



25 February 2014

Agenda Item: 5

**REPORT OF CORPORATE DIRECTOR POLICY, PLANNING AND
CORPORATE SERVICES**

BASSETLAW DISTRICT REF. NO.: 1/13/01372/CDM

**PROPOSAL: DEMOLITION OF No.30 WATSON ROAD AND BUILDINGS ON
FORMER FLORIST SITE. REMOVAL OF ADVERTISING HOARDINGS
AND TREES. CONSTRUCTION OF A NEW 8-BAY BUS STATION
INCLUDING CAFE/RETAIL UNIT, CREW ROOM, INFORMATION
OFFICE, CCTV CAMERAS AND ASSOCIATED STREET WORKS AND
FENCING (INCLUDING 3.0M HIGH ACOUSTIC FENCING).**

LOCATION: LAND AT WATSON ROAD/NEWCASTLE STREET, WORKSOP

APPLICANT: NCC ENVIRONMENT AND RESOURCES

Purpose of Report

1. To consider a planning application for the erection of a bus concourse and bus station building, including a café/retail unit, with associated crew room and information office on land at the junction of Watson Road and Newcastle Street, accessed from Queen Street, Worksop. The site lies within a conservation area, and the proposal would require the demolition of 30 Watson Road and the removal of trees. Development would take place on part of a car park close to the town centre. The key issues relate to sustainable transport and impact on town centre car parking, the impact of the proposal on heritage assets, the siting and design of the building and impact on the streetscene, and impact on the amenity of neighbouring occupiers. The recommendation is to grant planning permission subject to the conditions set out in Appendix 1.

The Site and Surroundings

2. The application site comprises of a former florist premises and yard, enclosed by 48-sheet poster hoardings and self-set trees situated at the junction of Watson Road (B6040) and Newcastle Street (B6024), part of a public car park accessed from Queen Street lying to the rear of the Newcastle Street and Watson Road frontage, and a former clinic building at 30 Watson Road. The site lies 150m to the east of Bridge Street which is the principal retail area in Worksop town centre (Plan 1).

3. The public car park accessed from Queen Street serves Worksop town centre and can accommodate 97 cars, with an additional eight disability spaces provided to the east of 10 Newcastle Street. The car park is in the ownership of Bassetlaw District Council. Public car parks provide parking for 1050 vehicles (including 87 disability parking spaces) across the town centre (Plan 2). A row of trees within the car park line the frontage to Queen Street.
4. Properties fronting Newcastle Street to the west of the junction with Watson Road are a mixture of residential, commercial and office uses. 4 Newcastle Street is in the process of being converted into flats and 8 Newcastle Street adjacent is used as a clinic with a first floor pilates studio. 10 Newcastle Street, a residential property, has a gable wall on the boundary of the application site. The principal elevation to Newcastle Street has an eaves height of 8.2m and ridge height of 11.6m. A two-storey rear projecting wing has an eaves height of 6.35m and ridge height of 8.2m with a first floor landing window in the east elevation and a study/bedroom window in the south facing elevation. A single storey mono-pitch rear extension has a height on the site boundary of 3.65m. The rear garden is elevated within the site and is enclosed by a 2.0m high fence (when viewed from the adjacent car park). A 2.0m high fence is erected to the rear of 8 Newcastle Street, while a 2.0m high wall is erected on the rear boundary of 4 Newcastle Street.
5. The application site lies within Worksop Conservation Area. 30 and 34 Watson Road, formerly clinic buildings are of local heritage interest but are not designated heritage assets. The buildings are vacant and in the ownership of the County Council. 38 Watson Road to the south, is a former house used as a medical practice but is presently being marketed. Properties on the east side of Watson Road are in residential use. A retail park lies to the east of Watson Road, fronting Memorial Avenue. Asda, the retail unit closest to the junction, has a large frontage surface car park enclosed by a low wall.
6. North-bound traffic on Watson Road is not permitted to turn left onto Newcastle Street. However, Queen Street, a one-way street, carries traffic north from Watson Road to join Newcastle Street 85m to the west of the Newcastle Street/Watson Road junction. The Telephone Exchange building on the south side of Queen Street is a Grade II listed building (Plan 1).
7. Queen Street and Watson Road (between Potter Street and Newcastle Street) are lined by lime trees within the footway.
8. The River Ryton runs generally west to east approximately 170m to the north of the site. The application site is not at 1 in 100 year flood risk but would be partly at risk of flooding in up to a 1 in 1000 year flood event (Flood Zone 2).

Proposed Development

Relevant Planning History

9. The proposed felling of trees within a conservation area can be considered either as part of a planning application or by prior notification being given to the

relevant District Council, giving the District Authority the opportunity to consider whether the trees should be made the subject of a Tree Preservation Order. Trees affected by the proposed development have been the subject of three separate notification applications:

- a) Application 13/01168/CAT – November 2013 – permission granted to fell all trees within the former florist site. No replacement planting is required.
- b) Application 13/01272/CAT – November 2013 – permission granted to fell three trees at Queen Street car park subject to the supply of three replacement lime trees (12cm-14cm girth and 2.5m-3.0m in height), to be planted by Bassetlaw District Council on land adjacent to the town centre.
- c) Application 13/01274/CAT - November 2013 – permission granted to fell five lime trees within the highway on Watson Road and one lime tree within the highway on Queen Street subject to the supply of six replacement lime trees (12cm-14cm girth and 2.5m-3.0m in height), to be planted by Bassetlaw District Council on land adjacent to the town centre.

Background

- 10. The proposed construction of a bus station in Worksop is part of the County Council's programme to renew the stock of bus stations. Worksop, the largest town in Bassetlaw with a population of 40,000, does not presently have a formal bus station, with bus stops concentrated on Hardy Street adjacent to the Stagecoach bus depot (Plan 1). Narrow footways and congested boarding points make boarding particularly difficult for passengers with mobility disability and pushchair users.
- 11. The application proposes to provide improved facilities for existing bus passengers and to encourage new users, reversing a gradual decline in bus use. The provision of a new bus station in Retford has led to a 35% increase in bus users since opening.

Proposal

Built Development

- 12. Planning permission is sought for the erection of an enclosed bus station building serving eight bus bays, with an additional lay-over space provided within the site. The building would be sited at the junction of Newcastle Street and Watson Road, replacing the former florist shop and yard, and 48-sheet poster hoardings which are a prominent feature of the junction.
- 13. The bus station would be accessed from Queen Street across part of the existing public car park. The retained car park would be reconfigured to provide 67 spaces and five disability parking spaces, a net loss of 30 town centre parking spaces and three disability parking spaces. This would not involve works requiring planning permission and is not part of the application presented for determination.

14. Access to the bus station, which would run adjacent to the rear of 4-10 Newcastle Street, would require the removal of three trees on the Queen Street frontage of the car park, and one highway tree, already granted by Bassetlaw District Council (Paragraph 9).
15. The direction of one-way traffic flow on Queen Street would be reversed, and the junction of Newcastle Street and Watson Road would be modified to permit vehicles to turn left into Newcastle Street. A Traffic Regulation Order, subject of a statutory process and possible modification, would be made (Plan 3).
16. The proposal would require the demolition of 30 Watson Road. A 1.8m high part boundary wall / part brick piers with railings would be erected on the southern boundary of the site in front of the elevation of 34 Watson Road exposed by the demolition. The possibility of retaining 30 Watson Road has been explored by the applicant but would impact on the layout and operational requirements of the bus station.
17. The proposed building, which would have a footprint of 474m², would incorporate a tapering enclosed bus concourse waiting area, in addition to a café and kitchen, office, toilets and crew room (Plan 4). A service and plant room would be provided at first floor level above the café kitchen area, enclosed by a parapet. Plant installed on the roof would include a kitchen extract and four extraction flues, sited at closest 2m from the edge of the roof, would project 0.4m above the parapet. The flues would be a minimum of 1.0m above the bus station roof and 1.2m above the adjacent window at 10 Newcastle Street.
18. The building, which would be evocative of 1930s design, would present a two storey 7.3m high elevation to Newcastle Street, sited on the same building-line 2.3m from the gable of 10 Newcastle Street to the west. No room window openings would be formed at first floor level in the west elevation.
19. The building would be faced in a combination of horizontally banded brickwork with the concourse building constructed with framed glazing. A clock and signage would be included on the brick elevation to Newcastle Street. The glazed bus concourse would be set back 12m from Newcastle Street, curved at the eastern end to follow the sweep of the realigned junction. The main concourse roof would project 1.4m from the building elevation facing Newcastle Street and would be finished with a metal fascia. On the southern side of the building, the main roof would project 6.5m to form a canopy providing cover for passengers embarking and alighting buses.
20. To the south of the kitchen and plant room, a single storey element to the building providing toilets and a crew room, 3.6m in height and faced with brick would extend 16.7m, running parallel to the site boundary. This part of the building would be sited 1.65m from the flank wall of 10 Newcastle Street and would not contain any openings with the exception of a door giving access to a crew toilet.
21. The enclosed concourse would be of flat roof single-ply construction with a nominal pitch for roof drainage, with a metal fascia height of 1.0m. The main

concourse building would be sited 4.7m from the flank wall of 10 Newcastle Street. An external ladder would give access to the roof for the purpose of maintenance, but the applicant has clarified that other than in exceptional circumstances roof access would be required a maximum of four times a year.

22. Relative heights of the building and distances from 10 Newcastle Street of parts of the structure are shown on Plan 5.
23. Photovoltaic panels (PVs), set in south-facing rows on racking at a pitch of 15° would be mounted on the roof, although the final angle of pitch will need to be determined at detail design stage. The PVs would not be mounted within 5.25m of the eastern end of the building or 2.75m of the concourse roof fronting Newcastle Street, calculated so that they would not be readily visible from the highway nearby.
24. An acoustic screen, recommended in the noise assessment accompanying the application, would be provided above the crew room, infilling the area between the roof and the canopy to reduce noise impact on neighbouring property. In addition, a 3m high acoustic fence would be erected along the boundary of 8 and 10 Newcastle Street.

