



Notice of meeting of

Planning Committee

To: Councillors R Watson (Chair), D'Agorne, Firth, Funnell, Horton, Hudson, Hyman, Jamieson-Ball, Moore, Morley, Pierce, Potter (Vice-Chair), Reid, Simpson-Laing, B Watson and Wiseman

Date: Wednesday, 17 February 2010

Time: 4.30 pm

Venue: The Guildhall, York

There are no site visits scheduled for this meeting.

Please note that, at 3.30pm prior to the meeting, there will be a presentation on the proposed extension to the Clifton Park Hospital.

AGENDA

1. **Declarations of Interest**

At this point, members are asked to declare any personal or prejudicial interests they may have in the business on this agenda.

2. **Public Participation**

It is at this point in the meeting that members of the public who have registered their wish to speak can do so. The deadline for registering is by **5.00pm on Tuesday 16 February 2010**. Members of the public can speak on specific planning applications or on other agenda items or matters within the remit of the committee.

To register please contact the Democracy Officer for the meeting, on the details at the foot of this agenda.

3. **Plans List**

This item invites Members to determine the following planning application:

a) 24 Heworth Green, York YO31 7UG (09/02081/FULM) (Pages 3 - 26)

Application for a new planning permission to replace an extant planning permission, in order to extend the time limit for implementation of application ref: 09/00632/FUL by a further three years (Mixed scheme use for residential development and offices consisting of a maximum of 12 two bedroom apartments, a maximum of 6 two bedroom houses, a maximum of 60 three bedroom houses and a maximum of 41 four bedroom houses unless otherwise agreed in writing by the Local Planning Authority) *[Heworth Ward]*.

4. Fulford Road Conservation Area Appraisal: Results of Consultation and Final Draft for Approval (Pages 27 - 76)

This report presents the results of a public consultation exercise on the draft Fulford Road Conservation Area Appraisal which included a boundary review. The report recommends that, following minor revisions, the document be adopted.

5. Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:

Name: Jill Pickering

Contact Details:

- Telephone – (01904) 552061
- E-mail – jill.pickering@york.gov.uk

For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting:

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- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

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COMMITTEE REPORT

Committee: Planning Committee **Ward:** Heworth
Date: 17th February 2010 **Parish:** Heworth Planning Panel

Reference: 09/02081/FULM
Application at: 24 Heworth Green York YO31 7UG
For: Application for a new planning permission to replace an extant planning permission, in order to extend the time limit for implementation of application ref:09/00632/FUL by a further three years (Mixed use scheme for residential development and offices consisting of a maximum of 12 two bedroom apartments, a maximum of 6 two bedroom houses, a maximum of 60 three bedroom houses and a maximum of 41 four bedroom houses unless otherwise agreed in writing by the Local Planning Authority)
By: National Grid
Application Type: Major Full Application (13 weeks)
Target Date: 19 February 2010

1.0 PROPOSAL

1.1 The application site measures 3.5 hectares. The historic use is as a gasworks, with gas holder sited adjacent to a 32m telecommunications lattice tower. A large part of the site has been used as a Transco depot and offices whilst the eastern part of the site is grassed, previously used in association with the gas works. The Heworth Green frontage of the site, which contains a strip of mature trees, lies within Heworth/Heworth Green/East Parade/Huntington Road Conservation Area.

1.2 In September 2009 permission was granted to change the accommodation schedule relating to permission reference 06/02764/FUL to allow a more varied residential mix, incorporating primarily family housing as opposed to apartment-led accommodation (planning ref: 09/00632/FUL). This was achieved by varying condition 16 of the earlier permission. As the result of this variation the new accommodation schedule comprises of a maximum of:

- i. 12 two bedroom apartments;
- ii. 6 two bedroom houses;
- iii. 60 three bedroom houses; and
- iv. 41 four bedroom houses.

1.3 Condition 1 of the 09/00632/FUL approval (known throughout the report as "2009 permission") requires an application for approval of all reserved matters to be submitted no later than 23 November 2009 (i.e. three years from the date of the original planning permission 03/04046/OUT). This current Extension of Time (EOT) application was submitted before the statutory deadline to extend the time limit for implementing the extant 2009 permission by a further three years. The principle of this development has been established through previous permissions. The proposal to extend the time limit of an extant planning permission has been made possible by virtue of the new statutory instrument which was brought into force on 1 October

2009 (Town and Country Planning (General Development Procedure) (Amendment No. 3) (England) Order 2009). This new temporary measure allows any planning permission granted on or before 1 October 2009 to be extended for implementation. This is part of the Government's initiative to "keep planning permissions alive for longer during the economic downturn so that they can more quickly be implemented when economic condition improve" (CLG, 2009).

RELEVANT PLANNING HISTORY

03/04046/OUT: Outline application for mixed use development scheme comprising up to 306 dwellings and up to 1860 sq.m. of office space after demolition of existing buildings and gas holder. Permission was given in November 2006.

06/02764/FUL: Variation of conditions 2, 7, 8, 9, 10, 11, 17, 19, 20, 26, 31, and 35 of planning permission 03/04046/OUT to allow site clearance, demolition and remediation prior to the commencement of the development. Permission was given in April 2008.

09/00632/FUL: Variation of conditions 4 and 16 of application 06/02764/FUL (mixed use scheme for residential development and offices) to allow a reduction of building heights and to allow the accommodation schedule to be amended. Permission granted in September 2009.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

City Boundary York City Boundary 0001

DC Area Teams East Area (1) 0003

2.2 Policies:

CYGP1
Design

CYGP3
Planning against crime

CYGP4A
Sustainability

CYGP4B
Air Quality

CYGP5
Renewable energy

CYGP6
Contaminated land

CYGP7
Open Space

CYGP9
Landscaping

CYGP13
Planning Obligations

CYGP15
Protection from flooding

CYNE1
Trees, woodlands, hedgerows

CYNE3
Water protection

CYNE6
Species protected by law

CYNE7
Habitat protection and creation

CYHE2
Development in historic locations

CYHE3
Conservation Areas

CYHE10
Archaeology

CYHE11
Trees and landscape

CYT2A
Existing Pedestrian/Cycle Networks

CYT2B
Proposed Pedestrian/Cycle Networks

CYT4
Cycle parking standards

CYT5
Traffic and pedestrian safety

CYT7C
Access to Public Transport

CYT13A
Travel Plans and Contributions

CYT20
Planning agreements

CYH2A
Affordable Housing

CYH3C
Mix of Dwellings on Housing Site

CYH4A
Housing Windfalls

CYH5A
Residential Density

CYE3B
Existing and Proposed Employment Sites

CYE4
Employment devt on unallocated land

CYED4
Developer contributions towards Educational facilities

CYL1C
Provision of New Open Space in Development

CYSP3
Safeguarding the Historic Character and Setting of York

CYSP6
Location strategy

CYSP7A
The sequential approach to development

CYSP8
Reducing dependence on the car

3.0 CONSULTATIONS

EXTERNAL

3.1 NATURAL ENGLAND - Response received 1 February 2010: Natural England has considered this application and has no comments to make on the proposal.

3.2 HEWORTH PLANNING PANEL - Response received 10 December 2009: No objections.

3.3 NEIGHBOURS notified and site notice posted: No response received to date.

INTERNAL

3.4 HOUSING STRATEGY AND ENABLING - response received 29 January 2010:

- The team is advised by planning colleagues that a recent change in legislation permits applicants to submit time extensions on outstanding applications.
- The team is happy to take the advice of planning colleagues as to the impact of this legislation.
- Should the conclusion be that applications can be extended but must be considered under current affordable housing Policy H2a of the Development Control Plan (2005) then the team would expect the applicant to proceed on this basis.
- This would mean the development will have an affordable housing target of 50%.
- If the applicant feels this is unviable they should submit a detailed financial viability study for officer consideration.

3.5 CITY DEVELOPMENT - response received on 29 January 2010:

- The principle of this development has been established through previous applications.
- As this is a new application it should comply with Policy H2a of the Development Control Local Plan (2005) on affordable housing.
- The policy seeks to achieve a target of 50% affordable housing on all new housing sites over 15 dwellings/0.3ha in the urban area.
- The applicant proposes 25% affordable housing on the basis of what was agreed on the previous consent (06/02764/FUL), rather than in accordance with Policy H2a.
- Discussions should take place with the applicant to assess the level of affordable housing that can be achieved in the context of the target set out in Policy H2a and current market conditions.

3.6 HIGHWAY NETWORK MANAGEMENT - Response received December 2009: No objections; comments and conditions as per previous application. Nevertheless S106 Agreement should still be in force to secure the required Foss Basin Masterplan Contributions and car club contribution. Planning conditions imposed on the previous approval should also be brought forward to the current permission.

