.293 Existing York roofscape variety



Fig.294 An example of good contemporary chimney design in Accordia, Cambridge

6.5.3 Roof materials

Pitched roofs on York Central buildings shall be covered in plain clay tiles, or curved clay pantiles, or natural slates to BS EN 12326-1. These roof coverings may be used anywhere on the York Central site.

Roof pitches shall typically be between 35° and 45° (to facilitate the use of clay plain tiles and pantiles) and 25° to 30° to facilitate slate. Roof pitches and detailing shall relate to the material used.

Occasional pitched roofs and commercial roofs may be covered in metal (such as lead or zinc). Metal clad pitched roofs may also be appropriate if complimentary to the building design and in natural colours such as zinc, copper or lead.

Flat roofs shall either be occupied terraces or be planted – either with ‘green’ or ‘brown’ roofs.

Brown roofs shall be on high level roofs only, and shall always have parapets.



Fig.295 Plain clay tiles



Fig.296 Curved clay pantiles



Fig.297 Lake District slates



Fig.298 Welsh slates



Fig.299 Green roof



Fig.300 Brown roof

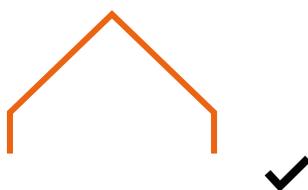


Fig.301 35° - 45° clay tiles roof



Fig.302 Predominantly pitched roof



Fig.303 Predominantly flat roof



Fig.304 25° - 30° slate roof



Fig.305 Predominantly pitched roof



Fig.306 Too shallow pitch

6.6 ROOF EDGES

The quality of roof edges will be critical in defining the quality of the streets in York Central. Existing traditional buildings in York exhibit a variety of eaves, verges and parapets, which all contribute to the attractive and highly modelled roofline of the city streets. New buildings shall take their cue from these details.

6.6.1 Eaves

Modelled, projecting eaves cornices are a feature of many of the more substantial, traditional York buildings.

Treatment of the eaves of substantial buildings within York Central shall take their cue from these York traditional details, interpreting them in a contemporary way.

Refer to Character Areas for recommended treatment of eaves details.



Fig.307 Examples of the many different existing eaves details in York



Fig.308 Example of a contemporary eaves detail



6.6.2 Gutters and downpipes

Refer to Character Areas for where gutters and downpipes may be exposed, and where they are required to be hidden.

Any visible gutters and downpipes shall be metal (UPVC will not be acceptable).

Exposed gutters and downpipes shall be integrated with the facade design.



Fig.309 Recessed downpipes



Fig.310 Hidden downpipes



Fig.311 Exposed downpipes integrated into facade design



Fig.312 Ill-considered downpipes



6.6.3 Gables and verges

Pitched roof gables to street frontages within the walled city usually have masonry parapets or a projecting verge detail including a decorative barge-board and/or bracket. Simple tiled verges may also be found.

The gabled parapets of the existing 19th century railway buildings around York Central frequently feature a brickwork corbel to the top edge. In some cases, gables are topped by a projecting verge with barge-board and bracket.

The pitched roof gables and verges of new buildings within York Central are to take their cue from these existing details.

The design of gables and verges may vary depending on Character Area. Refer to the Character Area sections in Chapter 07.

There shall be no box verges on any building



Fig.313 Examples of existing modelled gables in York



Fig.314 Contemporary modelled verges



Fig.315 Contemporary projecting verge



Fig.316 Plain tiled verge

6.6.4 Parapets

York rooflines “acknowledge the human scale with modelling or decorative parapets”. Parapets have a variety of detail ranging from plain solid walling with a small projecting coping, through those with string courses and balustrades, to much more elaborate pierced parapets to special or landmark buildings.

The new buildings within York Central shall employ a range of contemporary masonry parapet details to enrich the skyline seen both from within York Central and beyond.

Buildings whose tops are seen from the city walls, rising above the train shed roof of York station, shall have a distinctive parapet incorporating openwork through which sky can be seen.



Fig.317 Examples of historic modelled parapets in York



Fig.318 Example of modern openwork parapet



6.6.5 Chimneys

The variation of the roofline using 'chimneys' for light ventilation is strongly encouraged. Chimneys shall be contemporary in detail.



Fig.319 Examples of contemporary chimneys



6.7 DORMER WINDOWS

This describes the site wide approach to the design of the dormer windows in York Central. It includes a description of the range of materials which may be used across the whole of the site, and the typical details which will apply across all Character Areas.

6.7.1 Dormers

York's historic dormers include Georgian dormers set back from the roof edge and less seen from the street, and Victorian dormers brought forward to become part of the picturesque roofline and street frontage. Dormers in York Central may follow either pattern (set back or brought forward), but reinterpreted in a contemporary manner.

Dormers shall be designed as an integral part of the street facade. Dormers shall be subsidiary to the main roof (not dominate in scale). Dormers shall respect elevation bay divisions. Gutters and downpipes to dormers must be discreet and integrated into the dormer design. Dormers cheeks may be tiled in the same roofing material as the main roof, or may be clad in a contrasting material such as timber or metal. **Dormers shall be well-articulated in design and have crisp contemporary detailing. The window shall occupy the full front width of the dormer** (and not be a small opening in an over-sized dormer). In addition 'inverted dormers' may be used to form roof terraces in pitched roofs.



Fig.324 Examples of contemporary dormer windows



Fig.325 Examples of contemporary dormer windows at Derwenthorpe, York



Fig.326 Example of inverted dormer

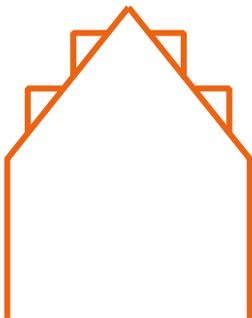


Fig.320 Double dormer



Fig.321 Set back dormer



Fig.322 On line of facade



Fig.323 Dominating dormer



Fig.327 Not integrated with facade, dormer too big (dominates the roofline and elevation), windows too small, no articulation of dormer elevation, roof slope shows cheap roofing material, exposed gutter delivering to roof



6.8 SOLAR PANELS

The use of solar panels is encouraged, subject to their full integration into the design of roofs in York Central.

For slate roofs, solar photo-voltaic cells may be used which match the appearance of the natural slates used in the roof covering. If not used an explanation must be provided.

Solar panels in clay tile roofs must be carefully detailed to be integrated into the design of the roof and to sit flush with tile roof surface.

Solar roof panels should not dominate the appearance of the roofs.

The use of solar panels should be avoided on the roofs of heritage buildings.



Fig.328 Examples of PV cells with slate or tile appearance. ✓



Fig.329 Example of solar roof panels integrated into the roofscape, flush with the roof covering ✓

6.9 WALL MATERIALS SITE WIDE

This describes the site wide approach to the design of the external walling of York Central. It includes a description of the range of materials which may be used across the whole of the site, and the typical details which will apply across all Character Areas. Aspects of wall and elevation design special to each Character Area are then covered in the individual Character Area sections.

6.9.1 Brick

The built fabric of York Central is to have a robust character inspired by the industrial railway buildings on the York Central site. Brick will form a significant part of the walling of “background” buildings on the York Central site, but other robust, good quality walling materials will be included in the mix. The proportions of brick to other material will vary according to Character Area as shown in the diagram below.

Walling materials will share a similar colour range. Precedents for brick colours in this range include the existing brick railway sheds in the York Central site (deeper reds and browns), the Victorian terraced housing on the site and nearby (grey-buff), and Georgian industrial-domestic buildings on the riverfront (mottled pale reds, orange-grey).

6.9.2 Other materials

Other materials may be used in combination and contrast with brick, such as stone, high quality pre-cast concrete. Materials such as metal, terracotta or timber may also be employed. Innovative sustainable materials such as integrated photo voltaic cells are also encouraged.

The predominance of brick varies according to Character Area as shown below. Refer to each Character Area for details.

6.9.3 Texture and quality

The quality of the frontages in York is as much about texture and depth, as the colour or pattern of material. The alternative materials have been selected for their *textural* qualities.

More than simply the materials selected, the quality of the building facades will rely on how the materials are used and the way they are put together.