External Works

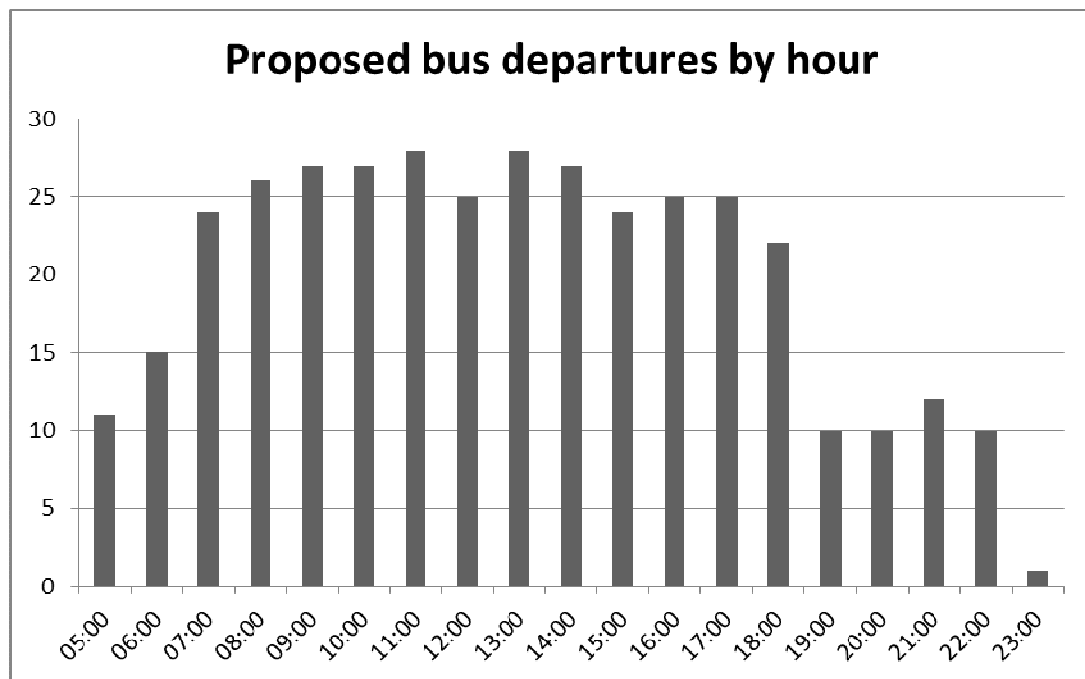
25. The frontage to Newcastle Street would be surfaced with a combination of paving and grassed areas, with a café terrace and three cycle stands (space for six cycles) provided adjacent to the main entrance with security being provided by passive surveillance and a CCTV camera positioned within the building. Five trees would be planted on the Newcastle Street road frontage, parallel to the highway following the alignment of the altered Newcastle Street/Watson Road junction.
26. A 1.8m high ornamental fence, with a combination of three trees and shrubs planted behind, would be erected on the Watson Road frontage between the bus exit point and the building. A gate at the eastern end of the building would allow passenger access to the bus boarding area when the concourse building is closed.
27. A bus lay-over bay would be provided adjacent to the revised public car park on the southern boundary of the site. A bin storage area enclosed by 1.8m timber fencing would be erected within the site at the juncture of 4 and 8 Newcastle Street. A refuse/service vehicle parking area would be provided adjacent to the bin storage area.
28. A lux plot of proposed lighting, compared to an assessment of existing lighting of the public car park demonstrates that external lighting would result in less intrusive lighting impact on neighbouring property than at present.

Operation and Use

29. The bus station building would be open Monday-Saturday between 07:00-22:00 hours during which time it would be lit and staffed. Outside of these

hours, although no staff would be present, CCTV cameras would continue to operate and external pedestrian and bus boarding areas would remain well lit.

30. Out-of-hours bus bays would be accessed by passengers from Watson Road. The applicant has confirmed that the two bays closest to Watson Road (furthest from 10 Newcastle Street) would be used for late evening and early morning services (05:00-07:00) when the bus station building is closed.
31. The bus station would provide passengers with access to 25 bus routes, with approximately 357 services on week days. The earliest bus service would depart at 05:00 hours, and would continue running until 23:00 hours.



32. The applicant has confirmed that 27% of the current fleet serving Worksoy is comprised of double-deck buses. Double deck buses would not be allocated to the two bays closest to 10 Newcastle Street in order to reduce overlooking from the upper deck of a vehicle standing in the bus station. The bay closest to 10 Newcastle Street would be used as a dedicated coach bay.
33. A Noise and Vibration Impact Assessment has been submitted in support of the application. Screw piled foundations would be used in the construction, a technique designed for construction close to existing structures and in urban areas which generates comparatively minimal vibration. Some vibration may be noticeable when compaction equipment is used such as vibratory rollers and compaction plates. However, the levels of vibration from this type of plant are not anticipated to be at a level that could cause damage to property.
34. The bus station would operate a DIRO (drive in reverse out) system which would result in horns sounding when buses reverse. When coming to rest, the release of bus air brakes has the potential to give rise to localised noise nuisance. In the absence of physical or procedural controls it is anticipated that some noise events associated with buses (reversing horns and air brakes)

may be heard both inside and outside 10 Newcastle Street and night-time events could cause sleep disturbance.

35. A 3m high acoustic fence would be erected on the boundary of 8 and 10 Newcastle Street to reduce assessed noise impacts experienced at the nearest sensitive receptor (10 Newcastle Street) to 'slight' during the day and 'moderate' for night-time operations (23:00-07:00 hours).
36. An acoustic screen proposed at the western end of the concourse canopy above the crew room is designed to reduce the impact of operational noise on 10 Newcastle Street, providing a screen on direct line of sight between the first floor rear window and the main bus concourse. The applicant has clarified that the proposed acoustic screen above the crew room cannot be extended further (to the edge of the canopy) as it would obstruct passenger movement and the side loading luggage doors of coaches.
37. The noise assessment supporting the application recommends that procedural controls are incorporated to ensure that night time buses and the busiest bays are sited furthest from 10 Newcastle Street. The bus station would be owned and operated by NCC and bays would be allocated to the operators by the bus station manager. All bus operators using the facility would be required to sign an Operator's Agreement setting out how the facility is to be used, including such items as safe reversing, bay allocations, use of night time bays and emergency procedures.
38. Existing bus stops on the highway locally would be rationalised and re-located to the bus station, including the removal of the bus stop currently positioned outside 10 Newcastle Street, Queen Street and Hardy Street.

Consultations

39. **Bassetlaw District Council** – No objection. Heritage comments have been received from the Council's Conservation Officer raising the following matters: *With the exception of 30 Watson Road the application site currently has a negative impact on the character and appearance of the conservation area, more apparent due to its prominent location. The design of the bus station is strikingly modern, yet echoes the Moderne style of the early 20th century. In the context of its location this is considered to be an appropriate design that also respects the setting of listed buildings in the vicinity.*
40. *The loss of trees and 30 Watson Road is regrettable but the desire for the retention can be considered outweighed by the public benefits of the proposal which include the level of enhancement of this part of the conservation area, and in compliance with Bassetlaw Core Strategy & Development Management Policies Development Plan Document – December 2011 Policy DM8: The Historic Environment and National Planning Policy Framework (NPPF) Section 12. Conserving and enhancing the historic environment.*

41. Conditions are recommended to require the submission of samples of materials, including a brick sample panel, and a contract being in place for redevelopment prior to the demolition of 30 Watson Road.
42. The Council's Environmental Health Officer (EHO) has had sight of the representations received, the consultation response from NCC Engineer (Noise), and recommended planning conditions. *Bearing in mind all of the conditions and suggestions that have been made to try and reduce any noise disturbance, particularly affecting 10 Newcastle Street, the following conditions are suggested (a) and b) offering an easier means by which to monitor and enforce, rather than stating noise limits):*
- a) *The total number of bus movements entering the bus depot in any one hour between 0500-0700 hours, shall not exceed 13 in order to preserve the amenity of the area.*
- b) *The total number of bus movements leaving the bus depot in any one hour between 0500-0700 hours, shall not exceed 13 to preserve the amenity of the area.*
- [Comment: Whilst this might change, the application indicates 11 bus departures between 05:00-06:00 hours and 15 departures between 06:00-07:00 hours. A limit of 13 bus arrivals/departures in the second hour would not be in accordance with the submission.]
- c) *Before planning permission is granted, the applicant shall provide an operational noise procedure to be agreed by the Council for buses on site to mitigate noise from bus operations.*
43. *It is advised that where noise complaints are received from adjacent residents about bus operations in the early hours (05:00-07:00 hours), NCC should be agreeable to install acoustic glazing with acoustic ventilation to first floor bedrooms affected by the noise.*
44. No comment has been offered by the EHO in respect of air quality.
45. **English Heritage** – *English Heritage recommends use of the highest quality of design, materials and craftsmanship for this key building, taking the opportunity to enhance and reveal the conservation area through the new design and successful integration of the surviving historic buildings connected with the former hospital. English Heritage recommends that further consideration is given to strengthening the building line at the junction of Newcastle Street and Watson Road, by bringing forward the building line to help better define the junction and maintain a strong building line.*
46. *English Heritage supports the provision of a new bus station within Worksop. It is recommended that the determining body must be satisfied there is clear and convincing justification for the proposed demolition of the 1950s former hospital building in line with NPPF Paragraphs 128, 131, 132 and 134. The total loss is considered regrettable.*