3.7 ENVIRONMENTAL PROTECTION UNIT - Response received 11 December 2009: The proposal to extend the time limit for implementation of application by 3 years would not merit any further comments. However the conditions imposed under the previous permission should be carried forward.

4.0 APPRAISAL

4.1 The main issue associated with this application are whether the proposed extension of time to submit a Reserved Matters application by 3 years would cause undue harm to interests of acknowledged importance, in particular reference to:

- principle of the mixed use development;
- affordable housing;
- environmental impact assessment;

- environmental protection considerations;
- highways and traffic considerations;
- other material considerations

PRINCIPLE OF THE MIXED USE DEVELOPMENT

4.2 The principle of residential and office development on this former gasworks site has been established following the approval of the original outline consent in November 2006 (03/04046/OUT) and the subsequent variation of condition permission in September 2009 (09/00632/FUL). Recent changes in national, regional and local planning policies including the publication of Planning Policy Statement no.4 "Planning for Sustainable Economic Growth" in December 2009 have not altered the acceptability of this residential and commercial development. Furthermore the characteristics of the site in and around the site has not materially changed since the last approval was issued less than 6 months ago (i.e. the 2009 permission). Thus the principle of the approved uses is still considered acceptable .

AFFORDABLE HOUSING

4.3 The applicant's reason for extending the time limit is to enable their client National Grid sufficient time to:

- decommission and remove the existing gas holder on site;
- undertake remediation on site;
- continue to market the site to a house builder or embark upon a joint venture with a house builder (which, given the present conditions, is proving commercially difficult); and
- work up detailed plans for the site for submission of reserved matters.

4.4 Whilst policy H2a of the City of York Draft Local Plan 2005 and the affordable housing target of 50% have not materially changed since the 2009 permission was determined less than half a year ago, City Development team advises that Policy H2a (Affordable Housing) of the Draft Local Plan is applicable in this instance as they considered this to be a new planning application. This policy seeks to achieve a target of 50% affordable housing on all new housing sites over 15 dwellings/0.3ha in the urban area. As such, discussion should take place with the applicant to assess the level of affordable housing that can be achieved in the context of the target set out in Policy H2a and current market conditions.

4.5 The purpose of the proposal is merely to extend the time limit for implementing the development that was authorised in the 2009 permission, the effect of which is to issue new planning permission. If approved it would keep the extant planning permission alive during the economic downturn so that they can quickly be implemented when the economic condition improves. The reasons put forward by the applicant's agent to extend the time limit accords with the Government's objectives. Given the purposes of submitting this application and the rational behind the temporary measure introduced by the National Government to keep extant planning permissions alive, it is not considered to be appropriate to renegotiate affordable housing requirements from the targets already established through previous planning permissions (25%).

4.6 In reaching this recommendation the Central Government's advice on how the Local Planning Authorities (LPAs) should approach these applications has also been considered. Paragraph 23 of the guidance: "Greater flexibility for planning permissions" produced by CLG states LPAs should, in making their decisions, "focus their attention on development plan policies and other material considerations which may have changed significantly since the original grant of permission". Given that the relevant planning policies and all other material considerations concerning affordable housing have not been materially changed since the grant of the 2009 permission less than half a year ago (decision issues on 30 September 2009), it is not considered that the targets set, agreed and approved previously can be reopened for negotiation.

4.7 Permission has been sought for an extension of time limit by an additional 3 years. Whilst the applicant's agent has, in line with the government's objective provided robust arguments for keeping this planning permission alive during the economic downturn, concern has been raised regarding how, by extending the submission of reserved matters application by a further 3 years period could delay the delivery of affordable housing in the long run.

4.8 For reasons owing to:

- i. site valuation negotiations between the current owners of the site;
- ii. the need to officially market the site after the owners have reached an agreement; and
- iii. the need to instruct a design team to work up an application for reserved matters, which according to the agent is unlikely to be possible until after 2010 when throughout the course of 2011 the future house-builder/developer will be working with Council's officers on the final submission,

it is not considered to be practically possible to reduce the time limit extension to anything less than 2 years (from the 3 years originally applied for by the applicants). Furthermore, as the time limit for implementation can only be extended once, in this instance it is considered to be imperative that a minimum of 2 years' time limit extension is given in order ensure effective delivery of the scheme. A two year grace period would also give the applicant sufficient time to decommission and remove the existing gas holder on site, and to undertake remediation of the site without unduly delaying the delivery of affordable housing. Both the Housing and Policy teams have no objections with the extension of time limit for implementation the 2009 permission to 2 years.

ENVIRONMENTAL IMPACT ASSESSMENT

4.9 An Environmental Statement under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 ("EIA Regulations 1999") has been submitted with the original planning application. The original outline consent was approved on the basis that the information contained within the statement is acceptable for environmental issues to be thoroughly examined. The Environmental Statement submitted with the original scheme was updated in 2009 to reflect the extent of the residential scheme variation proposed under the 2009 permission, and to take into account the changes occurred within and beyond the application site since the Environmental Impact Assessment was

last carried out in 2003 (and 2004). It was also updated in compliance with the EIA Regulations 1999 as amended the Town and Country Planning (Environmental Impact Assessment) (Amendment) (England) Regulations 2008.

4.10 This current application is accompanied by the Environmental Statements prepared for previous planning applications. It is unlikely that the proposed time limit extension will give rise to any additional significant adverse environmental effects under Schedule 2, Paragraph 13 of the Environmental Impact Regulations and as such it is not considered that further environmental information is required.

ENVIRONMENTAL PROTECTION CONSIDERATIONS

4.11 The issues raised in previous planning applications regarding environmental considerations were:

a. Land Contamination:

i. It is clear from historic use that the site has the potential to be contaminated. The original outline application was accompanied by an Environmental Statement and it included information on groundwater and risk assessment from contaminants. The study concluded that the contamination would not preclude the development of the site, subject to remediation to protect the health of future residents of the site, and measures to prevent groundwater contaminations.

ii. The Environment Statement had since been revised to reflect the number, type and size of accommodation proposed under planning application ref. 09/00632/FUL. The main area of concern then with regard to ground contamination was the provision of individual gardens. This was brought about as a direct result of the introduction of family-led housing scheme. The updated assessment has identified a number of mitigation measures; these include the removal of impacted superficial made ground to a suitable depth in areas where soft cover will be present. Clean materials will then be imported to raise site levels. Measures to mitigate the potential risk to controlled water at the site and the potential risk to residents of adjacent properties and construction workers have also been recommended. These measures were secured by conditions. A statement detailing a schedule of site remediation liaison meeting between the owners and the Council was secured through Section 106 agreement. Both the Section 106 requirements and planning conditions imposed previously will be carried forward if permission is granted to extend time limit.

b. Air quality, noise dust and odours:

i. The revised scheme approved in 2009 was considered to generate fewer vehicle trips than the original outline approval, thus would have less impact on air quality than the original outline approval. Planning conditions imposed in the original outline permission regarding air quality, noise, dust and odours had been brought forward to the 2009 permission and will be imposed if this application is to be approved.

c. Health and Safety:

i. A condition was imposed in the previous consent to prohibit the development commencing until such time as the gas holder is decommissioned and removed from

the site. This condition will be brought forward if permission is granted to extend time limit.

4.12 ASSESSMENT: The issues identified previously as well as the site and the areas around the site have not been materially altered since the last assessment was carried out in 2009. This application seeks merely to extend the time limit for implementing the 2009 permission. Furthermore Government's advice contained within national, regional and local planning policies regarding the issues identified have not been updated or revised since the previous permission. Thus it is unlikely that by extending the time limit of the 2009 permission would create significant adverse environmental effects.

HIGHWAY AND TRAFFIC CONSIDERATIONS

4.13 It was concluded when permission was given in 2009 that the revised scheme would reduce level of traffic that would be generated over the original consent. Furthermore contributions towards sustainable travel measures and the Foss Basin Masterplan have also been reduced accordingly; they were secured via a section 106 agreement. These comprise a financial contribution of £73.1k towards the works identified within the Foss Basin Masterplan and a contribution of £19k towards the setting up and operation of a car club in the vicinity of the site.

4.14 It has been advised by Highway colleagues that conditions and Section 106 contributions imposed previously should be carried forward to any new permission.