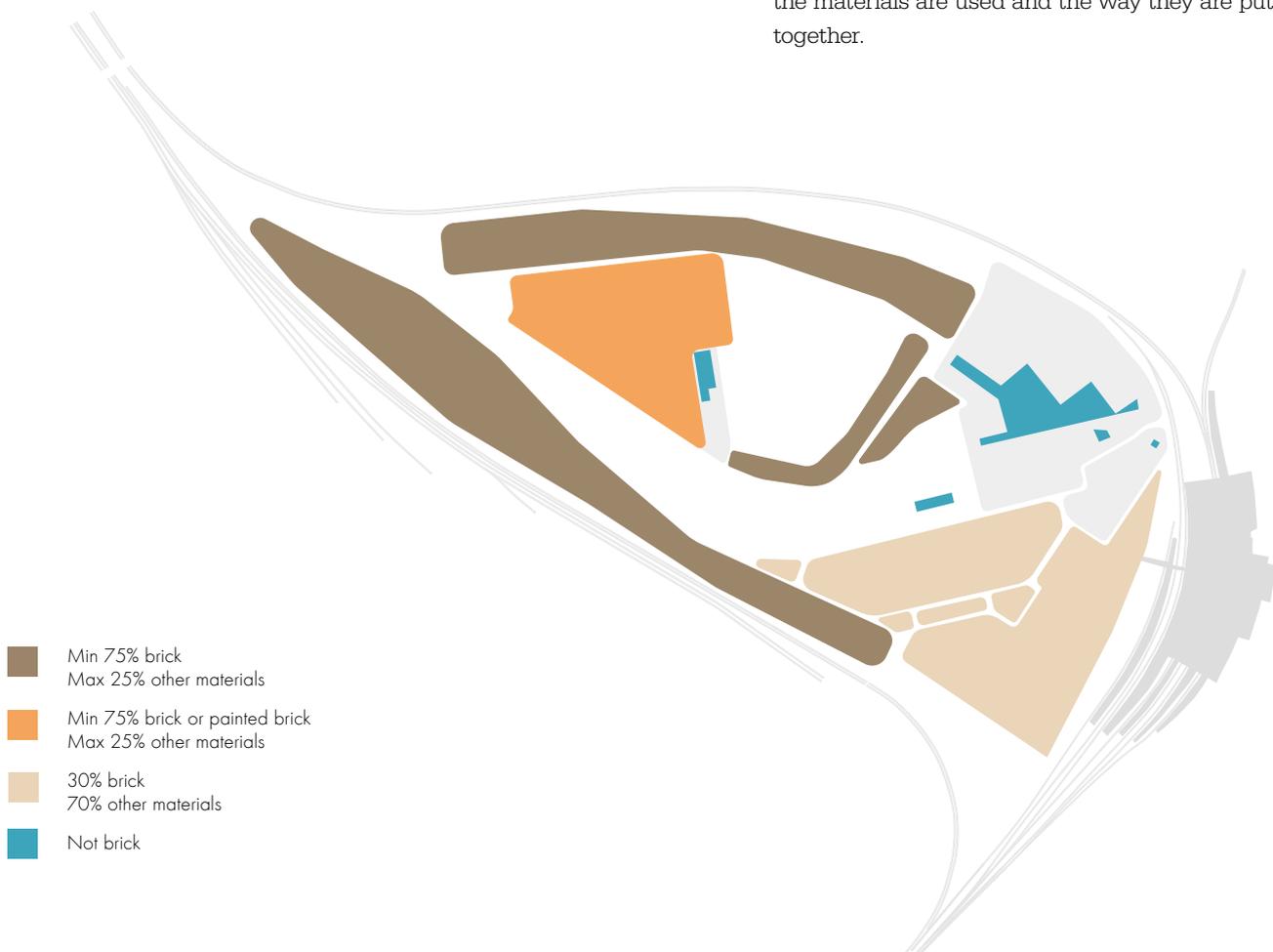




Fig.330 Selected examples of existing walling materials in York



Fig.331 The colours of masonry walling in York Central shall follow a similar palette to the existing in the historic city



Fig.332 Colour palette for masonry walling in York Central



Stone



Terracotta



Zinc



Glazed brick



Corten

Fig.333 Examples of other (non-brick) materials which may be used for facades at York Central



Fig.334 Examples of bricks and colours



Fig.335 Examples of colours of modern brickwork for York Central

6.9.4 Brick detailing

The existing industrial buildings employ a range of brick details which help articulate the facades. Corbels, dentils, moulded bricks, pilasters, recessed panels, contrasting bands and string courses, rubbed brick window surrounds, segmental arches, flat arches – all add richness to even the humblest of the historic industrial buildings. The railway worker housing terraces on Garfield Terrace and nearby Streets use a contrasting brick as dressings to window surrounds.

New buildings in York Central shall use a range of brick details to articulate and enrich the facades in 2 and 3 dimensions, and in a contemporary manner. This detailing shall be integrated with the overall modelling of the frontages. (Refer to Character Areas for guidance on modelling)

Articulated brickwork may be used to provide texture and interest to facades.

Windows on masonry buildings shall always have a reveal depth from the face of the wall of no less than 1 full brick (215mm) on buildings up to 3 storeys and 1.5 full brick length (327mm) above 3 storeys. This is to ensure that facades are modelled and buildings appear robust.



Example of modern relief pattern to enrich brick facades



Example of cill and head details, and brick recesses used to articulate brick facades



Example of a contrasting masonry material used to frame openings in brick walling



Example of a deeply articulated brickwork giving texture and depth to a facade surface

6.10 WINDOWS

This describes the site wide approach to the window design in York Central. It includes a description of the range of window materials which may be used across the whole of the site, and the typical details which apply across all Character Areas. Windows special to each Character Area are then covered in the individual Character Area

6.10.1 Arrangement and proportion

For all building types, the following general rules apply

The arrangement of windows in brickwork walls shall, on the whole, be regular or have a regularly repeated pattern relating to the elevation bays

Windows will generally have a vertical (portrait) proportion rather than horizontal (landscape) proportion - in the window opening form and/or the fenestration pattern.

Window placement shall respect, correspond to and emphasise the elevational bays

Within each block, there shall be a degree of alteration and manipulation of window type, size, spacing, and subdivision to achieve the "uniform irregularity" desired across the site.

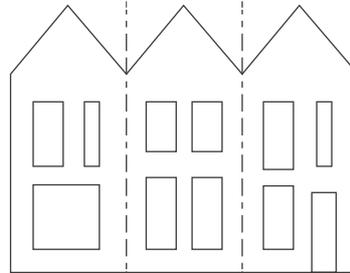


Fig.336 Regular window arrangement but with some variation ✓

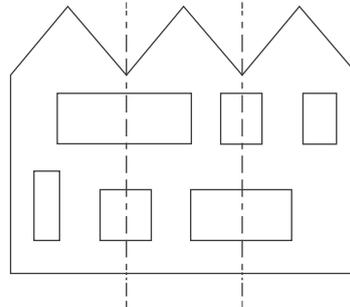


Fig.337 Window arrangement does not respect elevation bays ✗

6.10.2 Material, colour and pattern

Materials used for window framing may be timber, aluminium, or steel.

Colours of window framing may be varied across the whole of York Central, reflecting the variety found in the surrounding city.

There may be a variety of fenestration patterns across York Central.

Fenestration shall be contemporary in detail.

Window framing shall generally emphasise the vertical proportion, either in the form of the opening or the fenestration pattern.

There shall be no leaded lights, nor stuck-on glazing bars.

UPVC will not be acceptable.



Fig.338 Metal-frame windows ✓



Metal-frame windows ✓



Fig.339 PVC windows and/or leaded lights ✓



Fig.340 Timber-frame windows ✗

6.11 BAY WINDOWS

This describes the site wide approach to the design of bay windows in York Central. It includes a description of the typical details which apply across all Character Areas. Bay windows special to each Character Area are then covered in the individual Character Area

6.11.1 Bay windows

Bay windows contribute to the “high degree of articulation of the street frontages in York” (Heritage Topic Paper). Within the walled city bays are often combined with jettied upper floors in medieval buildings. Bay windows to upper floors include delicate, shallow curved and canted bays to Georgian buildings. Bulkier Victorian masonry bays modulate facades at ground and upper floors.

- Bay windows may be used at ground floor or first floor level only, or
- Bay windows may form a tall stacked bay at more than one floor, but
- Bay windows shall generally not be used at topmost floor on buildings of 3 storeys or more
- **Bay windows will be contemporary in detail**



Fig.341 Bay window at Accordia, Cambridge



Fig.342 Bay windows at South Gardens. London

6.11.2 Jettied floors

Historic buildings on the Shambles, Low Petergate and Stonegate all offer examples of jettied floors, sometimes combined with bay windows. All building types may use jettied floors, in combination or not with bay windows (all within the Development Plot envelope).



Fig.343 Examples of traditional jettied floors in York



A historic jettied floor in York



Fig.344 Example of contemporary jettied floors

6.11.3 Balconies

Precedents in the historic city include Georgian and Victorian balconies on industrial warehouses as well as houses. Some balconies are cantilevered or on brackets with lightweight balustrades, some sit above or are integrated with bay windows and porches. These precedents shall be interpreted in a contemporary manner for York Central.

Balconies shall be used for York Central residential buildings to help modulate and layer the facades.