47. *The site lies within the Priory and Bracebridge character area of the Worksop conservation area. Of significance is the survival of 19th century townscape in terms of street layout, key views, and predominant two storey brick residential terraces and semi-detached houses, many set behind short front gardens. These streets reflect the Victorian expansion of Worksop and we understand the tree-lined avenue of Watson Road was constructed in the 1870s to link Bridge Place to the north with Potter Street to the south. 20th century development, notably the retail development on the corner of Watson Road/Memorial Avenue has diluted this townscape, with poor frontage and out of scale development.*
48. *30 and 34 Watson Road, a symmetrical pair of single storey brick buildings with large arched fenestration fronting the street, formed part of the Old Victorian hospital though may date from its later development. The scheme requires the demolition of 30 Watson Road. Although 34 Watson Road would be retained, both buildings have been identified within the Worksop Conservation area appraisal, by Bassetlaw District Council as being of local interest within the townscape.*
49. *Additional information submitted by the applicant explains the need for the demolition of 30 Watson Road. Bus movements within the proposed design cannot be provided without demolishing 30 Watson Road as the bus exit lane onto Watson Road is formed in the location of this building. The proposed demolition is clearly regrettable and there remains limited information which assesses the heritage value of the building to the designated conservation area.*
50. *English Heritage accepts however, that some explanation has been provided as to the necessity for demolition for the chosen design to be realised in this location. It is also clear that other proposed locations within the conservation area could potentially be more harmful to significance. Notwithstanding this, English Heritage believes that the loss of 30 Watson Road is harmful to the significance of the conservation area.*
51. *English Heritage notes the design process has been informed by OPUN (design review panel), and the panel emphasised the need for the station to provide a sensitive and well considered addition to the conservation area, in particular framing the view west down Newcastle Street. It is encouraging to see a frontage with the main pedestrian entrance to Newcastle Street, although it is considered that a stronger frontage could be provided if the building line was moved forward to help frame this prominent junction and entrance into Watson Road, taking into account the need to provide the bus egress.*
52. *Whilst the building mass is dictated by the proposed use, English Heritage accepts that consideration has been given to ensure the height and scale does not compete with neighbouring properties on Newcastle Street. A contemporary design approach is supported although English Heritage is not convinced that the proposed design makes sufficient reference to the local context in terms of the 19th century residential brick development and distinct building line.*

53. *The role of the determining authority should aim to achieve the objective of sustainable development, of which the historic environment is integral. The proposed demolition of 30 Watson Road as an identified non-designated heritage asset, will need clear and convincing justification for the proposed works, and that the public benefit of the proposed bus station on this particular site outweighs the identified harm. The loss of this building is considered harmful to the significance of the conservation area, which is less than substantial.*
54. **NCC Built Heritage Team** - *The need for a suitable bus station is demonstrated in the application and the success of recent developments of the same type in other towns clearly reinforces the case that Worksop should be provided a dedicated bus station of high quality design.*
55. *The application shows that a number of sites have been considered, three of which are within the designated conservation area. The previously favoured site on Hardy Street has existing buildings that contribute to an active streetscape in this part of the conservation area. An application for a new build bus station here would encounter very considerable issues with regard to its impact on the conservation area. The other available site within the conservation area, namely on West Street, is immediately adjacent to the scheduled medieval castle site, a very archaeologically and architecturally sensitive location. The Watson Road/Newcastle Street site is, in part, an undeveloped site that forms a 'gap' in the streetscape of the conservation area. The chosen site for development is on balance then, acceptable in terms of potential to impact in a positive manner on the local historic environment.*
56. *The optimum requirements for the safe movement of buses on the proposed site necessitate the removal of number 30 Watson Road. 30 Watson Road is a building that forms one half of a pair with No. 34 and together they are of considerable interest both architecturally and in local historic interest terms (as the primary remaining element of the Worksop Hospital development that briefly occupied this area of Watson Road in the 20th century). The removal of 30 Watson Road will clearly erode streetscape character. The removal of several lime trees will cause as much, likely more, impact of a negative form.*
57. *The removal of street lime trees will have a negative impact on the character of Watson Road. However, other aspects of the development will assist in mitigating the impact of the demolition of 30 Watson Road, namely the enhancement of the boundary between the bus station and 34 Watson Road that will focus on the architectural style of that property. Landscaping within the application site and potentially within the footway of Watson Road provides some opportunity to reinstate one or more lime trees.*
58. *The 'moderne' styling of the bus station itself and the curved glazed elevation onto Watson Road has the potential to harmonise with the arts and crafts architecture of 34 Watson Road. 34 Watson Road is dissimilar to the surrounding Victorian domestic architecture, and would benefit from an architectural association with the new bus station building, demonstrated by the elevations showing proposals for Watson Road. This interrelationship should be enabled and enhanced through careful consideration of the*

boundary treatments and landscaping, the details of which (notwithstanding the information submitted to date) should be controlled through a planning condition.

59. *The application needs to be considered against NPPF Paragraph 134 and the public benefits are clearly defined in the application. The overall impact of the proposals on the character of Watson Road is likely to be, on balance, one of 'less than substantial harm'.*
60. *In judging the impact of the proposals when viewed from Newcastle Street, the main factors for consideration are the appearance of the proposed new building and the precise location within the site. These factors in combination will affect the character of the conservation area. It is clear the present character of the majority of the site (excluding 30 Watson Road) is one of a gap site with very considerable self-set tree coverage and large advertising billboards. This is especially the case when viewed from Newcastle Street where the overall appearance is of an unkempt gap site. The proposal has a considered architectural approach (developed through consultation with Bassetlaw District Council conservation officers and acknowledged through the OPUN design review process), that demonstrates a clearly defined brief taking account of the conservation issues and local architectural heritage. The proposed building is clearly from the 'bus station stable' of recent NCC similar type projects, but also responds to the local environs of Worksop in a successful manner. In particular, it pays homage to the architectural heritage of the library, the war memorial and The Canch public park. Other stylistic approaches to the architecture might have been equally valid, but the modernist form of the curved elevations and their mixed glazed and masonry proportions do resonate effectively with the architecture of the area (including number 34 Watson Road) without hiding the bus station function of the building. The architecture clearly does not take a lead from the domestic Victorian villas and terraces of the immediate surroundings, but to do so would have most likely produced a less successful fusion of function and architectural response.*
61. *Early drafts of the proposals presented a more dominant aspect to the corner of Watson Road and Newcastle Street. Although this would have been welcomed, the proportions of the submitted proposals and the use of a recessed front elevation have some merits. In particular, the space for landscaping to the front of the building is welcome. This should help mitigate the loss of trees from the rest of the site while creating a formal designed layout of planting that harmonises with other recent developments within the conservation area (namely the library). The approach from Memorial Avenue towards Newcastle Street/Watson Road corner is an important green avenue route-way between historic 'Old Radford' (to the east) through to the historic core of Worksop. This was formally laid out during the early 20th century with the development of The Canch as a public park, creation of the library and installation of the war memorial, linking through to the very significant west front of St Mary and St Cuthbert church. This green avenue has been eroded in recent times, particularly by car parks, such as that in front of Asda. The Library development began the process of reinstating Memorial Avenue and it is considered that the proposed bus station building and associated*

landscaping will also achieve a degree of benefit towards that goal. There is no impact on the setting of the grade II listed Telecommunication Exchange building on Queen Street.

62. *In summary, the proposals demonstrate a net enhancement to the character and appearance of the conservation area when viewed from Memorial Avenue and Newcastle Street. However, clearly discernable negative impacts to the character of the conservation area along Watson Road will be seen.*
63. *Mitigation of the harm that will arise must be carefully controlled, and conditions are required to ensure:*
- a) *The precise appearance of the main elevations of the building, the type, form and colour of materials (including samples of the brickwork, glazing, frames etc.) and their application are considered on site with the conservation officers of Bassetlaw District Council and NCC present, and agreed in writing.*
 - b) *The precise type and appearance of all landscaping elements to be agreed with the conservation officers of Bassetlaw District Council and NCC in advance of works beginning.*
 - c) *Road signage and markings, street tree planting and signalling within the highway associated with this development are agreed in advance of works in consultation with the conservation officers of Bassetlaw District Council and NCC.*
64. **NCC Archaeology Team** – No objection subject to a condition requiring the submission of an archaeological scheme of treatment.
65. **NCC Nature Conservation Team** - *The proposals will not affect any locally or nationally designated nature conservation sites. Appropriate ecological surveys have been carried out, indicating that there are no notable habitats present on site but recommending that mature trees, which are considered to have local importance, are retained where practicable. Vegetation clearance should take place outside the bird nesting season and should be subject to a condition to this effect.*
66. *The bat survey has identified only the north facing elevation of 34 Watson Road is of greater than negligible potential value to roosting bats. The elevation should be re-inspected by an experienced ecologist before any refurbishment works are carried out. A condition is recommended to this effect.*
67. *An advisory note is recommended that in the unlikely event that a bat is found during any works on site, works should be halted in the immediate area and advice should be sought from an ecologist.*
68. *The biodiversity value of site landscaping should be maximised, by using native or wildlife-attracting species (those producing pollen/nectar and or berries/fruit). It is recommended that silver birch is planted instead of Himalayan birch, and that wild cherry is planted instead of*

juneberry/serviceberry. The ornamental shrubs proposed should also be reviewed.

69. **NCC Highways Development Control** - *The Highway Authority is satisfied that this proposal would provide a far superior public transport hub than the existing on-street bus stands located on Hardy Street.*
70. *It is understood that the works will coincide with the introduction of revised Traffic Regulation Orders to amend the parking and movement restrictions currently in force around the site and that existing bus shelters in the immediate vicinity that are no longer required will be removed.*
71. *A Stage 1 Road Safety Audit of the preliminary design has been undertaken as part of the design process that has made a number of minor recommendations. It is recommended that stage 2 and 3 audits are also undertaken at detailed design stage and on completion of construction respectively and that any recommendations that arise from the audit process are considered and addressed where appropriate.*
72. *Comment: The recommended Road Safety Audit changes relate to off-site signage (within the public highway), potential growth of retained highway trees impacting on visibility, and alterations to the retained public car park which does not form part of this planning application. Depending on the impact of other recommended changes, a subsequent revision may be required should the proposed bus station development be granted planning permission.*
73. **NCC Road Safety Team** – *There is no facility on Newcastle Avenue to support pedestrians coming from the town centre and crossing to the bus station. It is noted in the Transport Statement that a central refuge was considered but was dismissed due to the close proximity of residential accesses. Consideration should be given to the provision of a pedestrian refuge on Newcastle Street between Queen Street and Bridge Street.*
74. **NCC Project Engineer (Noise)** – *It is acknowledged that the supporting noise assessment seeks to minimise any increase in noise level with respect to the new development, and acoustic fencing is seen as an effective way to achieve a noise level reduction. With regard to planning conditions and the level at which operational noise would become unacceptable, the World Health Organisation (WHO) noise level of 55dB for daytime noise between 07:00-23:00hrs would be an appropriate noise limit given the urban location close to a town centre.*
75. *With respect to night time noise limits, it should be noted that this is an urban location and the WHO recommended noise level of 45dB or less, is averaged over the full night time period of 23:00-07:00hrs. It would be expected that noise levels rise during the latter two hours of this period. The existing ambient noise level between 05:00-07:00hrs is already approximately 48dB at the rear first floor study window of 10 Newcastle Street and a reasonable noise limit would be one that restricts any further increase on this noise level to a maximum of 3dB above the 'ambient' noise level subject to a minimum of 48dB (pre-existing noise level). The minimum level is felt necessary as the new*

development (the building itself) may in fact reduce the residual noise level due to improved screening of road traffic on Newcastle Street and Watson Road, and this in turn should not then impact on the permissible noise level of operations associated with the bus station.