OTHER MATERIAL CONSIDERATIONS

4.15 The purpose of this application is to consider any impact the proposed extension of time limit to implement the 2009 permission would have on the revised residential and commercial scheme approved in 2009. Given the nature of this type of applications it would not, if approved materially alter the design and physical layouts of the original approval. As such the height, density and siting of the residential properties and the overall layout of the scheme approved under the 2009 permission would remain as per previously approved. It would not give rise to further amenity effects than the issues identified previously. Sustainability requirements imposed under the 2009 permission will be carried forward should permission to extend time limit is given. The recommendations put forward by the Architectural Liaison officer regarding crime prevention measures will still need to be thoroughly addressed at the reserved matters stage of the planning process. A condition imposed previously to ensure that 'secured by design' principles have been incorporated in the final scheme will be carried forward. The same applies to the drainage and surface water run-off conditions previously imposed.

4.16 It has been agreed previously that the operational equipment for Transco in the north and south west corners of the site would remain as per the original outline approval. The telecommunications mast on the site currently situated in the public open space area in the south of the site was previously approved to remain in the current location. These arrangements would not be altered as the result of the proposed time limit extension.

4.17 The commuted sum payment of £39,668 towards off site public open space will be carried forward via Section 106 agreement/Deed of Variation. It has been confirmed by Education colleagues that contributions for Primary and Secondary pupils and for Early Years/Foundation level are not be required notwithstanding the proposed time limit extension.

4.18 Regarding Ecology and Archaeology, a condition requiring measures to be provided within the design of the new building to accommodate bats, and a condition requiring the implementation of a programme of archaeological work were imposed in the 2009 permission. These conditions will be brought forward to the new planning permission if this application is to be approved.

5.0 CONCLUSION

5.1 This application seeks planning permission to extend the time limit of implementing an extant planning permission by a further 3 years. In accordance with the central government's advice contained within the guidance: "Greater flexibility for planning permissions" officers have, in assessing the merits of the proposal focused their attention on development plan policies and other material considerations which may have changed significantly since the original grant of permission.

5.2 The principle of residential and office development on this former gasworks site has been established following the approval of the original outline consent in November 2006 (03/04046/OUT) and the subsequent variation of condition permission in September 2009 (09/00632/FUL). Recent changes in national, regional and local planning policies including the publication of Planning Policy Statement no.4 "Planning for Sustainable Economic Growth" in December 2009 have not altered the acceptability of this residential and commercial development. Furthermore the characteristics of the site in and around the site has not materially changed since the last approval issued less than half a year ago. As such the key issues identified previously remain relevant and the planning conditions and Section 106 requirements imposed then will be carried forward to the new permission if permission is to be granted.

5.3 Whilst City Development team considered that Policy H2a of the Draft Local Plan which seeks to achieve a target of 50% affordable housing is applicable in this instance, due to the rationale behind the temporary measure introduced by the Central Government to keep extant planning permissions alive and the guidance contained in paragraph 23 of the guidance: "Greater flexibility for planning permissions" produced by the central government, it is not considered that this application provides an appropriate platform to renegotiate the affordable housing requirements.

5.4 Nevertheless, due to matters regarding the delivery of affordable housing and having considered other practical issues concerning the delivery of the scheme, it is considered that the time limit extension for implementation should be reduced to 2 years (as opposed to 3 as originally applied for). It is considered that a 2 year period would allow sufficient time to work up to a reserved matters application without unduly delaying the delivery of affordable housing.

5.5 Having taken the above into account, it is considered that the proposal would accord with national, regional, and local planning policies, and is recommended for approval subject to the conditions listed below and the applicant be required to enter into a section 106 agreement to cover the following matters:

- £73,100 towards the Foss Basin Transport Masterplan
- £19, 000 towards the setting up and running of a car club
- 25% of the number of dwelling units to be affordable
- £39,668 towards off site public open space
- management arrangements for on site open space
- Code for Sustainable Home level 3(***), BREEAM 'very good', and 10% on-site renewable energy generation.
- construction traffic management plan.

6.0 RECOMMENDATION: Approve Subject to Section 106 and the following conditions :-

1 Application for approval of all reserved matters shall be made to the Local Planning Authority not later than the expiration of the two years from the date of the permission hereby approved and the development hereby permitted shall be begun before the expiration of two years for the date of approval of the last of the reserved matters to be approved.

Reason: To ensure compliance with Section 92 and 93 of the Town and Country Planning Act 1990 as amended.

2 Fully detailed drawings illustrating all of the following details shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of building works excluding site clearance, demolition and remediation, and the development shall be carried out in accordance with such details:

Details to be submitted: layout, scale, appearance and landscaping of the proposed development to be carried out.

Reason: So that the Local Planning Authority may be satisfied with the finished appearance of the development.

3 The development hereby approved shall consist of a maximum of 119 dwellings and a maximum of 1860 square metres of offices.

Reason: To achieve an acceptable form of development.

4 The development hereby approved shall not be carried out otherwise than in complete accordance with the 'Proposed Context - Land Use Diagram and Building Heights' drawing no. (sk) BR/500 rev. A received 16.06.2009, which for the avoidance of doubt illustrates maximum storey heights.

Reason: To achieve an acceptable form of development.

5 Illustrative layout plan reference 02/16248/(sk)006/REV A received on the 26th October 2004, Illustrative site layout plan reference M3015(PL)001 received on the 3rd April 2009 and indicative existing and proposed cycle links plan reference GB/YORK.1/06 rev A received on the 27th January 2005 does not form part of this planning consent.

Reason: To achieve an acceptable form of development.

6 Details in pursuant of condition 2 shall provide for a children's play space on site to a Local Equipped Area for Play (LEAP) standard. Such details shall include location, play equipment, surfacing, enclosure, associated landscaping and a buffer zone.

Reason: To ensure an acceptable provision of recreational facilities.

7 Notwithstanding any proposed materials specified on the approved drawings or in the application form submitted with the application, samples of the external materials to be used shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development, excluding site clearance, demolition and remediation. The development shall be carried out using the approved materials.

Reason: So as to achieve a visually cohesive appearance.

8 Details of all enclosure to the site boundaries and within the site, including between the residential and office elements of the development, shall be submitted to and approved in writing by the Local Planning Authority before the development commences, excluding site clearance, demolition and remediation, and shall be provided before the development is occupied.

Reason: In the interests of visual amenity and crime prevention.

9 No development, excluding site clearance, demolition and remediation, shall take place until plans showing details of the proposed floor levels of any building in relation to the existing ground level and finished levels of the site shall be submitted to and approved in writing by the Local Planning Authority. Before any works commence on site, a means of identifying the existing ground level on the site shall be approved in writing, and any works required on site to mark the ground accurately during the construction works shall be implemented prior to disturbance to the existing ground level. Any physical works or marker shall be retained at all times during the construction period.

Reason: To establish the existing ground levels, finished levels and proposed floor levels, to ensure an orderly form of development that does not have an adverse impact on the amenities of the surrounding area.

10 Development, excluding site clearance, demolition and remediation, shall not commence until a scheme for the provision of surface water drainage works, including any balancing works and off site works, has been submitted to and approved by the Local Planning Authority. The drainage works shall be completed in accordance with the details and timetable agreed.

Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal.

11 Development, excluding site clearance, demolition and remediation, shall not commence until a scheme for the provision and implementation of a surface water run-off limitation has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: To prevent increased risk of flooding.

12 The site shall be drained with separate systems of drainage for foul and surface water on and off the site.

Reason: In the interests of satisfactory drainage.

13 Unless otherwise in agreed in writing by the Local Planning Authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works and no buildings shall be occupied or brought into use prior to the completion of the approved foul drainage works.

Reason: To ensure that no foul or surface water discharges take place until proper provision has been made for their dispersal.

14 No work shall commence on site until the applicant has secured the implementation of a programme of archaeological work (a watching brief on all ground works by an approved archaeological unit) in accordance with a specification supplied by the Local Planning Authority. This programme and the archaeological unit shall be approved in writing by the Local Planning Authority before development commences.

Reason: The site lies within an Area of Archaeological Importance and the development will affect important archaeological deposits which must be recorded during the construction programme.

15 Before the commencement of and during building operations, adequate measures shall be taken to protect the existing planting on this site. This means of protection shall be agreed in writing with the Local Planning Authority and shall be implemented prior to the stacking of materials, the erection of site huts or the commencement of building works.

Reason: The existing planting is considered to make a significant contribution to the amenities of this area.

16 The development hereby approved shall not be carried out otherwise in complete accordance with the accommodation schedule, being a maximum of 12 two bedroom apartments, a maximum of 6 two bedroom houses, a maximum of 60 three bedroom houses, and a maximum of 41 four bedroom houses unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development accords with the appropriate provision of open space and education facilities, and providing a mix of housing types.

17 Fully detailed drawing illustrating the design and materials of roads, footpaths and other adoptable open spaces shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development, excluding site clearance, demolition and remediation.

Reason: In the interests of highway safety.