Residential buildings of all types shall make use of the following balcony types:

- **Projecting**
- **Recessed**
- **Juliette**

Glass balustrade may only be used for recessed balconies where glass is in the same plane as windows.

Glass balustrades shall not be used for projecting or Juliette balconies.

Metal balustrades are encouraged as being in keeping with the industrial heritage of the railway site, and the tradition of metalwork balustrades in York.

Balustrades shall be contemporary in detail

Refer to Chapter 07 for guidance on how balconies may be used in each of the Character Areas.

6.11.4 Balcony arrangement

A combination of different balcony types shall be used to give “uniform irregularity” to the frontages to the park, streets and courtyards.

Balcony types shall be used to help delineate the elevation bays, emphasising the vertical bay divisions rather than horizontality of frontage.

The smaller Housing Terraces and Mews should use shallow, or Juliette balconies, rather than deep projection balconies.



Fig.345 Projecting balcony



Fig.346 Recessed balcony



Fig.347 Juliette balcony

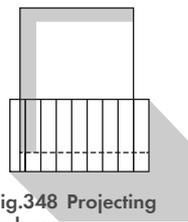


Fig.348 Projecting balcony

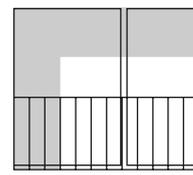


Fig.349 Recessed balcony

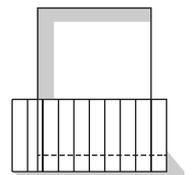


Fig.350 Juliette balcony



Glass balustrade in the same plane as windows ✓



Glass balustrade to Juliette balconies ✗



Glass balustrade to projecting balconies ✗



Glass balustrade to a projecting balcony ✗



Fig.351 Examples of contemporary design metal balcony balustrades



6.12 SHOPFRONTS

This describes the site wide approach to the shopfront design in York Central. It includes a description of the range of materials which may be used for shopfronts across the whole of the site, and the typical details which apply across all Character Areas.

6.12.1 Shopfronts

York contains a variety of good quality “frames” around shop windows providing visual support to the building above whilst allowing interaction with the street. Historic shopfronts are associated with smaller retail premises.

Shopfronts frames shall be in metal or timber.

Shopfronts in York Central shall continue the scale, quality and variety of the historic frames, but reinterpret these in a contemporary manner.

Shopfronts shall provide variety in signage, use of awnings, fascias, positioning of signs.

Awnings may be used.

Shopfronts shall respect the elevational bays of the host building.

Shopfront fascias shall not dominate buildings facades.



Fig.352 Examples of York city centre shopfronts



Fig.353 Example of a shopfront which respects the bays of this host building



Fig.354 Shopfront fascia dominates building





Fig.355 Example of a modern city centre street frontage showing varied signage, fascias, positioning of signs, use of awnings ✓



Fig.357 Individual contemporary shopfront design encouraged ✓



Fig.356 Example of a double height shopfront ✓



Fig.358 Individual contemporary shopfront design encouraged ✓

6.12.2 Shopfront signage

Signage shall be either hand-painted, or in deep relief

Hanging or projecting signs may be used

There shall be no flat vinyl banner signs



Fig.359 Signage in relief ✓



Fig.360 Hand-painted signs ✓



Fig.361 Hanging signs ✓



Fig.362 Projecting signs ✓



Fig.363 Hanging signs ✓



Fig.364 Vinyl signage ✗

6.13 INTEGRATING PUBLIC INFRASTRUCTURE AND BUILDING SERVICES

Ongoing maintenance of public infrastructure is essential. The visual appearance of structures providing access to this infrastructure for essential maintenance often undermines the qualities of a place. Integrating public infrastructure to avoid this is important and this section provides guidance in this regard.

6.13.1 Electrical substations

Where required, electrical substations shall be so located within the landscape as to be accessible by required maintenance and service vehicles whilst not detracting from the surrounding public realm.

Where electric substations are required in close proximity to residential neighbourhoods and public open space such as Central Park and New Square, they shall be sensitively integrated into the surrounding landscape so as not to introduce a negative character into the area and deter from public enjoyment of spaces. Examples of sensitively integrating substations would include constructing boundary treatments from materials appropriate to the surroundings or ensuring that boundary treatments contribute to ecological habitat corridors through hedge planting. **Where possible, electrical substations shall be integrated into building envelopes.**

6.13.2 Electrical junction boxes

Where required, electric junction boxes shall be so located as to not negatively impact upon the legibility or enjoyment of streets, residential neighbourhoods or public open spaces. Ideally junction boxes shall be situated against either hard or planted backdrops so as to lessen the visual impact of such elements. Junction boxes shall not be situated in close proximity to surrounding lighting, signage or street furniture so as to reduce visual clutter.

6.13.3 Manhole covers

Manhole covers shall be required across a range of situations including within street carriageways, footpaths and public open spaces. **The approach to manhole covers shall be based upon context, e.g. covers within footpaths or public spaces shall, where possible, utilise inset covers so designed as to seamlessly blend into the hard landscape.**

Where inset covers are used, paving shall be so laid and where necessary cut as to avoid unsightly or awkward transitions between covers and adjacent paving.

6.13.4 Electric vehicle charging points

Charging points for electric vehicles shall be sensitively integrated into the street design so as not to introduce a negative character into the area and deter from public enjoyment of spaces.

6.13.5 Services on facades

No cable runs or piped services shall be visible on facades. Rainwater downpipes are an exception to this guideline, integrated into the design of the facades.

6.13.6 External lights

Full integration of external lighting to buildings is encouraged in order both to minimise future retrofitting and to use buildings and their entrances, parking areas and side lanes to contribute to a legible, safe night time environment in the neighbourhoods.

6.13.7 Utility meters and boxes

These shall be concealed behind architectural over-panels with robust closing and locking mechanisms, and fully integrated within the building walling where visible from the public realm. The location of meters away from the plane of the main building facade is encouraged.

Passages shall be gated.

6.13.8 Dishes and antennae

A standard detail is encouraged to enable fixing of these if required. Dishes shall not be visible from the common domain, and shall always be fixed at the rear of buildings or a setback position at roof level. **These shall be concealed behind architectural over-panels with a robust closing and locking mechanism, and fully integrated within the building walling where visible from the public realm.**

6.13.9 Vents and flues

These shall not be located on front facades. Vents and flues shall be routed to roof level where possible, set back from the building edge and integrated with the architectural design of the roofscape.



Fig.365 Iron channel drain

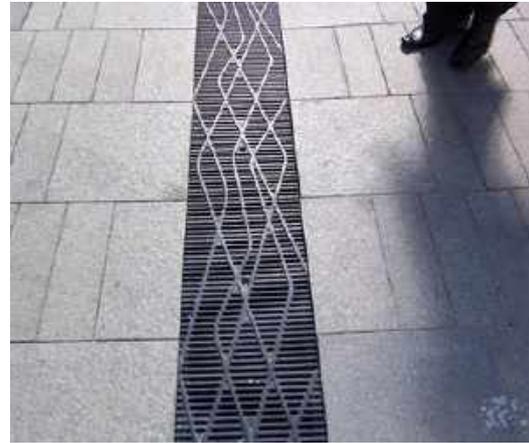


Fig.366 Iron channel drain



Fig.367 Manhole cover



Fig.368 Manhole cover



Fig.369 Manhole cover



Fig.370 Manhole cover



6.14 PLOT BOUNDARIES AND FENCES

Fences shall not be placed where there are additional security measures and only where absolutely required.

As a rule security shall be achieved via window locking mechanisms. Barriers shall not be used as a security measure, principles of Crime Prevention Through Environmental Design (CPTED) should be considered.

Fences shall be in a palette in keeping with the surrounding context.



Fig.371 Barriers shall only be placed where required (note here the security grilles already over the windows)



Fig.372 Defensible spaces should only be demarcated where they form residential amenity



Fig.373 Railings should be designed to be in harmony with the landscape design





Fig.374 Screen and hedge



Fig.375 Timber screen



Fig.376 Wattle screen



Fig.377 Timber screen



Fig.378 Examples of possible railings between Hudson Boulevard and Museum South Yard



6.15 SITE PERIMETER FENCES

6.15.1 Perimeter fences

Refer to Section 3.10.1 for performance requirements.

Vertical bar – steel palisade fences, while these confirm to Network Rail standards, will not be acceptable on York Central in terms of appearance.

All perimeter fencing should be painted or coated in a dark colour to merge with the adjacent landscape.

Where needed next to railway lines, fences shall be as discreet as possible.

Powder coated finishes are acceptable.



Fig.379 Green mesh blends into landscape. Fence to railway, Millwall



Fig.380 Palisade fencing is not a preferred fencing type. Raw steel/metal finishes are not appropriate

6.16 PARKING COURTS

6.16.1 External Parking areas

Parking areas shall be small scale, with parking bays grouped but separated and subdivided by soft landscaping.