76. *Proposed mitigation will adequately address noise concerns raised. Proposals for noise mitigation include physical measures such as the erection of a 3m high acoustic fence to the rear boundaries of 10 and 8 Newcastle Street and infilling between the single storey crew room and roof canopy with an acoustic screen. In addition to physical measures, the applicant has agreed to a number of procedural controls recommended in the noise assessment. If properly implemented, noise levels should be kept to within acceptable limits.*
77. *Comments are made on specific matters raised in representations: The purpose of the Noise & Vibration Assessment is to determine the noise and vibration impacts from the proposed scheme and where necessary / appropriate make recommendations to mitigate the impacts to an acceptable level. It is felt that the Noise Assessment has adequately considered the potential impacts of each individual noise source and made suitable recommendations to address these. It is understood that the applicant has agreed to all of the recommendations in the noise assessment report.*
78. *With regards to potential structural damage due to noise and vibration, it is felt that this is very unlikely from the day to day operation of the bus station. Chapters within the report deal with vibration impacts from both the operational and construction phases of the development.*
79. *Bassetlaw District Council's EHO advises that the acoustic fence should be capable of reducing low frequency diesel engine noise, especially in the early hours of the morning: The fence specified will be a purpose built acoustic fence for attenuation of road traffic noise. The applicant has supplied an example specification with the additional information provided. It should be noted that the applicant has agreed to adopt operational procedures recommended in the assessment to limit the use of bays to the two bays nearest Watson Road in late evening and for early morning services before 07:00 hours. With regards to the request to extend the acoustic fence along rear boundary of 4 Newcastle Street, this property occupies a corner plot on Queen Street which connects to Newcastle Street. As a consequence noise levels in the rear garden area of this property are already somewhat higher than that of 10 Newcastle Street, due to road traffic noise on both Queen Street and Newcastle Street. An acoustic fence to the rear boundary to screen noise along the new access road to the bus station will therefore have limited benefit. The acoustic fence to the rear of 10 Newcastle Street will offer greater benefit due to closer proximity to movements on the concourse and its relative isolation from traffic movements on Queen Street and Newcastle Street. The proposed extension of the fence along the rear boundary of 8 Newcastle Street was made primarily to improve its visual appearance.*
80. *The infilling of the open end of the building between the crew room and the canopy of the bus station is included as part of the proposed application.*

81. *The applicant has agreed to implement procedural controls recommended in the Noise Assessment. The bus station will be run and managed by NCC and bays will be allocated by the Bus Station Manager on behalf of NCC in accordance with an Operator's Agreement which will include these procedural controls and covered by a planning condition.*
82. *The applicant is to locate plant on the highest roofline, with the extended parapet offering some screening of plant. It is understood that no plant, air outlet/inlets will be located in the void between the new bus station and 10 Newcastle Street. The noise rating level of plant should be covered by planning condition with a further condition to deal with future complaints relating to plant noise. The positions of any monitoring will need to be determined by the nature of the complaint as there is no suitable location within the confines of the bus station to monitor for compliance of plant noise. It is recommended that monitoring positions and methodologies are agreed between NCC and Bassetlaw District Council in advance of any monitoring taking place on site.*
83. *The applicant has confirmed that there will on average be two deliveries per day to service the café and a weekly collection of bins. These activities while audible are considered to be of such short duration and low frequency that they will not have any material influence on the overall noise levels. The location is immediately to the rear of the 3m acoustic barrier which will offer screening to these activities. The applicant has confirmed that the bus layover bay will be used occasionally by buses. The Operator's Agreement should include a restriction prohibiting idling engines while parked in this bay.*
84. *The impact on traffic noise levels on Newcastle Street resulting from bus movements particularly during the hours of 05:00-07:00hrs when traffic levels are significantly lighter have been considered. A maximum increase in the order of 3dB is indicated. In reality the level is likely to be much less than this assuming much of the existing HGV traffic on Newcastle Street is probably already made-up of buses during these hours. An increase of 3dB is said to be the minimum perceptible increase by humans and as such an increase of less than 3dB is only considered to be a "Slight" increase.*
85. *With regard to the representation from the adjoining resident that predicted noise levels will remain above legislative guidelines for both day and night time hours. (Paragraph 101d), 45dB is an 8hr night time value i.e. an average value weighted over an eight hour period. This period may include noise levels above 45dB within this period particularly during the last hours (05:00-07:00 hours). The level of 45dB is the level above which there is a risk of sleep disturbance when sleeping in a room with the window open. The report does not cite that levels above 45dB could give rise to 'serious annoyance', this label being applied to noise levels above 55dB. WHO guidance refers to noise levels 'within' bedrooms. 35dB experienced within the bedroom is equivalent to 50dB in the external environment when an allowance of 15dB is made for a partially opened window.*
86. *Planning conditions are recommended to require;*

- a) the submission of an Environmental Management Plan to manage noise and vibration levels throughout construction;
 - b) the submission of an Operator's Agreement to include:
 - i) Bus bays to be organised so most frequent services use bays nearest Watson Road;
 - ii) Services between 22:00-07:00 when the bus station building is closed to be restricted to the two bays nearest Watson Road;
 - iii) Controlled use of horns on the site;
 - iv) Maximum speed of 10mph within the site;
 - v) Drivers to turn off engines when stationary for extended periods (i.e. in excess of five minutes);
 - vi) Engines to be switched off while parked in lay-over bay;
 - c) A carriageway condition survey and repairs on Queen Street to eliminate increased noise/vibration levels due to an uneven running surface;
 - d) The noise generated by the movement of buses not to exceed prescribed limits with a requirement to carry out a noise assessment in the event of a justifiable noise complaint in relation to noise from bus movements;
 - e) The day and night time combined Rating Level of fixed plant noise not to exceed prescribed limits with a requirement to carry out a noise assessment in the event of a justifiable noise complaint in relation to fixed plant noise;
87. **NCC Reclamation Team** – No objection. The site appears to have been properly assessed in respect of site contamination. The types and potential levels of contamination identified do not preclude re-development of this site, provided appropriate investigation, and if necessary remediation and validation works are undertaken to not pose a risk to present or future site users. It is understood ground-works for the development would involve the excavation of the identified impacted materials; thereby removing the source of contamination and eliminating the identified risks. Recommended appropriate precautions need to be implemented (Note 2).
88. **Environment Agency** – No objection. *The application site is covered in part by Flood Zone 2 ('medium risk' with a 0.1% annual probability of fluvial flooding from the River Ryton, and in part by Flood Zone 1 (low risk of fluvial flooding).*
89. *It is accepted that the proposed use is classified as being 'less vulnerable' to flooding. It is advised that standing advice requirements submitted with the Flood Risk Assessment are followed.*
90. Proposals for flood resilience in construction and operation are considered to be acceptable.
91. **Severn Trent Water Limited** - No objection subject to a condition requiring the submission of details of foul and surface water drainage.

- 92. **Anglian Water Services Limited** – No response received.
- 93. **Western Power Distribution** – No response received.
- 94. **National Grid (Gas)** – No objection. National Grid has apparatus in the vicinity of the site which may be affected by the development.
- 95. **TM Travel** - No response received.
- 96. **Stagecoach Bassetlaw** – No response received.
- 97. **Police Force Architectural Liaison Officer** - No response received.

Publicity

- 98. The application has been publicised by means of site notices, press notice and neighbour notification letter sent to the nearest occupiers in accordance with the County Council's adopted Statement of Community Involvement.
- 99. Three letters of representation has been received.
- 100. One, letter of support from a resident of Staveley, Chesterfield supports the development:
 - a) The proposal will improve passenger connections between buses. Currently there are bus stops around the town and not all buses call at Hardy Street.
 - b) The proposal will offer a much improved environment for bus passengers. The building will be staffed to prevent anti-social behaviour.
 - c) The proposal would positively enhance the character of the conservation area.
 - d) Attention is drawn to the present poor appearance of the Newcastle Street/Watson Road junction, a key gateway to the town centre, which would be improved by the proposal.
 - e) The design takes inspiration from the historic buildings in the area such as the former library on Memorial Avenue.
 - f) The use of high quality materials matching the existing historic built form locally is supported. The use of reclaimed brick in the construction of the boundary wall to 34 Watson Road is also supported. Sustainability and low energy use is important and the use of PV panels and led lighting are supported.
- 101. The occupier of 10 Newcastle Street, in two letters, objects that the location for the bus station is inappropriate and would give rise to serious and detrimental harm. A response has been made by the applicant to initial issues raised by

the resident, giving rise to further representations. The following concerns are raised:

Noise, disturbance and vibration

- a) The location is a predominantly residential area.
- b) The bus bays would be sited too close to residential property, separated only by a fence. A study window and east facing window (in situ since the property was originally built) overlook the proposed development.
- c) The movement of buses will create noise nuisance and possible structural damage as a result of noise and vibration both during construction and use. Proposed mitigation measures are not adequate. Should future damage occur or noise be found to present a statutory nuisance, appropriate legal steps would be taken.
- d) Predicted noise levels will remain above legislative guidelines for both day and night time hours. The most serious disturbance will occur between 05:00-07:00 hours when 26 buses will enter and exit the bus station. The 51.9db night time noise level would be over 6db above the 45db level which the WHO considers would give rise to 'serious annoyance'. Similar guidelines exist for living rooms and bedrooms (35db).
- e) It is not accepted that the partial acoustic screening will reduce noise to an 'acceptable level'. Failure to screen properly will funnel noise towards the rear of 10 Newcastle Street. Partial screening can result in a reduction of only 1-3db. There must be no gaps in the barrier which must extend around the whole of the impact zone. The proposed piecemeal approach will not reduce noise to an acceptable level.
- f) It is not appropriate to draw comparison with Retford bus station, which has minimal early morning bus movements. *[Comment: the noise report states that Retford bus station has not been used as a reference between 05:00-07:00 hours as it does not have representative flows between these hours]*
- g) Standing buses will continue to vibrate (on Newcastle Street) in combination with vibration during construction. Engines will idle while in bus bays. Moving and standing buses will cause vibration.
- h) Consideration should be given to not only loudness, but noise duration, tone, type and character in addition to the age of vehicle when determining noise impact. *[Comment: the noise report makes reference to and carries out an assessment of individual noise events]*
- i) The acceptability of only using bus bays closest to Watson Road is the noise engineer's subjective opinion. Noise should be assessed independently. *[Comment: the noise report has been independently considered by the Bassetlaw District Council EHO]*
- j) 10 Newcastle Street has suffered from subsidence. Vibration monitoring should be carried out during construction, monitoring the structure of 10

Newcastle Street, mitigating noise/vibration impacts through screening and secondary glazing, and remedying cosmetic/structural damage.