18 No dwelling to which this planning permission relates shall be occupied unless or until the carriageway basecourse and kerb foundation to the new estate road and footpath to which it fronts, is adjacent to or gains access from, has been constructed. Road and footway wearing courses and street lighting shall be provided within three months of the date of commencement on the construction of the penultimate dwelling of the development.

Reason: To ensure appropriate access and egress to the properties, in the interests of highway safety and the convenience of prospective residents.

19 Prior to the development commencing, excluding site clearance, demolition and remediation, details of the cycle parking areas, including means of enclosure, shall be submitted to and approved in writing by the Local Planning Authority. The building shall not be occupied until the cycle parking areas and means of enclosure have been provided within the site in accordance with such approved details, and these areas shall not be used for any purpose other than the parking of cycles.

Reason: To promote use of cycles thereby reducing congestion on the adjacent roads and in the interests of the amenity of neighbours.

20 Prior to the development commencing, excluding site clearance, demolition and remediation, details of the car parking areas shall be submitted to and approved in writing by the Local Planning Authority. The building shall not be occupied until car parking areas have been provided within the site in accordance with such approved details, and these areas shall not be used for any purpose than the parking of cars.

Reason: In the interests of highways safety.

21 No part of the site shall come into use until turning areas have been provided in accordance with details which have been previously submitted to and approved in writing by the Local Planning Authority. Thereafter the turning areas shall be retained free of all obstructions and used solely for the intended purpose.

Reason: To enable vehicles to enter and leave the site in a forward gear thereby ensuring the safe and free passage of traffic on the public highway.

22 Prior to the development coming into use the sight lines shown on the approved plans shall be provided free of all obstructions which exceed the height of the adjacent carriageway by more than 1.0m and shall thereafter be so maintained.

Reason: In the interests of road safety.

23 Prior to the development commencing details of the measures to be employed to prevent the egress of mud, water and other detritus onto the public highway, and details of the measures to be employed to remove any such substance from the public highway shall be submitted to and approved in writing by the Local Planning Authority. Such measures as shall have been approved shall be employed and adhered to at all times during construction works.

Reason: To prevent the egress of water and loose material creating a hazard on the public highway.

24 The development hereby permitted shall not come into use until the following highway works (which definition shall include works associated with any Traffic Regulation Order required as a result of the development, signing, lighting, drainage and other related works) have been carried out in accordance with details which shall have been previously submitted to and approved in writing by the Local Planning Authority, or arrangements entered into which ensure the same.

- highway works as highlighted in drawing BGYORK.1/08 rev C

Reason: In the interests of the safe and free passage of highway users.

25 Prior to works starting on site a dilapidation survey of the highways adjoining the site shall be jointly undertaken with the Council and the results of which shall be agreed in writing with the LPA.

Reason: In the interests of the safety and good management of the public highway.

26 A full stage road safety audit carried out in advice set out in DMRB HD19/03 and guidance issues by the Council, will be required for the internal highway layout and all off site works requiring alteration as specified in drawing BGYORK.1/08revC, stage 1 of which must be submitted and agreed in writing by the Local Planning Authority prior to works, excluding site clearance, demolition and remediation, commencing on site.

Reason: To minimise the road safety risks associated with changes imposed by the development.

27 Within 6 months of occupation of the employment element of the site, a full company travel plan shall have been submitted and approved in writing by the Local Planning Authority. The travel plan should be developed and implemented in line with local, national guidelines and the heads of terms document submitted with application 09/00632/FUL.

Within 12 months of occupation of the site a first year staff travel survey shall have been submitted and approved in writing by the Local Planning Authority. Results of yearly staff travel surveys shall then be submitted annually to the authority's travel plan officer for approval.

Reason: To ensure the development complies with advice contained in PPG13-Transport, and in Policy T13a of the City of York Local Deposit Draft Local Plan, and to ensure adequate provision is made for the movement of vehicles, pedestrians,

cycles and other modes of transport to and from the site, together with provision of parking on site for these users.

28 The hours of construction, loading or unloading on the site shall be confined to 8:00 to 18:00 Monday to Friday, 9:00 to 13:00 Saturday and no working on Sundays or public holidays.

Reason: To protect the amenities of adjacent residents.

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

Reason: To protect the amenity of neighbouring premises.

30 A scheme of noise mitigation for the gas compressor shall be submitted to the local planning authority for approval. The scheme, once approved in writing by the local planning authority, shall be fully implemented prior to occupation of the site and shall be appropriately maintained thereafter.

Reason: To protect the amenity of neighbouring premises.

31 The building envelope of all dwellings shall be constructed so as to provide attenuation against external noise, that achieves the following internal noise levels; bedrooms - 30 dB L_{Aeq} 8 hours (23:00 to 07:00), other habitable rooms - 35 dB L_{Aeq} 16 hours (07:00 to 23:00). These figures are with windows shut and other means of ventilation provided, such as acoustically treated trickle ventilation. The detailed scheme shall be approved by the local planning authority prior to construction, excluding site clearance, demolition and remediation, and fully implemented prior to occupation of the use hereby permitted.

Reason: To ensure acceptable internal noise levels for dwellings.

32 Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until parts a to c of this condition have been complied with:

a. An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. A conceptual site model of all potential contaminant sources, pathways and receptors shall be created and used to inform the scheme of proposed further site investigation and risk assessment works. The contents of the scheme are subject to the approval in writing of the Local Planning Authority.

b. The investigation and risk assessment shall be undertaken by competent persons and a written report of the findings shall be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings shall include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed),
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This shall be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

c. A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property, controlled waters and the natural and historical environment shall be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme shall ensure that the site will not qualify as contaminated land under Part II A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy GP6 of the City of York Draft Local Plan 2005.

33 The approved remediation scheme shall be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority shall be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority. Post remediation sampling and monitoring results shall be included in the report to demonstrate that the required remediation has been fully met. Future monitoring proposals and reporting shall also be detailed in the report.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite

receptors in accordance with policy GP6 of the City of York Draft Local Plan 2005.

34 A proposed timetable and weekly information bulletin for the remedial works shall be submitted to the Local Planning Authority prior to the commencement of those works following the consideration at reserved matters. Additionally a detailed weekly timetable shall also be submitted a minimum of two working days prior to the commencement of each weeks work.

Reason: In the interests of public safety.

35 Development, excluding site clearance, demolition and remediation, approved by this permission shall not be commenced unless the method for piling foundations has been submitted to and approved in writing by the Local Planning Authority. The piling shall thereafter be undertaken only in accordance with the approved details. This scheme should have due regard for the Environment Agency guidance document report NC/99/73: Piling and penetrative ground improvement methods on land affected by contamination.

Reason: The site is contaminated/potentially contaminated and piling could lead to the contamination of groundwater in the underlying aquifer.

36 A method of sampling and validation shall be produced to ensure imported and excavated materials used on site are not contaminated. This should include, where possible, details of the origin of such materials. This method shall be submitted in writing, approved by the local planning authority and fully implemented and verified prior to completion of the development.

Reason: In the interests of public safety.

37 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy GP6 of the City of York Draft Local Plan 2005.

38 Prior to commencement of the development hereby approved, an environmental management scheme prepared and monitored by an independant suitably qualified and competent expert to cover the development phase, shall be submitted to and agreed in writing with Local Planning Authority. This should contain the following:

(i) A scheme for monitoring associated odour, dust and noise pollution, and associated meteorological data capture.

(ii) A scheme for minimising of odour, dust and noise pollution, and associated corrective action, when required.

(iii) Provision of and details of a site notice board adjacent to the site, to include its location and design, providing emergency contact details.

The agreed environmental management scheme shall be adhered to at all times, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the amenities of local residents.

39 Details in pursuant of condition 2 shall provide for cycle and pedestrian links into the site from the surrounding highway network, the sustrans cycleway and through the site.

Reason: To promote safe use of cycles and walking.

40 Details in pursuant of condition 2 shall provide for a grass outdoor sports pitch on site measuring a minimum 18.3m x 27.45m, and a 5m buffer zone on each side. Such details shall include location, layout, enclosure, drainage, a facility for a disabled toilet/first aid/water and associated cycle and car parking provision.

Reason: To ensure an acceptable provision of recreational facilities.

41 Prior to the development commencing, excluding site clearance, demolition and remediation, details that show how 'Secured by Design' principles have been incorporated into the scheme shall be submitted for the written approval of the Local Planning Authority and once approved the development shall be implemented in accordance with the approved 'Secured by Design' details prior to occupation or use of any part of the development hereby approved.

Reason: In the interest of community safety, to reduce the fear of crime and to prevent, crime and disorder in accordance with the provisions of Section 17 of the Crime and Disorder Act 1998.