The design of carparks shall be cognisant of the visual aspect from residential areas.

Carparks must be well overlooked.



Fig.381 Car park subdivided with soft landscaping



Fig.382 Car park hardscape only and many cars parked together



Fig.383 Car park hardscape only and many cars parked together



7 APPEARANCE BY CHARACTER AREA

This section discusses how different spaces and buildings within the site can be articulated. It sets out guidelines which discuss the composition of different building elements, materiality, proportion, palettes of materials and guides the qualitative aspects of the appearance of public spaces and buildings.

7.1 INTRODUCTION

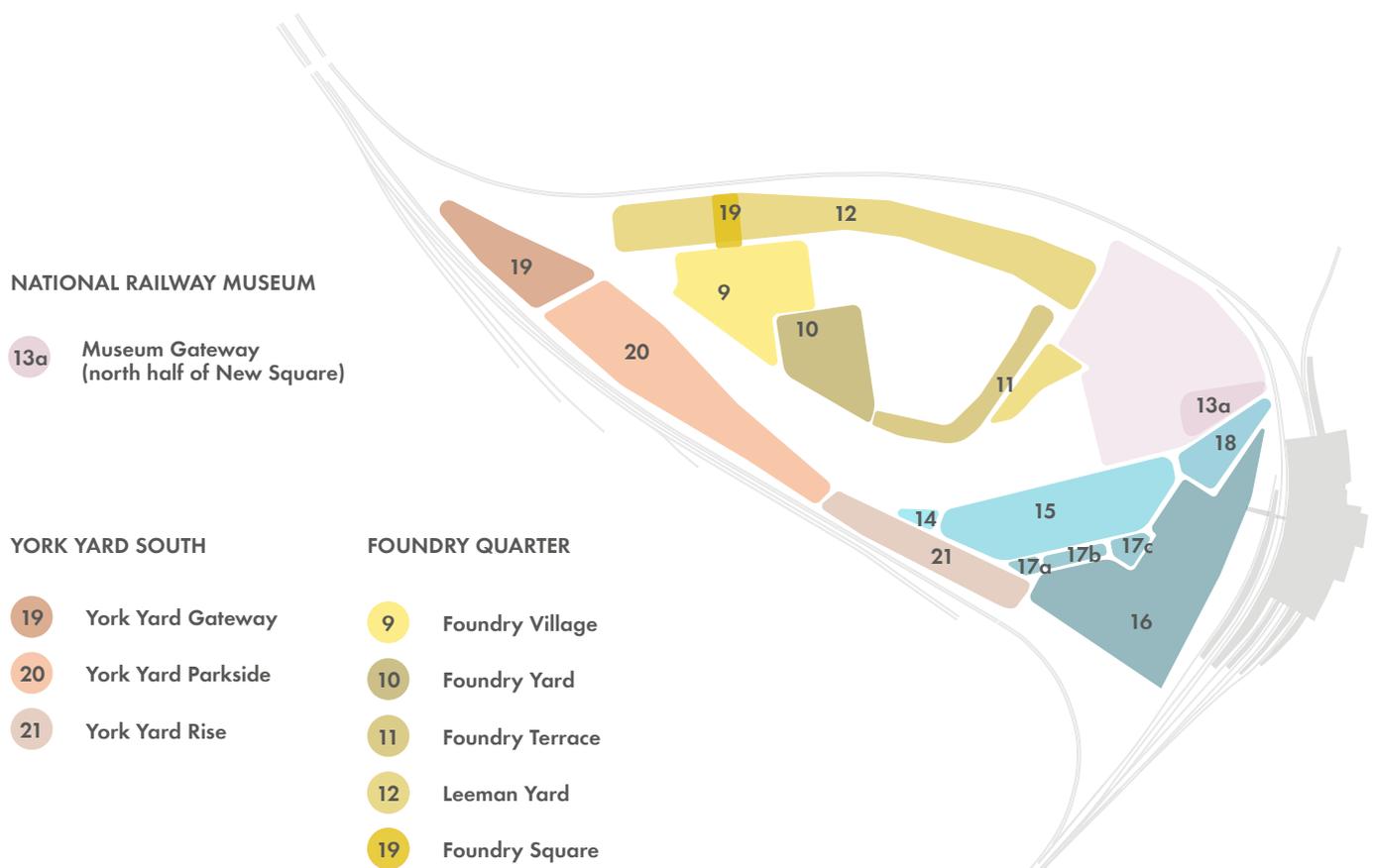
This chapter covers aspects of the appearance of York Central's buildings that are specific to each Character Area. It should be read in conjunction with Chapter 06 Appearance Site Wide.

This chapter contains guidelines on how buildings in each Character Area may contribute to the desired balance of consistency and diversity that characterises York - the "uniform irregularity" described in Chapter 06. Guidelines for each Character Area suggest how each Development Plot may achieve this through modelling and facade composition, particular details and material palette.

The role of "foreground" buildings in each Character Area is also outlined.

STATION QUARTER*

- 14 George Square
- 15 Cinder Yards
- 16 Station District
- 17 Wilton Place (a), Cinder Street (b) and Hudson Place (c)
- 18 Station Gateway (south half of New Square)



* spaces and numbering associated with the existing National Railway Museum buildings and Central Park have been omitted.

7.2 STATION QUARTER

The Station Quarter will become a new high quality urban district for York that is set around the historic and nationally significant National Railway Museum and station. Spaces and buildings in this quarter will draw on the industrial heritage of the site and the wider city.

7.2.1 Life in Station Quarter

Adjacent to York railway station, this will be the arrival space for visitors to York and to York Central and will form a new destination for businesses, for tourists and for local residents alike.

The Station Quarter will be defined by its high quality public space - Station Gateway, Cinder Yards, Hudson and Wilton Place and foot streets - Hudson Boulevard, Hudson Lane and Wilton Lane. A range of commercial spaces, homes, retail offerings, cafés/restaurants, hotels and leisure uses will create a vibrant new destination for the city which will be active throughout the day and into the evening.

STATION QUARTER

- 14 George Square
- 15 Cinder Yards
- 16 Station District
- 17 Wilton Place (a), Cinder Street (b) and Hudson Place (c)
- 18 New Square



7.2.2 Character of Station Quarter

Station Quarter will be the high quality urban district for York set around the National Railway Museum and the historic station. Both residential and commercial, the spaces and buildings in this quarter will draw on the industrial heritage of the site and the wider city, using as precedents the muscular industrial buildings associated with the railways.

Models for the Station Quarter buildings include the brick railway sheds and front of house buildings, but also the factories and warehouses built further along the river – Nestle, Rowntree and Terry's.

These buildings will form the 'background' buildings of the Station Quarter. They will have a regularity of form each having its own predominantly regular rhythm of bay sizes and window spacings.

Buildings shall not turn their backs to the railway line, but must consider views and setting when viewed from station platforms and the city walls.

The roofscape and roofline will be modelled and articulated to nestle in with the wider city.

The design of buildings shall be cognisant of their appearance from outside York Central. For Station Quarter, important views include those from the city walls and from trains arriving into York Station.



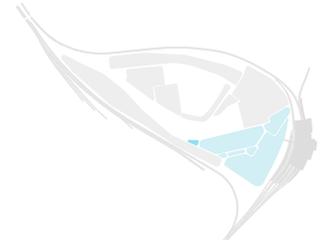
Fig.385 Friargate, Coventry, precedent for commercial building



Fig.386 Thornsett Road, London, precedent for commercial building

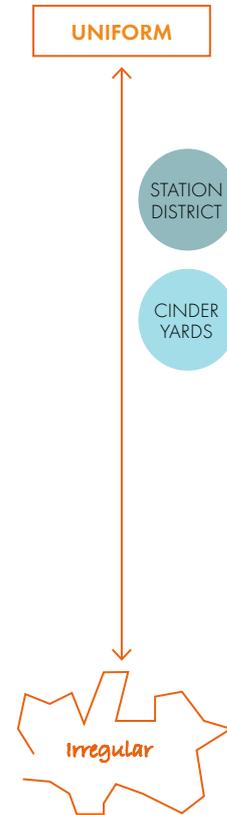


Fig.384 No. 1 Piccadilly Gardens, Manchester, precedent for commercial building



7.2.3 Uniform irregularity

Individual buildings will be predominantly regular in arrangement, although the massing of blocks should be somewhat irregular and shall contribute to the overall “uniform irregularity” of the Station Quarter.



7.2.4 Grain

York’s large footprint industrial buildings offer a precedent for commercial buildings in the Station Quarter and their the scale will suit the new business uses proposed for York Central. But the streets and urban spaces shall have more in common with the tighter grain of the historic city than the industrial scale spaces formed by factories and rail sheds. The rhythm and modulation of the facades in the Station Quarter shall reflect the tighter grain of the historic city, and contribute to the ‘human scale’ spaces formed between the new buildings. Anonymous “business park” type spaces are to be avoided.