- k) Soundproofing should be provided at 10 Newcastle Street.

Environmental harm – vehicle and café emissions

- l) Potential health risks from emissions should be investigated given the proximity to the adjoining property, particularly overlooking windows.
- m) The proposed location of kitchen exhaust/discharge points is not satisfactory and combined with excessive noise from extractor fans and other equipment will give rise to future problems. The Environmental Health Officer should investigate the adequacy of the proposed systems.
- n) Although Bassetlaw District Council EHO has confirmed that the café ventilation system is acceptable [*Comment: Confirmed to the applicant by the EHO directly in correspondence and referenced in the planning application*], every effort should be made to site extract points as far away from 10 Newcastle Street as is possible. Health and safety issues should be given greater weight than the visual impact of raising the height of extracts.

Loss of privacy and light

- o) Occupants of double deck buses waiting in the closest bus bay will overlook the garden of 10 Newcastle Street.
- p) The building needs to be sited a suitable distance so as not to impact on 'rights to light'.

Loss of parking and impact on amenity

- q) Loss of town centre car parking. The existing car park is frequently full. Loss of car parking spaces would not be mitigated by extending the period for on-street car parking on Queen Street.
- r) 10 Newcastle Street does not have off-street car parking and Queen Street is used to park overnight. The distance to car parking spaces will be increased. Parking space could be provided adjacent to 10 Newcastle Street.

Highway safety

- s) Buses will arrive in an already congested part of the town centre presenting increased danger.
- t) Danger to pedestrians crossing Queen Street and Watson Road.
- u) Impact on collisions at the Watson Road/Newcastle Street junction.

102. Councillor Kevin Greaves has been notified of the application.

103. The issues raised are considered in the Observations Section of this report.

Observations

Strategic Location and Sustainability

104. National Planning Policy Framework (NPPF) Paragraph 9 explains that the planning system can pursue sustainable development by seeking positive improvements in the quality of the built environment, not limited to (including other criteria) improving the conditions in which people live, work and travel, and by improving design. Paragraph 14 states a presumption in favour of sustainable development, which for decision-taking means approving development proposals that accord with the development plan without delay.
105. Bassetlaw Core Strategy & Development Management Policies Development Plan Document – December 2011 (BCS&DMP) Policy CS2: *Worksop* states that new development will be of a high quality design, making strong connections with the existing town and surrounding communities as well as providing facilities to support a new community (including transport improvements).
106. BCS&DMP Policy DM13: *Sustainable Transport* expects that development proposals to minimise the need to travel by car and to provide appropriate facilities to support access to high-quality public transport. Development proposals are expected to be consistent with the Nottinghamshire Local Transport Plan. A reduction in parking provision will be considered where it is demonstrated that this will not impact on the surrounding area and is in the interest of sustainable development especially in terms of increasing the use of public transport.
107. The Third Local Transport Plan for Nottinghamshire (LTP3) sets out Nottinghamshire's transport strategy and a programme of measures to be delivered over the short, medium and long-term. The Worksop bus station scheme is named in LTP3.
108. The proposed development seeks to deliver the LTP3 strategy and would encourage modal shift away from the use of the private car by making public transport more attractive by improving journey times and reliability, infrastructure and waiting facilities, in compliance with BCS&DMP Policy DM13: *Sustainable Transport*. Although car parking spaces serving the town centre would be lost in order to facilitate the proposal, it is considered that the impact on town centre car parking as a whole would not be significantly affected in terms of the distribution or number of spaces and is considered to be acceptable.
109. Alternative locations for a bus station have been considered, including the upgrading of on-street bus stops, but have been discounted due to the distance from the town centre and associated operator costs, poorer pedestrian access offered, or vulnerability to flooding. The proposed site lies in

close proximity to the town centre at the junction of two classified roads and is considered to be a good strategic location for the proposed use.

Historic Environment

110. From 1 October 2013 there is no longer a requirement for a separate application for conservation area consent for the demolition of an unlisted building in a conservation area to be submitted. The government has changed legislation so that demolition works in conservation areas now require planning permission.
111. NPPF Paragraph 128 states: *In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.*
112. Although English Heritage is of the view that there is limited information which assesses the heritage value of 30 Watson Road to the designated conservation area (Paragraph 42), the Heritage Statement accompanying the application is considered to satisfactorily identify heritage assets, the most significant of which on Memorial Avenue date from the 1920s and 1930s. 30 and 34 Watson Road are identified as heritage assets in the Workop Town Centre Conservation Area Appraisal (April 2011), and are a symmetrical pair of single storey brick buildings. Although dating from a later era than the Victorian villa properties on Watson Road, the 1950s buildings are reflective of inter-war architecture and formed part of the hospital that occupied the opposite side of Watson Road.
113. As advised by NPPF Paragraph 129, in consultation with NCC Historic Buildings Team, it is considered that the significance of the heritage asset affected by the development has been assessed taking account of available evidence and expertise.
114. In determining planning applications, NPPF Paragraph 131 advises that account should be taken of the desirability of enhancing the significance of heritage assets, the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality, and the desirability of new development making a positive contribution to local character and distinctiveness.
115. When considering the impact of a proposed development on the significance of a designated heritage asset, in this instance the conservation area, NPPF Paragraph 132 advises that great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

116. BCS&DMP Policy DM8: *The Historic Environment* gives support to development proposals or regeneration schemes, particularly in central Worksop, that protect and enhance the historic environment. Proposals must recognise the significance of historic assets, with a presumption against development or demolition. The setting of an asset is an important consideration and proposals that fail to preserve and enhance setting will not be supported. Within a conservation area consideration needs to be given to the scale, design, materials, siting, and views to and from the heritage asset.
117. Memorial Avenue is distinctive and not domestic or residential in character. Although the corner plot of the application site would lie adjacent and opposite Victorian residential property on Newcastle Street, the development would be a component of the Memorial Avenue character and 34 Watson Road is distinctively inter-war in style. The nature of the proposed development would resonate more comfortably with the civic character of Memorial Avenue and would be enhanced by the landscaping of the site frontage.
118. Worksop Town Centre Conservation Area Appraisal refers to three key characteristics of this part of the conservation area. The first is short front gardens along Watson Road and Newcastle Street that infill development should seek to respect. It is felt that the proposed scheme is respectful of this. The character appraisal identifies the 'layout and narrow plots' for their positive contribution. Proposed development does not attempt to replicate the 'narrow plots' referred to in the appraisal, however the frontage has been designed with two distinct architectural elements that assist in 'breaking-up' the frontage. The character appraisal also refers to the surrounding buildings being of two and three storeys high and that new development should seek to respect this. The height of the bus station is reflective of two storey buildings in the vicinity.
119. English Heritage has recommended that the building line at the junction of Newcastle Street and Watson Road would be strengthened by bringing forward the building to help better define the junction and maintain a strong building line. However, it is considered that a form of development reflecting a 19th century residential character would be less appropriate and would restrict the opportunities for quality landscaping on the frontage to Newcastle Street. Whilst the residential character and civic character are both important to the overall character of the conservation area, the proposed design is strongly referential to the civic interest and architecture of Memorial Avenue, two elements of which are grade II listed inter-war buildings (the library and war memorial).
120. The proposed development would require the demolition of 30 Watson Road. Whilst the demolition of one of a pair of former hospital buildings is regrettable, the applicant has satisfactorily demonstrated that the retention of 30 Watson Road would unacceptably impact on the layout and operation of a bus station. Heritage consultees accept that other locations for a bus station considered within the conservation area could potentially be more harmful to heritage assets.

121. The demolition of 30 Watson Road would not result in total loss of the heritage asset of the pair of buildings. The historic and architectural interest of the pair would be conserved in part as 34 Watson Road would be retained. The utilitarian side elevation of 34 Watson Road would be exposed to public view, but would be mitigated by the erection of a wall or wall and railings on the southern boundary of the bus station. It is considered that the demolition of 30 Watson Road would erode the heritage significance of the conservation area, but that harm would be less than substantial.
122. The character of Watson Road and Queen Street would be impacted by the loss of trees within or adjacent to the highway, although felling (mid-January) had commenced pursuant to separate permissions granted by Bassetlaw District Council. Harm arising from the removal of street trees will be partially off-set by a requirement for re-planting and tree planting proposed adjacent to the highway within the application site.
123. Harm resulting from the demolition of 30 Watson Road and loss of trees needs to be balanced against proposed mitigation and the enhancement of highway junction of Newcastle Street/Watson Road. An important 'gap' in the urban frontage, presently screened by unsightly 48-sheet poster hoardings, would be replaced by a prominent, high quality bus station building. On balance the overall impact of the proposals on the character of Watson Road would be one of '*less than substantial harm*'. NPPF Paragraph 134 advises that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, the harm should be weighed against the public benefits of the proposal. The proposal, in this location, would offer significant sustainable benefit to Worksop, and would overall enhance an important gateway to the town centre.
124. NCC Archaeology Team has identified that the site has archaeological potential and a condition and informative are recommended (Condition 14 and Note 1).