42 Prior to the commencement of development of the residential element of the scheme excluding site clearance, demolition and remediation, a residential travel plan shall have been submitted and approved in writing by the Local Planning Authority. The residential travel plan should be developed and implemented in line with local, national guidelines and the heads of terms document submitted with application 09/00632/FUL. The aforementioned residential travel plan shall include a residential travel pack which will be included within sales particulars for the proposed dwellings.

Reason: To ensure the development complies with advice contained in PPG13-Transport, and in Policy T13a of the City of York Local Deposit Draft Local Plan, and to ensure adequate provision is made for the movement of vehicles, pedestrians, cycles and other modes of transport to and from the site, together with provision of parking on site for these users.

43 The development hereby approved, exclusive of site clearance, remediation and demolition, shall not commence until such time as the gas holder is decommissioned and removed from the site.

Reason: To ensure that the gas holder is decommissioned at the appropriate stage in the development process, thereby eliminating any potential health and safety risk that this development might pose to the general public.

44 Prior to the development commencing, excluding site clearance, demolition and remediation, details of what measures are to be provided to within the design of the new buildings to accommodate bats shall be submitted to and approved in writing by the Local Planning Authority. The works shall be completed in accordance with the approved details. Features suitable for incorporation for this group include the use of special tiles, bricks, soffit boards, bat boxes.

Reason - To enhance the habitat for bats.

45 The development hereby approved shall be carried out in accordance with the recommendations set out in section 4 of the Ecological Constraints Survey April 2009 unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of habitat protection and creation.

7.0 INFORMATIVES:

Notes to Applicant

1. REASON FOR APPROVAL

In the opinion of the Local Planning Authority the proposal, subject to the conditions listed above, would not cause undue harm to interests of acknowledged importance, with particular reference to the principle of mixed use development, affordable housing, environmental impact assessment, land contamination, air quality, noise, dust and odours, health and safety, highways and traffic considerations, design issues, the effect on the conservation area, archaeology, residential amenity, ecology, sustainability, open space provision, crime prevention, impact on education provision, flood risk and drainage, telecommunications and utilities. As such the proposal complies with Policies YH4, Y1, ENV9, ENV12, H4 and H5 of the Regional Spatial Strategy (RSS) for Yorkshire and the Humber (2008), and Policies GP1, GP3, GP4A, GP4B, GP5, GP6, GP7, GP9, GP13, GP15, NE1, NE3, NE6, NE7, HE2, HE3, HE10, HE11, T2A, T2B, T4, T5, T7C, T13A, T20, H2A, H3C, H4A, H5A, E3B, E4, ED4, L1C, SP3, SP6, SP7A and SP8 of the City of York Local Plan Deposit Draft (2005). The proposal would also comply with advice in PPS1, PPS Supplement, PPS3, PPG4, PPS9, PPG13, PPG15, PPG16, PPG17, PPS23, PPG24, PPS25.

2. To satisfy conditions 10 and 11 of the above approval details to include calculations and invert levels of the existing surface water system are expected to be provided together with details to include calculations and invert levels of the proposals. Existing / proposed ground levels to ordnance datum for the site and adjacent properties are expected to be shown, and existing surfacing and key to proposed surfacing should also be specified.

The applicant is expected to provide a topographical survey and proposed finished

floor and ground levels to ordnance datum, to ensure that there will not be any detriment to the drainage of existing properties. The development should not be raised above the level of the adjacent land, to prevent runoff from the site affecting nearby properties. In addition, additional surface water must not be connected to any foul / combined sewer, if a suitable surface water sewer is available.

As the proposed method of surface water disposal is via soakaways, these should be shown to work through an appropriate assessment carried out under BRE Digest 365, carried out in winter - to prove that the ground has sufficient capacity to accept surface water discharge, and to prevent flooding of the surrounding land and the site itself. If soakaway proves to be unsuitable then in accordance with PPS25 and in agreement with the Environment Agency / Foss IDB, peak run-off from developments must be attenuated to 70% of the existing rate (based on 140 l/s/ha of connected impermeable areas). Storage volume calculations, using computer modelling, must accommodate a 1:30 year storm with no surface flooding, along with no internal flooding of buildings or surface run-off from the site in a 1:100 year storm. Proposed areas within the model must also include an additional 20% allowance for climate change. The modelling must use a range of storm durations, with both summer and winter profiles, to find the worst-case volume required.

3. Once the Directorate of City Strategy is satisfied that the development hereby approved has commenced, the Hazardous Substances Consent approved in September 2001 (ref. no.: 01/02481/HSC) will be revoked under Section 14(2) of the Planning (Hazardous Substances) Act 1990.

4. You are advised that prior to starting on site consent will be required from the Highway Authority for the works being proposed, under the Highways Act 1980 (unless alternatively specified under the legislation or Regulations listed below). For further information please contact the officer named:

Section 184 - Stuart Partington (01904 551361)
Section 38/278 - Michael Kitchen (01904 551336)

5. You are advised that this proposal may have an effect on Statutory Undertakers equipment. You must contact all the utilities to ascertain the location of the equipment and any requirements they might have prior to works commencing.

6. If, as part of the proposed development, the applicant encounters any suspect contaminated materials in the ground, the Contaminated Land Officer at the council's Environmental Protection Unit should be contacted immediately. In such cases, the applicant will be required to design and implement a scheme remediation to the satisfaction of the Local Planning Authority. Should City of York Council become aware at a later date of suspect contaminated materials which have not been reported as described above, the council may consider taking action under Part IIA of the Environmental Protection Act 1990.

7. The developer's attention should also be drawn to the various requirements for the control of noise on construction sites laid down in the Control of Pollution Act 1974. In order to ensure that residents are not adversely affected by air pollution and noise, the following guidance should be attached to any planning approval, failure to do so could result in formal action being taken under the Control of

Pollution Act 1974:

i. The work shall be carried out in such a manner so as to comply with the general recommendations of British Standards BS 5228: Part 1: 1997, a code of practice for "Noise and Vibration Control on Construction and Open Sites" and in particular Section 10 of Part 1 of the code entitled "Control of noise and vibration".

ii. All plant and machinery to be operated, sited and maintained in order to minimise disturbance. All items of machinery powered by internal combustion engines must be properly silenced and/or fitted with effective and well-maintained mufflers in accordance with manufacturers instructions.

iii. The best practicable means, as defined by Section 72 of the Control of Pollution Act 1974, shall be employed at all times, in order to minimise noise emissions.

iv. All reasonable measures shall be employed in order to control and minimise dust emissions, including sheeting of vehicles and use of water for dust suppression.

v. There shall be no bonfires on the site.

Contact details:

Author: Billy Wong Development Control Officer

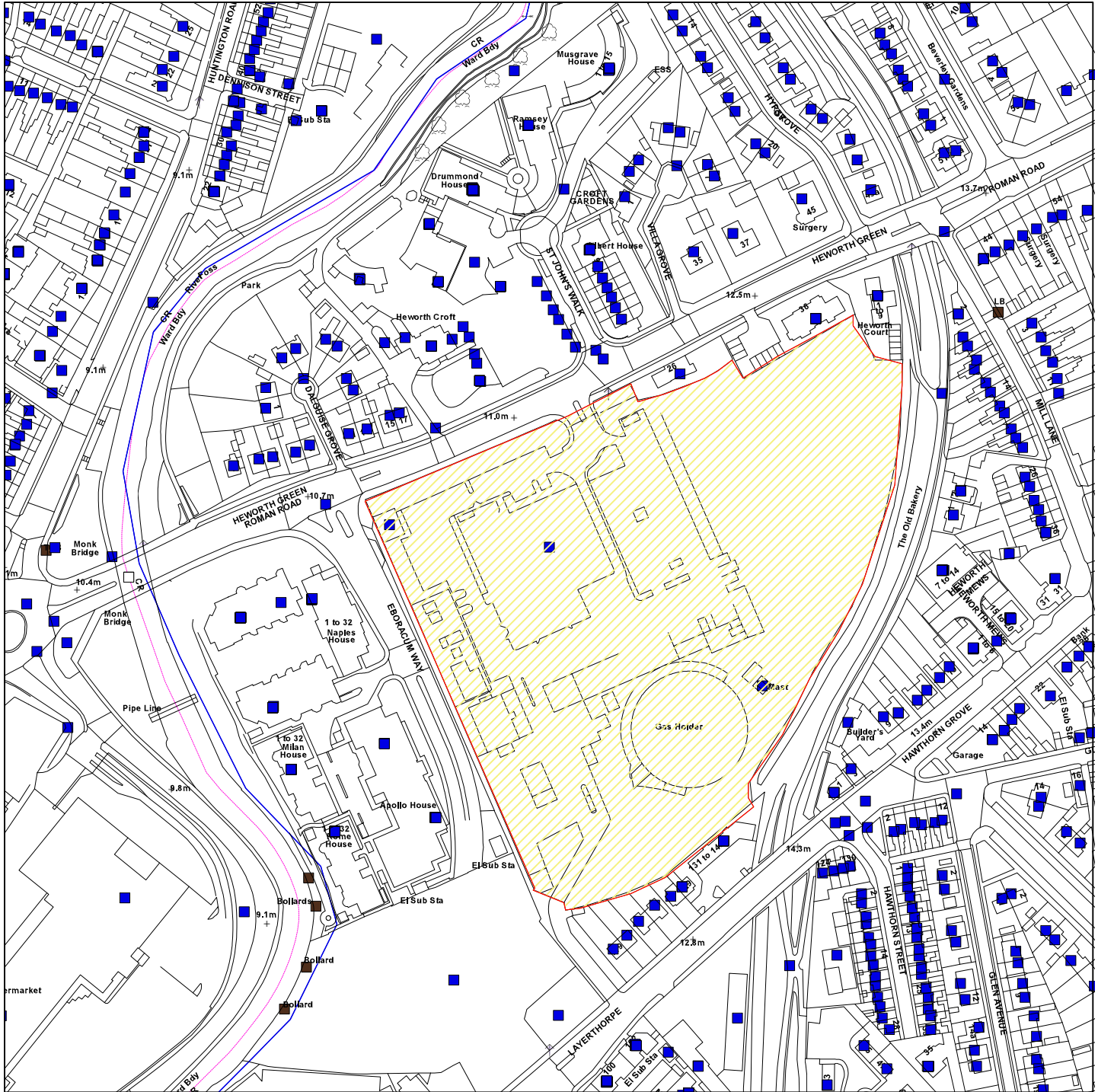
Tel No: 01904 551326

24 Heworth Green, York, YO31 7UG

09/02081/FULM



GIS by ESRI (UK)



Scale : 1:2500

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Organisation	City of York Council
Department	Planning and Sustainable Development
Comments	Application Site
Date	09 February 2010
SLA Number	Not Set

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Planning Committee

17 February 2010

Report of the Assistant Director of Planning and Sustainable Development

FULFORD ROAD CONSERVATION AREA APPRAISAL: RESULTS OF CONSULTATION AND FINAL DRAFT FOR APPROVAL

Summary

1. This report presents the results of a public consultation exercise on the draft Fulford Road Conservation Area Appraisal which includes a boundary review. The report recommends that, following minor revisions to the report, the document be adopted.

Background

2. A conservation area appraisal defines in detail the special architectural and historic interest of an area; by doing so it explains why an area is worthy of protection and it provides a clear basis on which to formulate and evaluate development proposals. An important aspect of the appraisal process is a review of the appropriateness of the existing boundary.
3. The draft appraisal was approved for consultation by Planning Committee on 24th September 2009.

Consultation

4. The consultation exercise ran from 19th October until 30th November 2009, a period of six weeks, and it was facilitated by the Community Planning team. Public consultation used the following methods:
 - a) Leaflets summarising the appraisal, with a tear-off comments slip, were distributed to all properties within and surrounding the existing conservation area (1718 leaflets). The map in Annex B shows the existing Conservation Area boundary and delivery area for the leaflet.
 - b) Copies of the appraisal document were made available at the Council offices in St Leonard's Place, Fulford Library, The Fulford Arms and Fields Fayre Sandwich Shop, as well as on the Council website.
 - c) An exhibition of the appraisal was held, followed by discussion as an agenda item at Fishergate Ward Committee meeting on 6th October 2009.
 - d) A letter to consultees and appropriate amenity bodies (see list of consultees in Annex A).
 - e) A press release was sent to York Press.

36 replies were received representing a response rate of just over 2%. Many of the responses received were very detailed. The full list of responses is recorded at Annex C with specific comments from officers alongside.

Character

5. Question 1 in the summary leaflet asked, **“In your opinion does Fulford Road have any other qualities not mentioned in this character appraisal summary?”**
6. Responses did not identify any new positive qualities pertinent to this conservation area, though issues were raised in relation to providing better interpretation of the area and suggesting the use of further way-marking for pedestrians and cyclists to encourage use of local facilities and routes away from the main road. Comments about anti-social behaviour and, more positively, about the provision of a river bus were considered to be outside the scope of the appraisal. Several factors were raised which concern other conservation areas such as: the Battle of Fulford, development at Germany Beck and Fishergate traffic gyratory.
7. Annex C provides a full list of the comments received, along with the officer response. Some points of clarification have been made and some matters will be referred to other departments for action eg condition of bus shelters. In summary the following additional points have been raised:
 - traffic volume, speed and noise
 - highway improvement schemes
 - trees should be reinforced with new and appropriate planting
 - concern as to whether CA status will prevent passive solar measures on roofs
 - buildings of local interest to be noted with reference to the developing informal local list
 - desire for better quality surfacing and reinstatement of pavings and verges
 - more views to be included
 - explain how the document relates to the local planning policy context
8. It is proposed that points of clarification or correction will be incorporated into the text. Please see Annex C for a list of officer recommendations and proposed changes to the document.

Boundary

9. Question 2 in the summary leaflet asked, **“Do you think the boundary for the Conservation Area is correct? If not, how do you think it should be changed?”**
10. A number of suggestions for further boundary changes were put forward and each of these has been reassessed by officers in consultation with the independent conservation consultant who carried out the appraisal. Most of the changes proposed would mean further expansion of the area and it has been

important to assess the merits of each suggestion against the requirement to preserve the special qualities of the area ie to ensure that the character and appearance of the area as a whole is not devalued.

11. Suggestions for further extensions to the conservation area included areas of housing such as: Alma Terrace, Howard Street, Fulford Cross, Broadway West, and Danesmead. It is considered that the latter two areas and Alma Terrace are typical of their era (rather than special) and that street trees would be protected through being in Local Authority care. Only Howard Street and Fulford Cross exhibit qualities beyond the ordinary. The houses on Howard Street have some consistency of architectural detail, though their street context is ordinary and their contribution to the wider townscape is negligible. Although the houses in Fulford Cross belong to the English Domestic Revival style, as exemplified by Parker and Unwin at New Earswick, their layout is typical of the majority of council housing projects resulting from the 1919 Housing Act and the frontage houses onto Fulford Road have not been designed to respond to the scale of this major road. It is considered that none of the above examples meet designation criteria. It is recommended that Fulford Cross is considered in due course for local list status instead.
12. A couple of representations (one from Housing) were made which questioned the inclusion of Ordnance Lane (area D). This line of development was recommended for inclusion as it would reinforce the military associations of the area and the row of buildings to the east, away from Fulford Road, has some architectural quality. In reassessing its contribution to the special interest of the area it is now recommended that Ordnance Lane is not added to the conservation area. Section 4.15 of the draft Appraisal stated that “the area would not justify conservation area status in isolation but in association with Wenlock Terrace housing it is considered to add further interest and diversity, and to justify inclusion”. Records indicate that the buildings were built at the start of the C20th to accommodate staff of the military hospital. However the hospital pre-dated the buildings by 50years (it is now demolished) and its formal symmetrical design had no influence on the later accommodation. Similarly the row is mostly single aspect, facing the rear of the earlier Wenlock Terrace properties, to which it is unrelated in scale or function. Ordnance Lane is a cul-de-sac and buildings noted as being of positive value to the conservation area (ref map p 22) are located over 50m from the public thoroughfare. Furthermore the single house adjacent to Fulford Road presents its back to the main road, reinforcing an identified place of weakness in the townscape. For these reasons it is recommended that Ordnance Lane is not included in the conservation area. Instead the proposed new boundary line (area F) should be continued north to recognize the importance of the road side aspect in any new future proposals. The small cluster of trees in Ordnance Lane outside this line should also be assessed to see whether they are worthy of protection.
13. Sir John J Hunt Memorial Homes and Connaught Court/former Fulford Park have already been included in the Fulford Village conservation area. The Battle of Fulford is mentioned more appropriately in the Fulford Village Conservation Area Appraisal (approved Oct 08). New Walk Terrace is part of the New Walk/Terry Avenue conservation area (designated in 1975) which acknowledges the special qualities of the planned landscape promenade along the riverside.