The grain of this character area shall arise from:

Large urban blocks formed of large, regular footprint buildings

Enclosed, connected yards

Framed urban spaces and enclosed streets

Small secondary routes through and between blocks

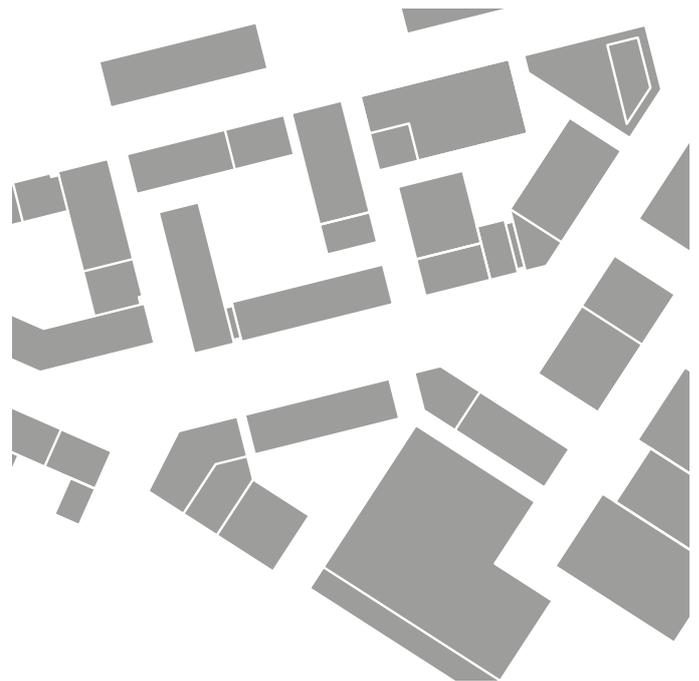


Fig.387 Grain - Station Quarter

7.2.5 Roofs

Pitched and flat roofs shall be used in combination in the Station Quarter.

Pitched roofs to commercial buildings shall reflect the robust, industrial character of the buildings in this quarter, and have a regular rhythm and grain. Gables shall be orientated to the main street and to prominent frontages to enliven the roofline in combination with parapets. Alternatively dormers shall be used to this purpose.

Flat roofs shall be “brown” or “green” roofs or occupied terraces. The rooflines of flat roofed buildings shall be articulated through changes in level, setbacks. Open framed parapets may be used to further articulate the roofline.

No roof top plant roof shall be visible from low or high level views.

Multi storey car parks shall have roofs. Cars will not be visible on the top deck.

Like the other roofs in the Station Quarter, roofs to multi storey car parks will be a combination of pitched roofs, planted terraces or shared, communal, occupied terraces.

7.2.6 Roof materials

As Chapter 06 Appearance site wide



Fig.388 Flat roof set back



Fig.389 Pitched roofs



Fig.390 Dormers



Fig.391 Open framed parapets



Fig.392 Stepped parapets



Fig.393 Flat roofline (except on access roads)





Fig.394 Example of combination of pitched and flat roofs - zoom in on Station Quarter from the Illustrative Scheme



Fig.395 Pitched roof with 'chimneys' and inverted dormers



Fig.396 Open parapet



Fig.397 Pitched roof with dormers and cropped ridge



Fig.398 Regular pitched gables



Fig.399 Occupied flat roof terrace



Fig.400 Regular repeated pitched roof form

Examples of contemporary roof forms which would be acceptable for Station Quarter



7.2.7 Gutters and downpipes

The quality of roof edges will be critical in defining the quality of the streets in Station Quarter

Exposed gutters and downpipes shall be avoided on the primary frontages of buildings in the Station Quarter. Parapet or secret gutters shall be used.

The preference is for concealed downpipes on all elevations. However, any exposed downpipes should be positioned on side elevations rather than primary frontages.

Exposed downpipes shall be integrated into the facades design.

Any visible gutters and downpipes shall be metal (UPVC will not be acceptable)

7.2.8 Eaves, parapets, gables and verges

Buildings within the Station Quarter shall have parapets or eaves with modelled profile which forms a positive cornice line seen from the street.

Alternatively, buildings within the Station Quarter shall have parapets or projecting verges that contribute to the modelling of the roofline.

The new buildings within Station Quarter shall employ a range of contemporary masonry parapet details to enrich the skyline seen both from within York Central and beyond.

Buildings whose tops are seen from the city walls, rising above the train shed roof of York station, shall have a distinctive parapet incorporating openwork through which sky can be seen.

There shall be no thick box eaves or verges on any building.

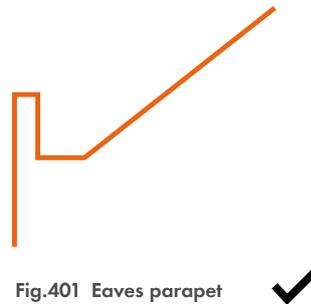


Fig.401 Eaves parapet ✓

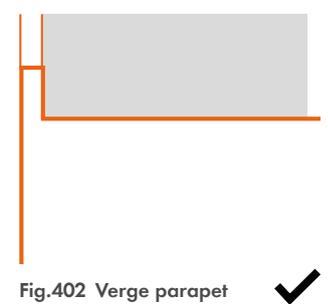


Fig.402 Verge parapet ✓

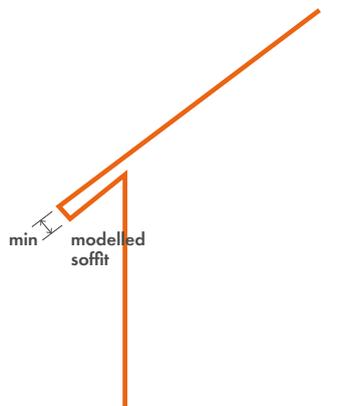


Fig.403 Projecting modelled eaves ✓

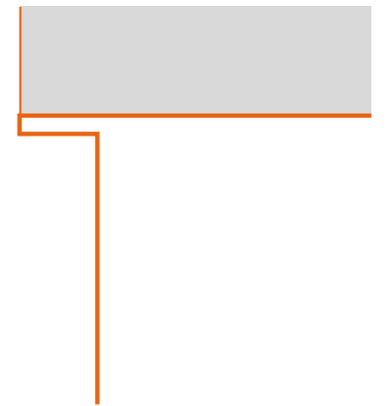


Fig.404 Projecting verge ✓

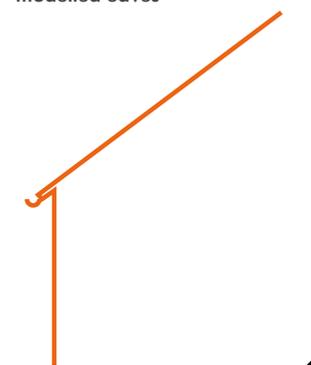


Fig.405 Simple eaves (not primary frontages) ✓

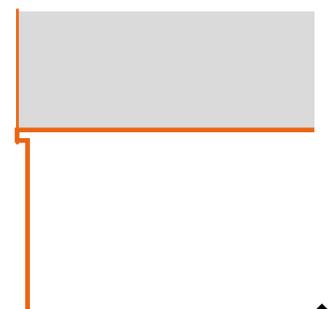


Fig.406 Plain mortar bedded verge ✓

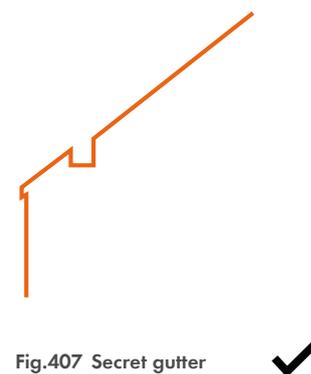


Fig.407 Secret gutter ✓

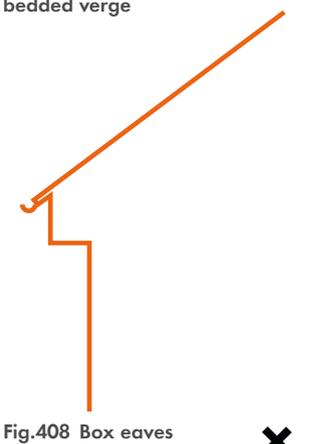


Fig.408 Box eaves ✗

7.2.9 Facades

The facades of the Station Quarter buildings 'background' buildings will be predominantly regular in arrangement, although the massing overall in the Station Quarter shall exhibit overall the "uniform irregularity" which characterises York's city fabric.

Facades in the Station Quarter will exhibit the robust character of the industrial buildings found in York and on the site, but will be detailed with the "human scale" characteristic of the inhabited fabric of the historic city.