Design

125. BCS&DMP Policy DM4: *Design and Character* requires development to make physical and functional links with the existing settlement, complement and enhance the character of the built and historic environment, to be of appropriate scale, and to improve the quality of services/facilities. Individual development proposals will be accepted where they are of high quality design that respects the local character and distinctiveness of its surroundings; demonstrate architectural quality through context in terms of density, height, scale, mass, materials and detailing; enhance the public realm including the integration of crime prevention measures; prioritise safe, easy and direct pedestrian movement and make provision for all abilities; does not have a detrimental effect on the amenity of nearby residents, allows adequate space for waste recycling storage and collection, and is not detrimental to highway safety; and demonstrates consideration to minimising CO₂ emissions and adaptation to climate change. Where there are tensions between criteria due to site sensitivities, a balanced solution will need to be reached with some factors outweighing others in reaching a decision.

126. The proposal would offer improved facilities for bus passengers when compared to those presently provided on Hardy Street, offering safe and easy access to the town centre. The development would accommodate the needs of disability and pushchair users.
127. Whilst English Heritage has recommended that the building could be sited closer to Newcastle Street, the applicant has demonstrated that it would not be feasible to do so without impacting on the safe operational requirements of a bus station. The principal elevation to Newcastle Street at its western end would follow the building-line of 10 Newcastle Street adjacent. Setting back the main concourse element of the building, and provision of a paved forecourt, grass, and the planting of replacement trees parallel to the re-aligned highway would provide an attractive setting for the new bus station.
128. The parapet of the western end of the building would be approximately 0.9m below the eaves height of 10 Newcastle Street, and would be sited 2.3m from the brick gable wall of the adjacent property. The siting and height of the main bus concourse roof and single storey toilet/crew room take account of the first floor landing window in the east facing wall of the two storey extension to the rear of 10 Newcastle Street.
129. The proposed use of horizontal banded brickwork and framed glazing is considered to be suitable. Curved elements of the floor plan and fascia, projecting to the south to form the concourse canopy reflect design elements of contemporary buildings nearby. It is considered that the proposed building in terms of its siting, scale and massing is appropriate and that overall the development would enhance the public realm at the junction of the B6040 and B6024 in compliance with BCS&DMP Policy DM4: *Design and Character*. Having regard to the sensitivity of the location within a conservation area, it is recommended that a palette of proposed materials is assembled on site prior to approval and is the subject of recommended planning Condition 19 (Note 3).
130. Proposed PV panels on the roof of the building would be sited so as not to be readily visible when viewed from the adjacent highway. When viewed from Memorial Avenue the panels would not be visually prominent. Precise details of the PV panels and supporting racking have yet to be finalised and are the subject of a recommended condition (Condition 21).
131. Details of the most appropriate form for hard and soft landscape works on the frontage to Watson Road and Newcastle Street is the subject of on-going discussion and is reserved by recommended Condition 4 and Condition 20.

Highway Safety and Implications for Parking

132. The proposal would require the reverse of one-way traffic flow on Queen Street to facilitate bus movement through the development and would require the introduction of revised Traffic Regulation Orders. Although highway safety issues have been raised in representations (Paragraph 101s)-101u)), the proposal has been subjected to a Stage 1 Road Safety Audit and is considered to be acceptable. The need for a pedestrian refuge on Newcastle Street (NCC Road Safety Team - Paragraph 73) should be considered as part of a safety

audit (Note 5). Further safety reviews will be carried out at the detailed design stage and following completion of construction.

133. Approximately 3% of town centre car parking spaces would be lost as a consequence of the development, but would be replaced by a sustainable alternative to encourage a modal shift away from the private car. Although raised in representations (Paragraph 101q)), it should be noted that concern over the loss of car parking spaces has not been raised by Bassetlaw District Council.
134. 10 Newcastle Street does not have off-street parking (Paragraph 101r)), and the resident derives personal benefit from the convenience of an adjacent public facility for vehicle loading and off-loading. The new bus station access on Queen Street may also result in reduced opportunity for over-night parking on a public highway. Although the resident is of the opinion that parking space could be provided adjacent to 10 Newcastle Street, the provision of a private parking space is not a determining factor as to the acceptability of the proposed development.

Construction and Operational Noise Impacts

135. The operation of the proposed bus station has the potential to give rise to impacts on amenity, particularly the closest residential receptor at 10 Newcastle Street. Careful consideration has been given to the amenity issues raised by the adjoining resident in consultation with NCC Engineer (Noise). The neighbour has requested that the noise assessment is the subject of independent review. Bassetlaw District Council EHO has had the opportunity to review the submission but has not raised concerns in respect of noise impact.
136. The resident draws attention to potential vibration impacts both during construction and when the bus station is in operation. Whilst it is indicated that screw piling, the most likely source of construction vibration, will be used, the technique is often adopted on tight urban sites and is not anticipated to give rise to significant impact. Vibration which does occur may vary depending on the form of construction employed by the contractor. A condition is recommended to require the submission of an environmental management plan, which would include details of how noise, dust and vibration during construction are to be managed during construction (Condition 8).
137. The applicant has confirmed that post-completion noise monitoring can be carried out, but it is considered that it would only be reasonable to do so in response to a complaint that recommended noise limits are exceeded, rather than as a matter of routine (Condition 28). The occupier of 10 Newcastle Street has confirmed that monitoring equipment could be placed on that property prior to/during construction. Separate to the planning process, The Party Wall etc. Act 1996 provides a framework for preventing and resolving disputes in relation to party walls, boundary walls and excavations near neighbouring buildings. An agreement will need to be reached with the neighbouring owner before development commences. Any damage to adjoining property which may occur could be the subject of civil action.

138. In order to safeguard the amenity of nearby residents, construction noise levels and hours of construction are the subject of recommended Condition 9 and Condition 10.
139. The site lies in close proximity to the defined town centre (Plan 2), and notwithstanding the claim in representations that it is a residential area, the area is characterised by mixed uses, and Newcastle Street, Watson Road and Queen Street are all used as major traffic routes through the town. Higher levels of day and night time noise might be expected.
140. Noise impacts associated with operational use of the bus station have been identified and mitigation has been incorporated in the design, notably in the provision of a 3.0m high acoustic fence on the boundary of 10 Newcastle Street and the provision of an acoustic screen above the crew room roof below the bus station canopy. Early morning buses waiting at the bus station are considered to be the greatest source of complaint, and should be acceptably addressed by the proposed use of only the two bays closest to Watson Road before 07:00 hours. Taking account of the proposed acoustic screen above the crew room there would be no direct 'line of sight' between noise source and receptor (Plan 6) and anticipated noise impacts would be reduced to acceptable levels.
141. Concern has been raised that 'partial screening' will not reduce noise impacts. The merit of extending the proposed acoustic fence along the rear elevation of 4-10 Newcastle Street has been considered. However, doing so would not address noise from passing traffic on Queen Street. The existing 2.0m brick wall on the southern boundary of 4 Newcastle Street is considered to offer appropriate mitigation of noise impacts. It is accepted that specific noise events would be audible at adjoining properties (air brakes and vehicle reversing horns), but that existing boundary treatments and the proposed acoustic fence, building design and operational controls would reduce impacts to acceptable levels.
142. In imposing planning conditions on a grant of planning permission set out in Circular 11/95, one test to be applied is that a condition is necessary, and that without it development would be unacceptable. It is considered reasonable to restrict operational day and night time noise to WHO limits/or ambient noise levels +3dB. The noise assessment supporting the application predicts a noise level (with fence) of 50.5dB for daytime noise, which is below the WHO limit of 55dB. Without operational controls and benefit of the building and above crew-room screen, the 51.9dB for predicted night time noise (above WHO 45dB) is marginally greater than an acceptable increase of 3dB above background noise (48.1 dB). It is considered that the physical presence of the building, including the screen, and proposed operational controls would reduce an increase in night time noise to an acceptable level.
143. Bassetlaw EHO has recommended that conditions are imposed to limit the number of buses entering and leaving the bus station between 05:00-07:00 hours (Paragraph 42). However, the planning issue to be considered in the determination of the application is the acceptable level of noise generated by operational activities, not the number of bus movements. It is considered that

use of those bus bays closest to Watson Road by early morning services would reduce noise impact on 10 Newcastle Street, in combination with other measures set out in recommended in Condition 23. Operational noise limits are the subject of a recommended planning condition (Condition 27). Positions for the monitoring of day and night time noise within 10 Newcastle Street are identified on Plan 7. The noise level set at monitoring position Z is has been adjusted to account for the loss of benefit of the acoustic fence on the boundary of 10 Newcastle Street and the reduced noise decay over distance. In the event of a justified nose complaint the applicant may need to adjust operational practices, or introduce additional acoustic mitigation (subject to obtaining planning permission which may be required) to ensure compliance. The occupier of 10 Newcastle Street has suggested that a variety of soundproofing measures are applied at that property. Whilst it is not anticipated that operation of the bus station would exceed the day and night time noise levels recommended in Condition 28, such provision may need to be considered at a future date, although NCC Noise Engineer has questioned the acoustic benefit of some of the measures suggested. Ultimately, a noise abatement notice could be served should the development give rise to statutory noise nuisance. Members will need to consider whether the proposed development and recommended planning conditions reasonably address noise issues likely to arise. Furthermore should greater than expected levels of noise be experienced, Members need to be satisfied that further mitigation or operational controls could be introduced to remedy a breach of recommended Condition 28.

144. The refuse vehicle/service vehicle parking space adjacent to the rear of 8 and 10 Newcastle Street would be used occasionally throughout the operational hours of the bus station, but, with the benefit of the adjacent acoustic fencing, would not give rise to significant noise impact.

Privacy and Light

145. Concern is raised in representations that operational use of the bus station could give rise to loss of privacy arising from the overlooking of the adjoining property by passengers sitting on the upper deck of a bus waiting to leave the bus station. The applicant has confirmed that a relatively small percentage of the bus fleet (27%) is double-deck and that operational controls would be put in place so that bus bays closest to 10 Newcastle Street would be used by single-deck buses only.
146. Double-deck buses entering the site and passing to the rear of 4-10 Newcastle Street would do so at a distance approximately 20m from the nearest windows. The upper floor windows of properties, where not filtered by garden planting, can be viewed from current activity within the public car park. It is considered that passing views towards the rear gardens would not give rise to unacceptable loss of privacy.
147. Concern over the proximity of the proposed building and 'rights to light' are raised at Paragraph 101p). It is not uncommon to find windows in the side elevation of a building positioned in close proximity to an adjacent property. It is considered that at a distance of 1.2m, light to the landing window in the side

elevation of 10 Newcastle Street would not be significantly affected. Any claim of 'right to light' would need to be pursued by the neighbouring occupier as a civil matter.