14. A number of responses suggested including the open strip to the north of long gardens in St Oswald's Road. The reasons behind this were to give protection to the trees and to ensure that any future backland development would be of an appropriate scale and design. The current boundary occurs where there is a change in the grain of the plot boundaries. It was presumably set at this line in 1975 to exclude the independent developments which had taken place in plots to the far east and west of the open area. The main quality of this zone is its openness, which is not experienced from public areas, and the remaining trees. It contributes an open setting to the long gardens on St Oswald's Road and provides further separation from Broadway West. The area should already be protected from further development through the legal duty to value these considerations in any development proposals coming forward. Also there are no further points of access for further development. It is recommended that the boundary stays where it is but the trees within this area should be assessed for protection.
15. The Christian Science Church, the former Post Office and the whole of the Imphal Barracks site have also been mentioned for inclusion within an extended boundary area. Conservation Area status is not considered appropriate for the two individual buildings. Although they provided a religious and community service and the buildings are of some interest in their own right, the two buildings have a poor relationship with their immediate physical and historical context. The Post Office has since been converted into a dwelling. We suggest that the comments set out in section 4.18 of the Appraisal stand. Section 7.5 explains why the whole of the Infantry Barracks site has not been included in the conservation area boundary.
16. It is therefore proposed that the boundary is extended as recommended in the Appraisal, with the exclusion of Area D.

Options

17. Option 1 - Approve Fulford Road Conservation Area Appraisal with the changes suggested in Annex C of this report.
18. Option 2 - Approve Fulford Road Conservation Area Appraisal with further changes or fewer changes than proposed above.
19. Option 3 - Do not approve Fulford Road Conservation Area Appraisal and boundary review proposals.

Analysis

20. Option 1 - All responses to the consultation were given full consideration and assessed in relation to government policy and English Heritage Guidance. The amendments set out in Annex C reflect the outcome of deliberations. With these amendments incorporated into the document it is considered that the appraisal would be a robust document, providing a sound basis for developing management proposals and also for making development decisions.
21. Option 2 - Proposals for minor changes could be incorporated into the document if they are supported by relevant arguments. Any proposals for

further boundary extensions should involve an additional period of consultation if they include areas not considered before. It is considered that the exercise so far has resulted in full consideration of the boundary options.

22. Option 3 - Production of the appraisal, including the requirement for boundary review, is in accordance with national guidance on heritage protection. Approval of the document would assist the Authority in fulfilling its statutory obligations under Section 69 of the (Listed Building and Conservation areas) Act 1990. We are unaware of any valid reasons to resist the appraisal.

Corporate Priorities

23. The appraisal would assist in improving the actual and perceived condition and appearance of Fulford Road Conservation Area which in turn would support the strategic objective of creating a Sustainable City. It would also provide a more informed basis for decision making and for policy formulation.
24. The appraisal would contribute towards the Local Authority's statutory obligations with regard to conservation areas in their control.

Implications

Financial

25. Production of the document will be met by existing budgets

Human Resources (HR)

26. No implications

Equalities

27. Different formats of the finished appraisal will be made available on request.

Legal

28. No further implications.

Crime and Disorder

29. No implications

Information Technology (IT)

30. No implications

Property

31. No implications

Other

32. No other implications

Risk Management

33. There are no known risks associated with the report.

Recommendations

34. Members are asked to approve, for planning purposes, Fulford Road Conservation Area Appraisal as proposed in Annex D and as amended by Annex C.

Reason: The document is a thorough analysis of the character and appearance of the conservation area and it has been prepared in accordance with current guidance from English Heritage. As a document it is clearly written and accessible to a wide range of users. The consultation method and range accords with previous practice. Information and views of consultees have been carefully considered in the amendments proposed. The adoption of the document will assist with the formulation and determination of development proposals within the conservation area and adjacent to it.

Contact Details

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Chief Officer Responsible for the report:

Mike Slater
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Report Approved



Date February 2010

Design Conservation and
Sustainable Development

Specialist Implications Officer(s)

There are no specialist implications

Wards Affected: Fishergate

All

For further information please contact the author of the report

Background Papers:

PPG 15 Planning Policy Guidance: Planning and the Historic Environment 1995
Guidance on Conservation Area Appraisals English Heritage 2006

Annexes

- Annex A List of consultees
Annex B Map showing conservation area boundary, and area of public consultation
Annex C Schedule of consultation responses with proposed amendments
Annex D Consultation Draft Fulford Road Conservation Area Appraisal