Commercial Buildings forming the background to public realm in Station Quarter shall present a contemporary interpretation of York's industrial typologies, re-presenting the characteristics shared by the factory and warehouse precedents:



Terry's Chocolate Factory



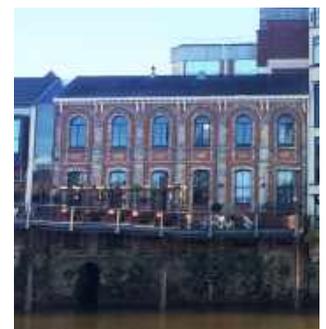
Rowntree Factory



Bonding Warehouse



Bonding Warehouse



Ebor Hall on the Ouse



Warehouse building on the Ouse



Yorkshire Herald building

Fig.409 York traditional precedents for industrial and commercial buildings



Fig.410 Friargate, Coventry

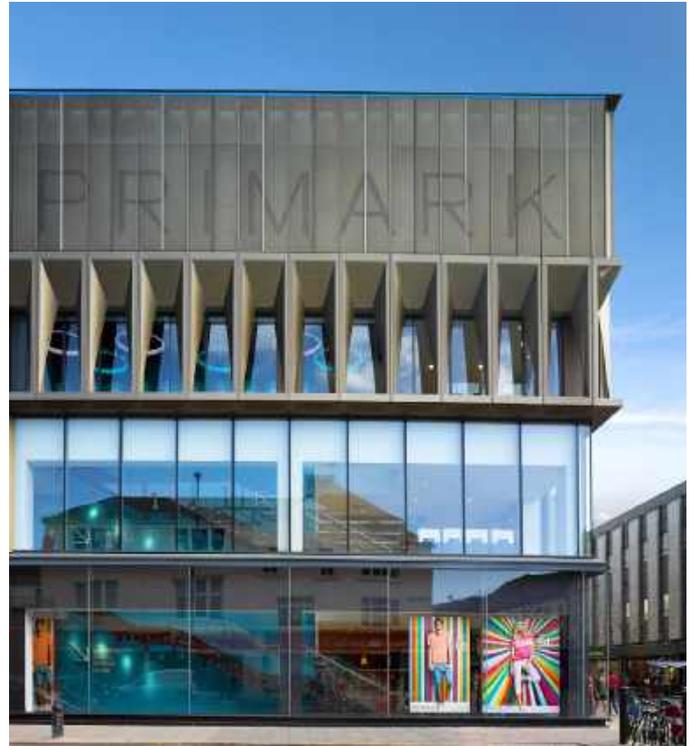


Fig.412 Primark, Newcastle



Fig.411 R7 Kings Cross office building, London
Contemporary commercial buildings



Fig.413 Hungate, York



Fig.414 St Martin's Court, St Paul's, London

7.2.10 Overall form

Station Quarter commercial buildings, with generally larger footprints suitable for modern office floor-plates, **will present themselves as whole buildings.**

Facades, although modulated and articulated, will not pretend the building is composed of apparently much smaller plots.

Guidance for the *residential Mansion Blocks* in Station Quarter shall follow the guidance for the Mansion Blocks in York Yard South under section 7.3.

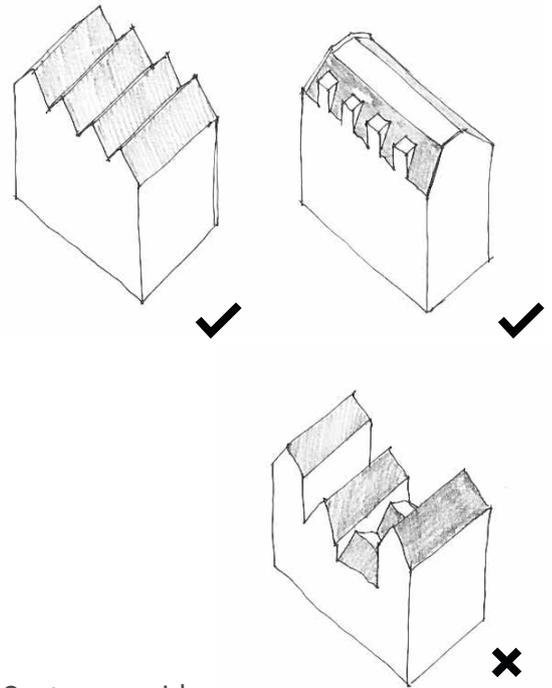


Fig.415 Station Quarter commercial buildings as 'whole buildings'

7.2.11 Facade composition

Facades are to have a base, middle and top

Within the middle band, there may be emphasis on windows to the first floor

The top is to be differentiated, for example through smaller windows to topmost floor, open parapets, modelled parapet and/or a projecting cornice

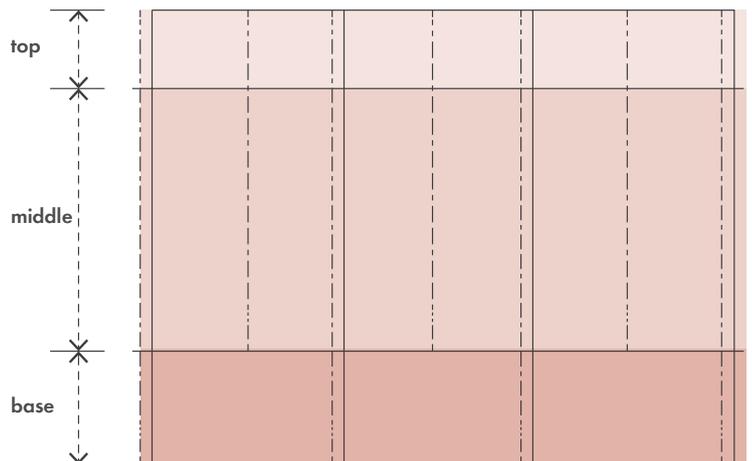


Fig.416 Facades with ground floor base, middle and top



7.2.12 Facade articulation

Window openings in the wall shall be generally regularly spaced.

The rhythm of vertical bays shall be expressed (or implied through window rhythm).

Variation in floor heights between adjacent buildings, and expressing this in their facades, is encouraged. This is to vary the rhythm of frontages, and contribute to the “uniform irregularity” of Station Quarter.

There shall be further articulation of bays on long buildings (bays brought forward or pilasters projecting).

The entrance and corner bays shall be articulated on longer facades.

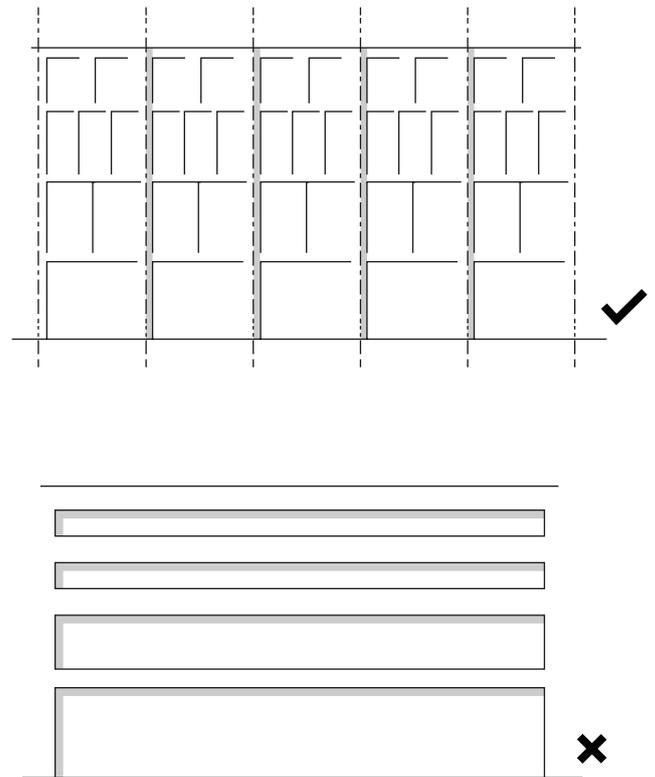


Fig.417 Examples of Station Quarter facade articulation

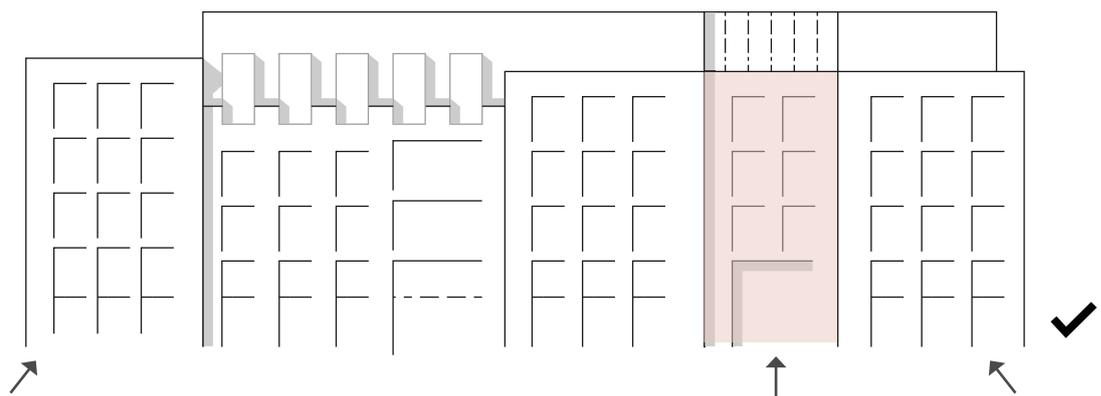


Fig.418 Example of Station Quarter facade articulation, emphasising entrance bays, corner bays

7.2.13 Facade materials

Street facades in the Station Quarter will exhibit the widest range of materials on York Central site.