Café Emissions and Operational Hours

148. With reference to the representation reported at Paragraph 101m), the applicant is exploring alternative positions for the roof-top kitchen extract point in a location that maximises the distance from the nearest window of 10 Newcastle Street whilst being positioned so as not to be readily visible from the highway. Bassetlaw District Council EHO has confirmed that an extract discharge point sited 12m from the window (previously proposed before being revised) would be acceptable. Notwithstanding details submitted in support of the application it is recommended that location of the kitchen extract is reserved for further consideration (Condition 6). The location of boiler flues is considered to be acceptable.
149. Concern has been raised about noise that may be generated by extract equipment. The rating of extract equipment has not been submitted, but the installation should be designed so that noise measured at the site boundary does not exceed prescribed limits set out in recommended Condition 26.
150. It is considered appropriate to restrict the operational hours of the café to those of the bus station (Condition 25), although associated plant would need to operate in compliance with Condition 26.

Air Quality

151. The adjacent resident has expressed concern that potential health risks from emissions should be investigated (Paragraph 101l)). The application is supported by an air quality report which confirms that there is no Air Quality Management Area close to the application site. However, Bassetlaw District Council annually monitors nitrogen dioxide levels on Watson Road. The report concludes that the development would result in no net change at the Watson Road receptor and that consequently there would be a neutral impact on levels of nitrogen dioxide. Bassetlaw District Council has been invited to comment, but no specific comments on air quality have been received.

Flood Risk

152. BCS&DMP Policy DM12: *Flood Risk, Sewerage and Drainage* will not support development where there are development sites available in areas of lower flood risk. In addition to other discounted sites the applicant has considered the redevelopment of the existing Stagecoach depot site on Hardy Street. However, that site could flood to a depth of up to 1.0m, and would be likely not to remain operational, in a 1 in 100 year flood event.
153. The proposed site is partially within an area identified to be at flood risk in up to a 1 in 1000 year flood event and is sequentially preferable in terms of flood risk. The proposed use is classified as being 'less vulnerable' to flooding. Subject to flood resilience measures being incorporated in the detailed design,

the development is considered to be acceptable and compliant with BCS&DMP Policy DM4: *Design and Character* (Condition 15).

Other Options Considered

154. Alternative sites for a bus station have been considered but discounted (Paragraph 109). The report relates to the determination of a planning application. The County Council is under a duty to consider the planning application as submitted. Accordingly no other options have been considered.

Statutory and Policy Implications

155. The Planning (Listed Buildings and Conservation Areas) Regulations 1990 (Articles 13(1) and 13(7)) require the District Planning Authority to notify the Secretary of State on receipt of an application for the demolition of an unlisted building in a conservation area. In this instance, notification has only been given by Bassetlaw District Council on 11 February 2014. The Secretary of State has a period of 28 days in which to call-in the application for determination. The application cannot be determined before 12 March 2014 and the recommended resolution is worded accordingly.
156. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment, and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Implications for Service Users

157. The development would provide an enhanced facility and encourage sustainable travel by bus in Worksop.

Financial Implications

158. None

Equalities Implications

159. None.

Crime and Disorder Implications

160. The building would be closed and secured outside of core operational hours. The proposed cycle parking stands would benefit from CCTV surveillance from

within the building. Sited close to the building entrance, the cycle parking spaces would also benefit from passive surveillance from the highway and from within the bus concourse building and café, in compliance with BCS&DMP Policy DM4: *Design and Character*.

Human Rights Implications

161. The relevant issues arising out of consideration of the Human Rights Act have been assessed. Rights under Article 8 (Right to Respect for Private and Family Life) may be affected. The proposals have the potential to introduce impacts of noise and disturbance from operational activities at the bus station, impacting on residents in proximity to the application site and consequent loss of amenity. However, these considerations need to be balanced against the wider benefits offered, providing a dedicated bus station to serve Worksop sited close to the town centre, and the enhancement of a prominent site within a conservation area. Members will need to consider whether these benefits would outweigh the potential impacts and reference should be made to the Observations section above in this consideration.

Safeguarding of Children Implications

162. None

Human Resources Implications

163. None

Implications for Sustainability and the Environment

164. The proposal would offer enhanced facilities for travel by bus, a more sustainable transport option that would outweigh the loss of public car parking spaces required to accommodate the development. Sustainable energy generation would be provided through the installation of PVs on the bus station roof.

Statement of Positive and Proactive Engagement

165. In determining this application the County Planning Authority has worked positively and proactively with the applicant by entering into pre-application discussions; scoping of the application; assessing the proposals against relevant Development Plan policies; the National Planning Policy Framework, including the accompanying technical guidance and European Regulations. The County Planning Authority has identified all material considerations; forwarding consultation responses that may have been received in a timely manner; considering any valid representations received; liaising with consultees to resolve issues and progressing towards a timely determination of the application. Issues of concern have been raised with the applicant, such as heritage/design impacts and impacts of noise/traffic, and have been addressed through negotiation and acceptable amendments to the proposals. The applicant has been given advance sight of the draft planning conditions. This approach has been in accordance with the requirement set out in the National Planning Policy Framework.

RECOMMENDATIONS

166. It is RECOMMENDED, subject to the application not being called-in for determination by the Secretary of State before 12 March 2014, that planning permission be granted for the purposes of Regulation 3 of the Town and Country Planning General Regulations 1992 subject to the conditions set out in Appendix 1. Members need to consider the issues, including the Human Rights Act issues, set out in the report and resolve accordingly.

JAYNE FRANCIS-WARD

Corporate Director Policy, Planning and Corporate Services

Constitutional Comments

Committee have power to decide the Recommendation

[12.02.14.SHB]

Comments of the Service Director - Finance

There are no specific financial implications arising directly from this report.

[13.02.14 SEM]

Background Papers Available for Inspection

The application file available for public inspection by virtue of the Local Government (Access to Information) Act 1985.

Electoral Division(s) and Member(s) Affected

Worksop West Councillor Kevin Greaves

Report Author / Case Officer

David Marsh

0115 9696514

For any enquiries about this report, please contact the report author.

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RECOMMENDED PLANNING CONDITIONS

1. The development hereby permitted shall be begun within 3 years from the date of this permission.

Reason: To comply with the requirements of Section 91 (as amended) of the Town and Country Planning Act 1990.

2. The County Planning Authority (CPA) shall be notified in writing of the date of commencement at least 7 days, but not more than 14 days, prior to the commencement of the development hereby permitted.

Reason: To assist with the monitoring of the conditions attached to the planning permission and for the avoidance of doubt.

3. Unless otherwise required pursuant to conditions of this permission, the development hereby permitted shall be carried out in accordance with the submitted application, documents and recommendations of reports, and the following plans:

- a) 1:1250 Location Plan (Drawing H/PHII.01800.21/22) received by the CPA on 12 November 2013.
- b) Proposed Site Plan (Drawing H/PHII.01800.21/20 Rev A) received by the CPA on 12 November 2013.
- c) Ground Floor Plan (Drawing SK20 Rev 3) received by the CPA on 12 November 2013.
- d) Elevations (Drawing SK16 Rev 5) received by the CPA on 22 January 2014.
- e) First Floor and Roof Plan (Drawing SK24 Rev 2) received by the CPA on 12 November 2013.
- f) Elevation to 34 Watson Road and Bus Station Section (Drawing SK25) received by the CPA on 12 November 2013.
- g) PV Panel Plan and Elevations (Drawing SK26) received by the CPA on 12 November 2013.
- h) *Noisewall* acoustic fencing (or an equivalent fence construction providing the same acoustic characteristics) received by the CPA on 21 January 2014.

Reason: For the avoidance of doubt as to the development that is permitted.

4. Notwithstanding details shown on Drawing SK16 Rev 5 (Condition 3d)), prior to the commencement of main site works a plan and section at 1:20 scale to illustrate the coursing, profile and bond of brickwork, and roof coping, to be used in the construction of the two storey (café kitchen) element of the building shall be submitted to and approved in writing by the CPA. Development shall be carried out in accordance with the approved details.

Reason: For the avoidance of doubt as to the development that is permitted and in the interest of visual amenity.

5. Notwithstanding details shown on approved Drawing H/PHII.01800.21/20 Rev A (Condition 3b)), prior to the commencement of main site works, details of proposed landscaping works on the frontage to Watson Road and Newcastle Street shall be submitted to and approved in writing by the CPA.

Reason: For the avoidance of doubt as to the development that is permitted.

6. Notwithstanding details shown on the approved elevations and roof plan (Condition 3d) and 3e)), details of the siting, dimensions and appearance of kitchen extract equipment to be installed shall be submitted to and approved in writing by the CPA.

Reason: For the avoidance of doubt as to the development that is permitted.

7. Unless otherwise agreed by the CPA in writing, no tree, shrub, scrub or other vegetation clearance works shall be carried out between the months of March to August inclusive.

Reason: To avoid disturbance to birds during the breeding season.

8. Prior to the commencement of development, details of the method of working during the construction phase, in the form of an environmental management plan, to include:

- a) measures for the control of noise, vibration and dust emissions; and
- b) a scheme for the recycling/disposal of surplus soils and waste resulting from construction shall be submitted to and approved in writing by the CPA. All construction shall be undertaken in accordance with the approved details unless otherwise agreed in writing by the CPA.

Reason: In the interest of highway safety and to protect the amenities at present enjoyed by the occupiers of nearby residential properties.

9. Noise generated by demolition and construction activities on the site shall not exceed 65dB ($L_{Aeq, 1hr}$) measured at a distance of 3.5m from the nearest façade within the curtilage of any property adjoining the site.

Reason: To safeguard the amenities presently enjoyed by the occupiers of nearby residential properties.