7.2.14 Street frontages:

Brick walling or framing shall be the preferred material. Brick shall comprise a minimum of 30% of the solid framing material across the Station Quarter as a whole.

Entirely glazed facades will not be acceptable on street frontages.

However, large areas of glazing on street facades *will* be permissible providing they are framed in solid material. Terracotta or metal framing may be used in addition to, or as an alternative to brick.

7.2.15 Inner courtyard frontages

The facades of inner courtyards in Cinder Yards and the Station Quarter offer opportunities for discovering surprising contrasts - that sense of coming across a hidden delight that so characterises York.

The main walling material of the inner courtyards may differ from the main walling material of the street frontages.

A alternative material for the inner courtyards shall nevertheless use a colour or tone similar to that of the bricks used across York Central, to give subtle contrast.

Entirely glazed facades will be acceptable to inner yard frontages.

Rich textural materials, other than brick may be used - put together and detailed to present the same depth and quality as found in historic courtyards within York.

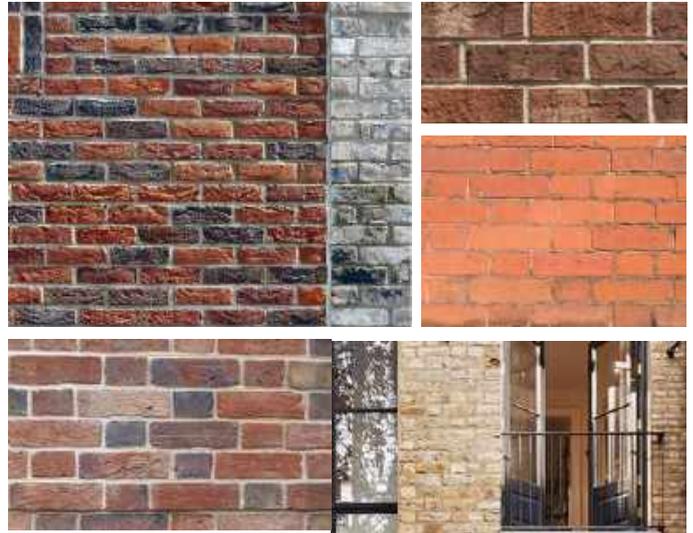


Fig.419 Palette of brick colours and textures

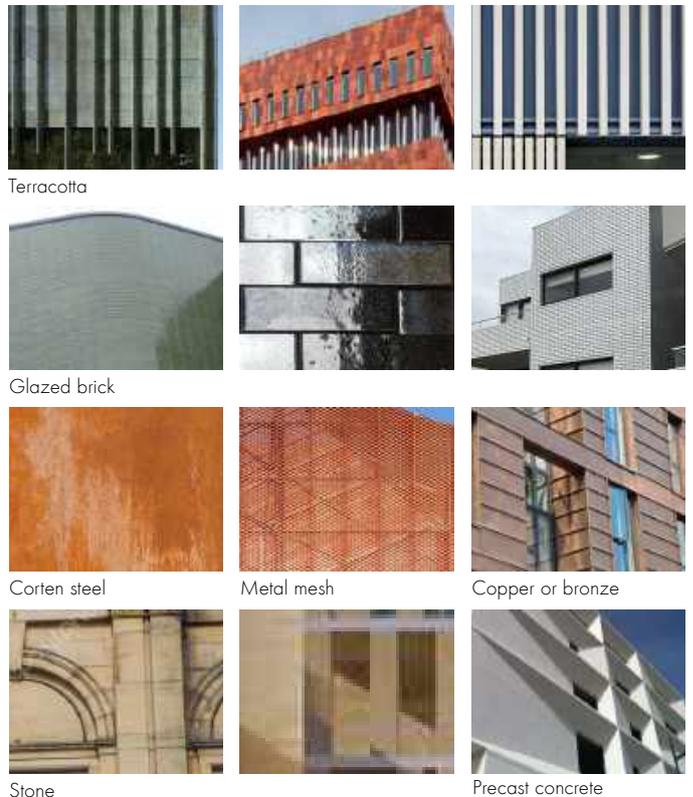


Fig.420 Palette of example 'textural' materials other than brick



Fig.421 Corten steel - Kings Cross



Fig.423 Metal sheeting, Shoreham Street, Sheffield



Fig.422 Fully glazed wall, Sutton Yard, Islington London

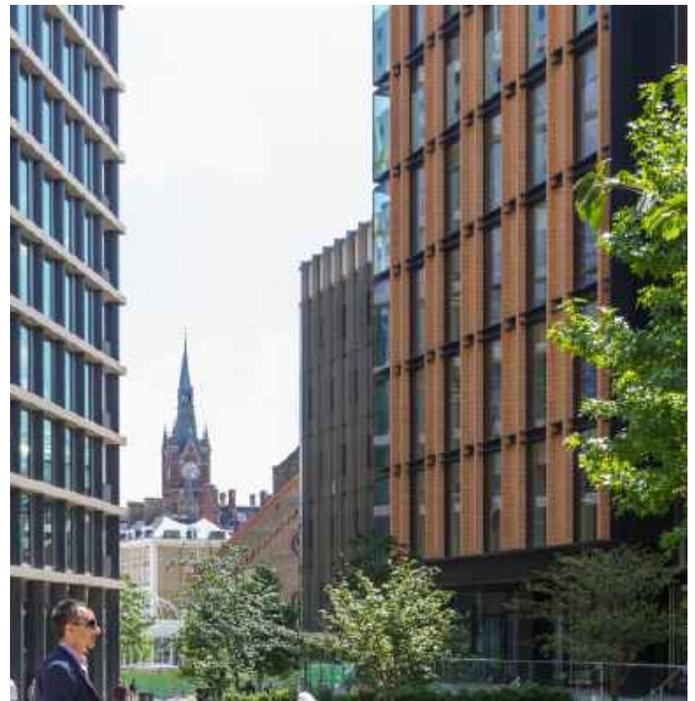


Fig.424 Terracotta

Contemporary commercial buildings whose facades include materials other than brick

7.2.16 Foreground buildings

Refer also to Chapter 06.

Foreground commercial buildings in this Character Area relate to public open spaces, occupy prominent positions in York Central and will be the focus of longer views on the site.

The foreground buildings in the Station Quarter shall be “city” in their appearance. F (east) on the plan right should be formal in its frontage to the square and to the boulevard. As a stop-end to the terrace overlooking the boulevard, the form may be sculptural. But it should nevertheless be integrated into the street frontages.

F (west) forms the other stop end to the terrace overlooking the boulevard. The building also forms a gateway into the Station Quarter when arriving from Central Park. The frontage offered to the park and boulevard should be formal and urban, integrated into the street frontages.

D (north) below should provide a formal, largely symmetrical backdrop to the Coal Drops, and be aligned with the Coal Drops.

D (south) and B(north) would be the focus of the ‘triangular squares’ of Hudson Place, and B(south) the focus of Wilton Place. Only one foreground building should be considered for each of Wilton Place or Hudson Place. More than one would overwhelm these small squares. These buildings help enclose these triangular squares, they should be cognisant of their role in the street scene.