10. Unless in the event of an emergency, or otherwise may be previously agreed in writing with the CPA, deliveries to site and demolition or construction works shall only take place between 07:00-18:00 hours Monday to Friday, or between 07:00 hours – 13:00 hours on Saturdays. No deliveries or site construction shall take place Public or Bank Holidays.

Reason: To safeguard the amenities presently enjoyed by the occupiers of nearby residential properties.

11. Prior to the commencement of any works of demolition at 30 Watson Road, a programme of historic building recording in accordance English Heritage (Level1) guidance shall be agreed with the CPA. The recording shall take place in accordance with the approved details. No works of demolition, unless otherwise first agreed in writing by the CPA, shall commence before the building record has been approved as being satisfactory by the CPA.

Reason: To ensure that 30 Watson Road is recorded to an appropriate level.

12. A contract or other commitment shall be in place to demonstrate that redevelopment of the site is to take place in accordance with the permission granted to the written satisfaction of the CPA, prior to the demolition of 30 Watson Road.

Reason: To ensure that redevelopment of the site takes place relatively soon after demolition to avoid the appearance of a visually unsightly gap site in the conservation area.

13. Prior to the commencement of any works of refurbishment to 34 Watson Road, the north elevation of the building shall be re-inspected by an experienced ecologist for the presence of bats and a report of the findings, including recommended action, shall be submitted to and approved in writing by the CPA. Development shall proceed in accordance with the approved details.

Reason: To safeguard protected species and in compliance with the Conservation of Habitats and Species Regulations 2010.

14. No development shall take place within the application site until details of an archaeological scheme of treatment has been submitted to and approved in writing by the LPA. The scheme shall be implemented in full accordance with the approved details.

Reason: To ensure that suitable investigation is undertaken in order to understand the archaeological significance of the site.

15. Prior to the commencement of main site works, details and a specification for flood resilience measures to be incorporated in the building design shall be submitted to and approved in writing by the CPA. Development shall be carried out in accordance with the approved details.

Reason: To minimise the risk of flooding and in compliance with the development is considered to be acceptable and compliant with Bassetlaw Core Strategy & Development Management Policies Development Plan Document (December 2011) Policy DM4: Design and Character

16. Prior to the commencement of main site works a scheme of foul water drainage shall be submitted to and approved in writing by the CPA.

Reason: To ensure the provision of satisfactory foul drainage.

17. Prior to the commencement of main site works a scheme of surface water drainage, incorporating sustainable drainage principles and design to safeguard against risk of pollution, shall be submitted to and approved in writing by the CPA.

Reason: To ensure the provision of satisfactory surface water drainage to safeguard against flooding and deterioration of water quality.

18. If, during development, contamination not previously identified is found to be present at the site, no further development (unless otherwise first agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the CPA. Development shall be carried out in accordance with the approved details.

Reason: To ensure that contamination encountered during development is remediated to an acceptable standard.

19. Prior to their use on site, samples including colour where relevant, of facing bricks (including the boundary wall to 34 Watson Road), frame glazing, doors, windows, fascia, coping and rainwater goods, railings and boundary treatments, shall be submitted to and approved in writing by the CPA. Development shall be carried out in accordance with the approved details.

Reason: In the interest of visual amenity.

20. Prior to their use on site, a schedule and plan of external paving works and finish of other hard surfaces shall be submitted to and approved in writing by the CPA. Development shall be carried out in accordance with the approved details.

Reason: In the interest of visual amenity.

21. Prior to their installation, details of PV panels and associated array racking to be installed on the roof of the building shall be submitted to and approved in writing by the CPA. Development shall be carried out in accordance with the approved details.

Reason: In the interest of visual amenity.

22. Within 6 months of the date of commencement of development, a tree planting and landscaping scheme, including:
- a) replacement tree and shrub species and planting sizes;
 - b) a specification for tree pits;
 - c) a specification for grass/seeded areas and landscaped areas; and
 - d) a schedule of maintenance for replacement tree planting, grass/seeded areas and other areas of soft landscape;

shall be submitted to and approved by the CPA in writing.

The approved landscaping and planting scheme shall be completed not later than the first planting season following the development first being brought into use. Any tree, plant or shrub that fails to become established within 5 years of the completion of the approved planting and landscaping scheme shall be replaced to the satisfaction of the CPA.

Reason: In the interest of visual amenity of the site.

23. Prior to the bus station approved by this development first being brought into use, an Operator's Agreement to include:
- a) Bus bays to be organised so most frequent services use bays nearest Watson Road;
 - b) Services between 22:00-07:00 when the bus station building is closed to be restricted to the two bays nearest Watson Road;
 - c) Controlled use of horns within the site;
 - d) Maximum speed of 10mph within the site;
 - e) Drivers to turn off engines when stationary for extended periods (i.e. in excess of five minutes);
 - f) Engines to be switched off while parked in lay-over bay;

shall be submitted to and approved in writing by the CPA. Unless first varied in writing by the CPA, the bus station shall operate in accordance with the approved details.

Reason: For the avoidance of doubt as to the development permitted and the control impacts of the operational use of the bus station on nearby sensitive receptors.

24. Prior to the bus station approved by this development first being brought into use, a carriageway condition survey on Queen Street shall be undertaken to provide a baseline assessment, and repairs required to minimise an increase in noise/vibration levels arising from an uneven running surface, shall be completed to the satisfaction of the CPA.

Reason: To minimise potential impact arising from noise and vibration.

25. The café shall operate only between 07:00-22:00 hours and only when the bus station building is open.

Reason: For the avoidance of doubt as to the development that is permitted and to ensure that the café operates as a facility ancillary to the bus station.

26. In the event that a justified noise complaint is received in relation to noise from fixed plant and equipment, the applicant shall within 1 month of a request from the CPA, undertake and submit to the CPA for its written approval a BS4142:1997 noise survey to assess whether noise from the development exceeds the daytime criterion of 5dB(A) above the existing background noise level or night time criterion of 0dB(A) above the background noise level, after the addition of the 5dB(A) penalty to reflect tonal, discrete or impact noise, as advised in BS4142:1997. In the event of either criterion being exceeded, the report shall include further measures to mitigate the noise impact, and timescale for implementation, so as to ensure compliance with the noise criterion.

Reason: To safeguard the amenity that sensitive receptors could reasonably expect to enjoy.

27. Noise levels when measured at:

- a) Position X on Drawing 1/13/01372/CDM/1 shall not exceed 55dB $L_{Aeq, 1hr}$ or the ambient noise level ($L_{Aeq, 1hr}$) in the absence of bus movements + 3dB (whichever is higher) between the hours of 07:00 – 23:00 hours;
- b) Position Y on Drawing 1/13/01372/CDM/1 shall not exceed 51dB $L_{Aeq, 1hr}$ or the ambient noise level ($L_{Aeq, 1hr}$) in the absence of bus movements +3dB (whichever is higher) between the hours of 23:00 – 07:00 hours; or
- c) Position Z on Drawing 1/13/01372/CDM/1 shall not exceed 69dB $L_{Aeq, 1hr}$ during the daytime (07:00-23:00hrs) or 57dB $L_{Aeq, 1hr}$ between the night-time (23:00 - 07:00hrs).

Reason: To safeguard the amenity that sensitive receptors could reasonably expect to enjoy.

28. In the event that a justified noise complaint is received, a noise assessment in relation to noise from bus movements shall be submitted to the CPA. If it is established that the bus station is operating in breach of Condition 27, a scheme of mitigation to ensure compliance with Condition 27, and a timescale for its implementation, shall be submitted to and approved in writing by the CPA.

Reason: To safeguard the amenity that sensitive receptors could reasonably expect to enjoy.

Notes

1. With reference to Condition 14 it is advised that the archaeological scheme of treatment should take the form of a strip, map and record exercise, with work to be undertaken by a suitably qualified and experienced professional archaeological organisation. NCC Archaeology Team advises that: *The site selected lies between the grounds of the Manor of Radford, which was the medieval manor associated with the Priory, and the Manor of Worksop, which is associated with the Castle. The two manors were believed to be separated by a large boundary ditch, the course of which may feasibly lie within the application site. Identifying this would provide a very useful piece of information about the Priory in particular. It is believed to have been filled with rubbish from the Medieval and later occupation of the area, and could hold a fascinating mix of archaeological data about the history and development of the town. There is some documentary evidence to suggest that in the priory grounds, and on the meadow which was called the Buselin, there was a medieval gallows site. Such sites are typified by significant post holes, for the structures, and human remains, often buried at shallow depth. The application site is within the area known as the Buselin, but a gallows site is expected to be in a more public and open site, adjacent the River or the road, so as to be visible to passers-by.*
2. With reference to Condition 18, NCC Land Reclamation Team advises that asbestos containing materials identified in structures for demolition should be safely removed by a licenced contractor prior to full demolition works being undertaken.

Appropriate PPE, including masks during dry/windy conditions, should be worn by the workforce.

Removal of contaminant source material will negate the potential threat to groundwater resources. Given the sensitivity of ground water and adjacent river systems, it is recommended that site drainage is not discharged to soakaway.

Potential risk to potable water supply can be mitigated by source removal and /or the use of non-porous chemical resistant pipework.

3. With reference to Conditions 19 and 20 it is advised that a sample panel of facing brick and the full palette of proposed facing materials and surface finishes should be assembled on site.
4. With reference to Condition 26, the noise assessment position and methodology will need to be agreed in advance with the CPA.

As an aid to design, based on recorded background noise levels at 10 Newcastle Street and to ensure compliance with condition 26, the combined Rating Level of any specified fixed plant noise should not exceed the following prescribed levels:

- a) Daytime (07:00-19:00 hours) a maximum combined Rating Level of 47.0dB (including a 5dB penalty);
- b) Evening (19:00-23:00 hours) a maximum combined Rating Level of 42.5dB (including a 5dB penalty);
- c) Night (23:00-07:00 hours) a maximum combined Rating Level of 35dB (including a 5dB penalty).

when calculated at the boundary of the nearest property.

- 5. NCC Road Safety Team advises that consideration should be given to the need for a pedestrian refuge on Newcastle Street to facilitate safe crossing of the highway between the bus station and Bridge Street.
- 6. National Grid has apparatus on the site. A copy of the consultation response from National Grid dated 4 December 2013 is enclosed.