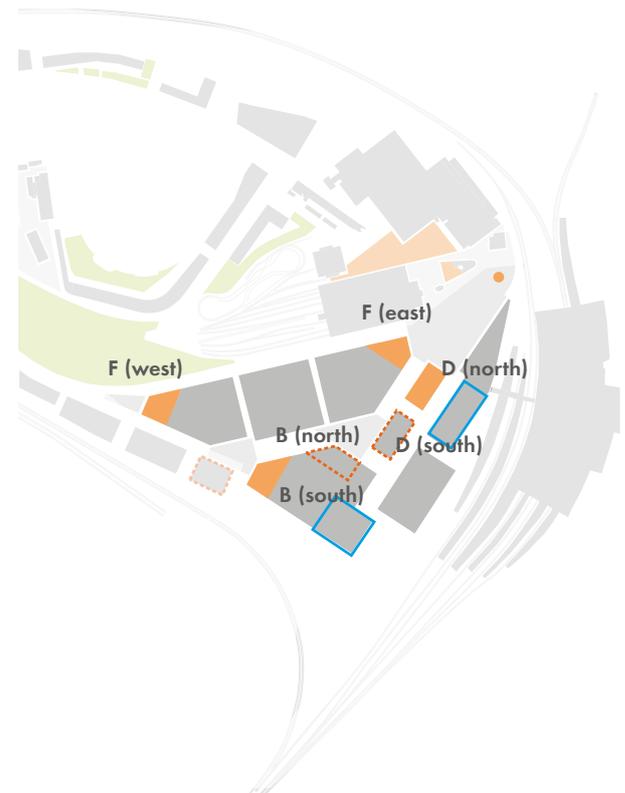


Fig.425 Locations for “Foreground” buildings in Station Quarter

- Foreground building
- These buildings may be foreground
- Multi storey car parks



Fig.426 Sainsbury's Fulham Wharf, London



Fig.429 Buddhist Temple in New South Wales, Australia



Fig.427 Carpark structure, Charles Street, Sheffield



Fig.430 Riverwalk, Thames, London



Fig.428 Gunpowder Wharf, Waltham Abbey



Fig.431 Kunsthaus-Bregenz

Examples of buildings which would be considered "foreground" in the station Quarter

7.2.17 Multi storey car parks

Multi storey car parks shall form a positive contribution to the immediate streetscape and views of the site from the wider city context.

Multi-storey carpark buildings should seek to avoid creating blank, dark windows to the street frontages as these deaden the street frontage.

Metal grillage or bars in window openings should not be used.

Active facades are strongly encouraged.

The use of green walls is strongly encouraged.

The use of solar Photo Voltaic panels is strongly encouraged if appropriate in the townscape context and if not used an explanation provided.



Fig.432 Car park



Fig.433 Car park with active facade



Fig.434 Car park with open active facade



Fig.435 Dark openings



7.3 YORK YARD SOUTH

York Yard south is a predominantly residential area comprising a mix of courtyard and linear mansion blocks that provide a range of apartments and maisonettes. In their appearance, the mansion blocks are the most “irregular” of the building types in York Central, reflecting the wide range of small scale domestic spaces which they contain.

7.3.1 Life in York Yard South

York Yard south is a residential area comprising a mix of courtyard and linear mansion blocks that provide a range of apartments and maisonettes. The area bounds the southern edge of Central Park and will benefit from views across and into the green space, and to Foundry Village beyond.

A sequence of residential streets, play streets and community gardens will connect the courtyard blocks and provide routes through the community, joining it with the park and wider site. A sequence of contemporary ‘snickets’ and lanes weave through the blocks and provide a sequence of public and semi public open spaces.

Communal rooftops will provide amenity for residents. Play streets and community gardens will act as green extensions of Central Park. Active rooftops and street facing balconies will provide passive overlooking of Play streets and community gardens.



7.3.2 Character of building frontages

This long swathe of building will form a strong, lively edge to Central Park.

The frontage to the park shall be varied along its length, achieving a “uniform irregularity” and incorporating into these substantial, predominantly brick buildings the wealth and quality of detail found in York city, which is so key to its “Yorkness”. Side facades too will offer rhythmic frontages with a diversity of detail to the play streets and community gardens between the blocks.

The rear facades seen from south of the site are as important as the parkside frontages. These facades shall be well articulated and modelled to create a sense of layering on this edge of the site and a high degree of visual permeability through to the green spaces within York Central. Facades must not appear as a ‘wall of development’.



Fig.437 Example of a neighbourhood playspace, Accordia, Cambridge

7.3.3 Grain

Mansion Blocks in York Yard South bring a new building form to the city, with an urban grain of large footprint properties and wide spaces in between. The massing of these blocks shall be broken down to reflect the scale of inhabitation, and the generally small-scale residential units within. Public realm and communal spaces in and around the Mansion Blocks, together with the snickets which thread through them, shall seed into York Yard South the intimate grain of the historic city. The historic grain of multi-building terrace plots offers a pattern for the Mansion Block street and outward-facing frontages, and the enclosure of the inner courtyards.

Large footprint urban blocks

Blocks moulded to reflect multiple smaller residential units within

Frontages articulated to a domestic scale

Generous open spaces between blocks

Winding routes through blocks, linking open spaces.

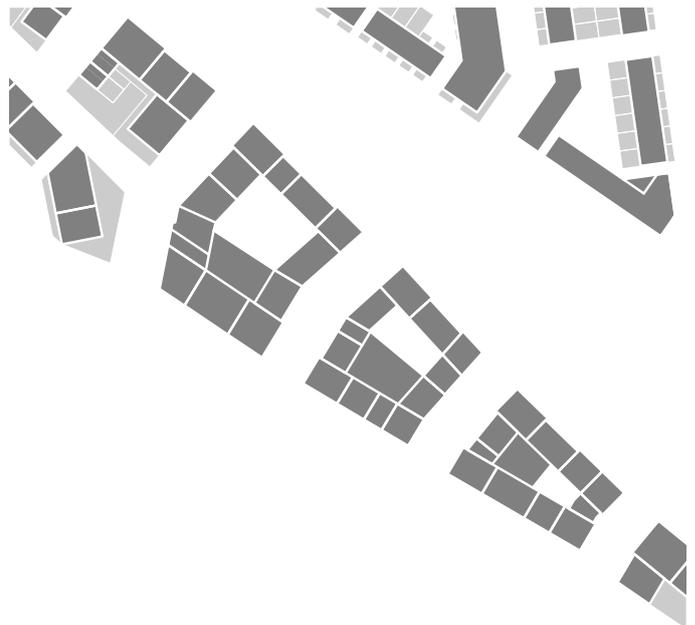
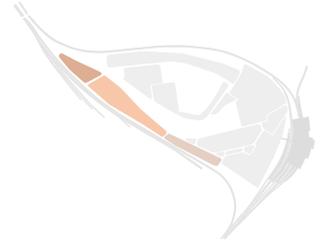
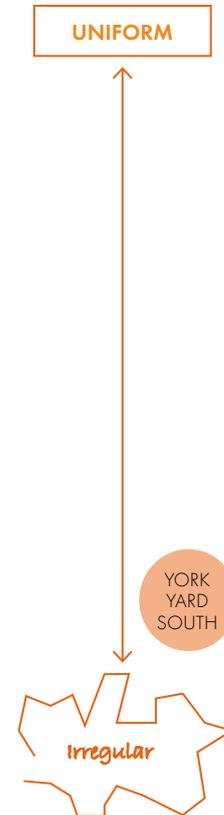


Fig.436 Grain - York Yard South



7.3.4 Uniform irregularity

The massing of blocks shall be notably irregular, and shall contribute to the lively modelling and “uniform irregularity” of the York Yard South.



7.3.5 Form of mansion blocks

The massing of mansion blocks in York Yard South shall be heavily modelled and articulated to break down the scale of these residential blocks.

Being composed of smaller residential units, these large blocks shall be broken down in scale to the domestic scale and grain of the historic city. **The buildings shall present themselves as larger city blocks composed of smaller plots.**

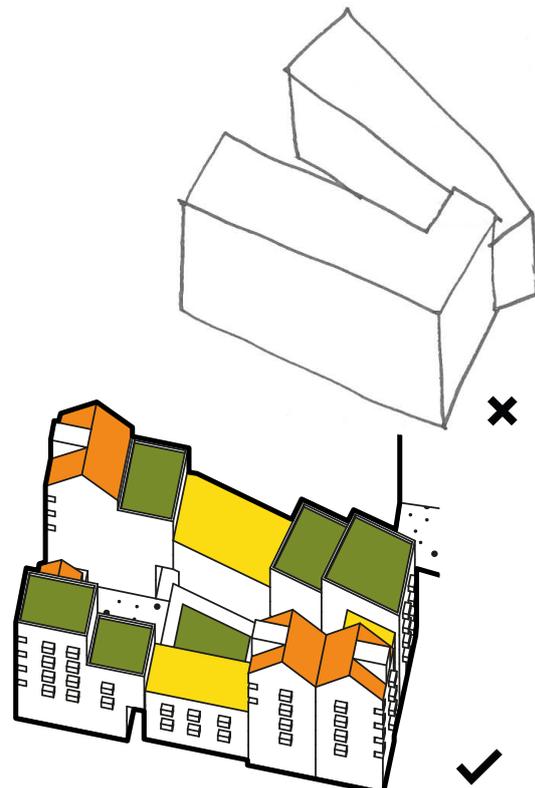


Fig.438 The massing of York Yard South buildings broken down to reflect domestic plot sizes