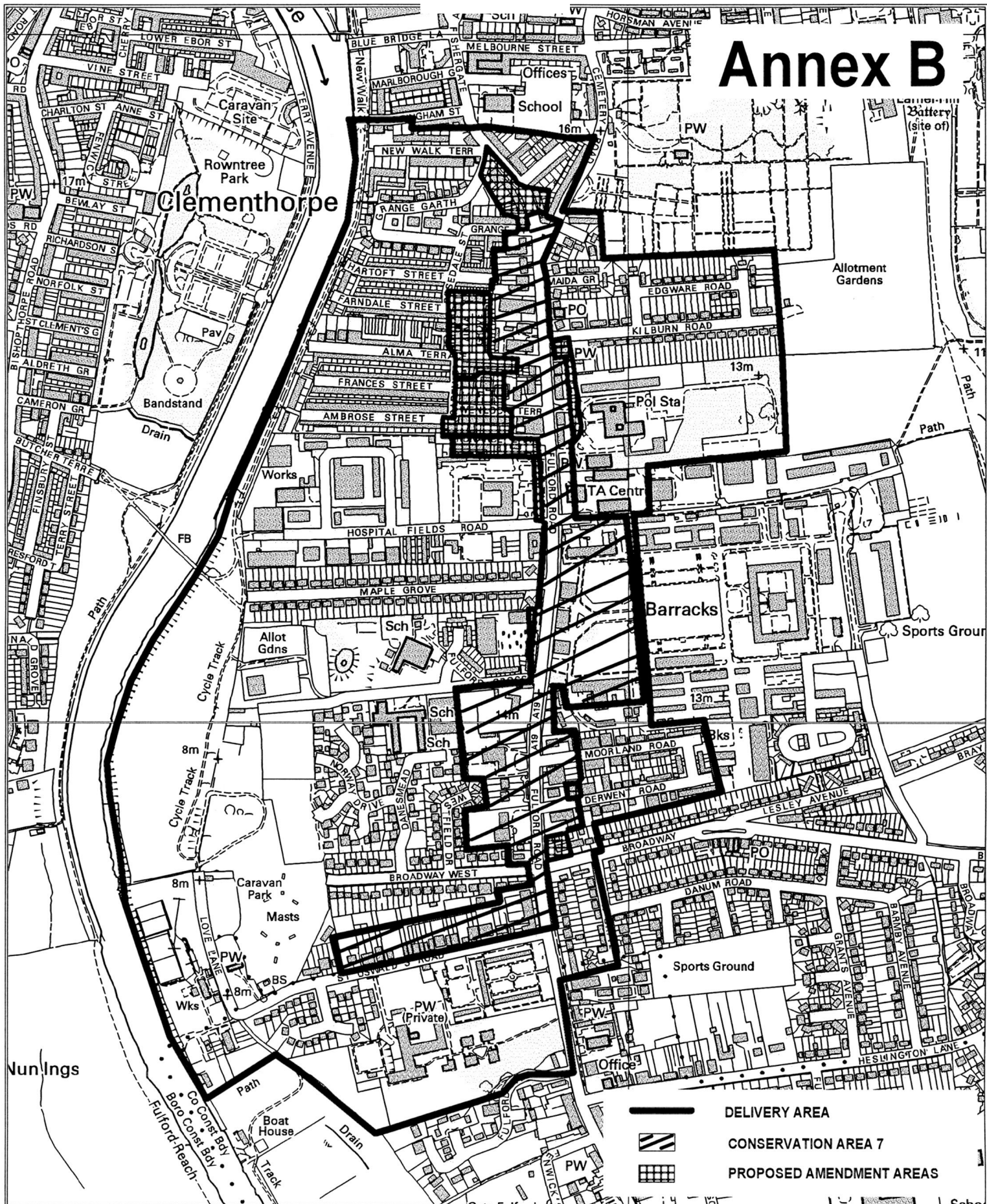
ANNEX A -




Consultee List, Fulford Road Conservation Area Character Appraisal October 2009

NAME	POSITION	ORGANISATION
Cllr D'Agorne	Fishergate Ward Councillor	City of York Council
Cllr Taylor	Fishergate Ward Councillor	City of York Council
Clerk currently vacant	c/o Cllr Taylor	Fishergate Planning Panel
Mrs J M Fletcher	Clerk	Fulford Parish Council
Major Fowler	Site Manager	Imphal Barracks
Sir	Site Manager	North Yorkshire Police
Sir	Site Manager	Territorial Army Centre
Sir	Trustees	Christian Science Church, Kilburn Road
Myles Wheatley	Agent	Christian Science Church, Kilburn Road
Mrs M Cade	Manager	Connaught Court (RMBI)
Andrew White		Royal Masonic Benevolent Institution HQ
Mr A Ware	Clerk to Trustees	Sir John Hunt Almshouses
Sir	Store Manager	Aldi Store
Sir	Store Manager	Iceland Store
Sir	Site Manager	Shepherd Construction Ltd
Sir		Yorkshire Water Services
Sir		Northern Electric Distribution Ltd
Sir		National Grid Transco
Alison Sinclair	Chair	York Open Planning Forum
Verlie Riley	Coordinator	Conservation Area Advisory Panel
Lynne Walker		Council for British Archaeology
Dr G Woolley	Chair	CPRE (York and Selby District)
Ms Alison Fisher		English Heritage
Mr Steve Roskams		York Archaeological Forum
Mr Peter Brown	Director	York Civic Trust
Mr David Brinklow	Chairman	Yorkshire Architectural & Archaeological Society
Susie Cawood	Chief Executive	York & NY Chamber of Commerce
Barry Potter	Chair	York Natural Environment Panel
Sir	Coordinator	Twentieth Century Society
Michael Slater	Assistant Director	CYC City Strategy
Martin Grainger	Principle Forward Planning Officer	CYC City Development
Derek Gauld	Principle Development Officer	CYC City Development
Esther Priestley	Landscape Architect	CYC DCSD
Bob Missin	Countryside Officer	CYC DCSD
John Oxley	City Archaeologist	CYC DCSD
Simon Glazier	Team Leader East Area Planning Team	CYC Development Control
Jonathan Carr	Head of Development Control	CYC Development Control
Ian Stokes	Principle Transport Planner - Strategy	CYC Transport Planning Unit
Howard Watson	Area Engineer	CYC Highway Development
Dave Webster	Project Leader (Fulford Cycle Route)	CYC Development & Transport
Karen Streeton	Support Services Manager	CYC Development Control
Pete Audin	Head of Local Land Charges	City of York Council
Alison Lowton	Acting Head of Legal Services	City of York Council
James Hunt	Neighbourhood Pride Officer	CYC Neighbourhood Pride
Tom Brittain	Housing Services Manager	City of York Council

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Annex B



-  DELIVERY AREA
-  CONSERVATION AREA 7
-  PROPOSED AMENDMENT AREAS



9, St Leonards Place, York, YO1 2ET
Telephone: 01904 551550

CONSERVATION AREA 7 - Delivery Area

SCALE 1:5000

DRAWN BY PSL

DATE 20/8/2009

Originating Group

Project

Drawing No.

CA7DA

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City of York Council, LA 1000 20818

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Schedule of Responses to Fulford Road CAA Consultation (19/10/09 - 30/11/09)

Ref.	No.	Comment - Q1 qualities not mentioned?/ Q2 boundary correct?	Officer Response	Officer Recommendation/ Proposed Amendments
FRCA1 Member of Public	1	I have read with interest your City of York Council Document on Fulford Road Conservation Area Appraisal. Whilst I admire and applaud the aim of this document, one paragraph in particular caught my eye. It reads as follows: "Passing traffic detracts from the appearance and amenity of the Area. Suitable measures to reduce and slow the traffic should be encouraged". My question is how can this be achieved alongside the proposal to build some 300 new homes on the proposed Germany Beck Development. All of which will have to be accessed through the conservation area and bearing in mind that there will probably be at least one car per household?	Being close to the A 64 by-pass the Germany Beck development would be strategically placed outside Fulford Village to avoid additional car journeys along Fulford Road and across the city. Measures are currently being put in place to improve public transport and cycle travel along Fulford Road to discourage car use. Please see 69 & 70 below.	No change.
FRCA2 Member of Public	2	We definitely agree with the proposed inclusion of Derwent Road/ Broadway in the conservation area boundary.	There has only been adjustment of boundaries to properties onto the main road. Please see sections 4.23 & 4.24 of Appraisal for reasons.	No change.
	3	Agree with possible introductions: - resurface footpaths and reinstate grass verges in some areas - improve street furniture such as seats and litter bins - information plaques introduced to explain the history of the area - measures to reduce and slow traffic - military to be encouraged to understand their duties in relation to their buildings. We would like to be kept informed of further developments.	Noted.	No change.
FRCA3 Member of Public	4	I am happy with the proposed extent of Fulford Road CAA. Living in the bottom part of Alma Terrace (outside the area) I feel that, as one of the more attractive streets in the area, it might be sensible to include the whole street rather than just the Grove. But as an inhabitant I may be biased!	Alma Terrace is an attractive terrace, though it is typical of other Victorian Streets in the city. The area must have "special architectural or historic interest" to warrant inclusion in the designated area .	No change.
	5	There are some more general comments and suggestions I would like to make about the Fulford Road CAA. We all know what a (ever increasing) problem the traffic is, with standing traffic from about 3pm until well into the evening most days. Just ask the taxi drivers! My suggestions below are to help alleviate this in a rather roundabout (sort of lateral thinking) way:	Traffic has been recognized as a problem in the area and CYC Highways Engineering Consultancy are currently implementing a scheme of improvement for other modes of transport. The effects of the scheme will be monitored. Please see 66 below.	No change.
	6	The main thing that people don't like about getting a bus is not the actual bus ride (though some of the modern buses are very jerky). It is the wait at the bus stop. The frequency of buses has improved and hopefully this will continue, with a wider range of destinations. But the other thing that really matters is the quality of the environment in which people have to wait. At present this is pretty nasty. There are several things that could and should be done:	Noted.	No change.
	7	advertising on the bus stops should be illegal. The ads are generally hideous in this environment and people cannot escape them. As a side issue they are also detrimental to the experience of anyone going to a local shop or walking along the road.	Unilluminated adverts below a certain size do not require consent in conservation areas. Unfortunately contracts with private operators also limit the ability to control advertizing	No change.
	8	a cleaning regime for bus stops is needed.	Some bus stops/stands are looked after by private contractors eg JC DeCaux. Any problems should be reported to Paul Brand x1413	No change.
	9	the road surface should be fine grained to reduce the noise level that has greatly increased over the years with more traffic and more use of large chipping road surfacing.	At low speeds the noise is likely to be from cars and not the road surface. The standard road surface is designed to last for 30years. More silent finishes are used in areas of high speed, rather than low speed. Setts and cobbles, characteristic of some conservation areas, tend to be noisy. However they have not been used within this conservation area.	No change.
	10	the road markings (recently renewed) should be greatly reduced and not coloured.	Highway Safety Regulations must be observed and the Highways team consider that markings have been reduced to an extent compatible with the safety audits	No change.
	11	the grass verging that would have extended all along the frontage of, for example, the Aldi/Iceland car park, should be re-instated.	See section 8.8. Where possible verges are being replaced as part of the current Highway scheme. See 73 below.	No change

	12	trees in keeping with the CAA should be planted. One tree has recently been planted - a birch. Planners and landscapers need to understand that not all trees are alike. The general character of the road and the current tree cover is not (overall) one that supports new planting of birch. Just as it is necessary to get permission to cut down a tree in a CA, it should be the case that the new trees planted are in keeping with the character of the area.	Opportunities for tree planting are limited by funding and also by utilities within the pavement zone. Additional planting is considered whenever highways works are taking place as the wider project usually covers the necessary investigation works. Comments about the species will be passed on to the arboriculturist (x1316)	Add note to 8.8 A scheme of additional roadside tree planting of suitable species should be developed to enhance visually weak areas.
	13	I hope that you take up these suggestions as they would, subtly but effectively, change the environment of Fulford CAA considerably for the better.	Noted and CYC Arboriculturist and CYC Engineering Consultancy informed	No change.
FRCA4 Member of Public	14	I have read and studied your Fulford Road Conservation Area Appraisal form. May I point out that there are TV aerials on most of the 18th and 19th century buildings within the conservation area. How about the presence of photo voltaic and solar panels on south facing rooves? These are important considerations, where climate change is inevitable. I would not like to be prevented from putting up such energy saving devices because of appearances. What might be your response?	See response letter on file. Recent changes in planning legislation mean that solar passive measures on roofs would not require permission if they project less than 200mm above the roof surface and if the impact on the appearance of the building or the amenity of the area is minimized. The Conservation Area Appraisal should assist in making these judgements. Usual controls apply to satellite dishes etc. On listed buildings permission should be sought.	Add note in section 8 to clarify. Passive solar equipment should not be added to roofs where it would detract from the appearance of the building or the amenity of the area.
FRCA5 Member of Public	15	Half of the garden to the rear of 16 St Oswald's Road has been excluded from the area boundary. This MAY apply to other gardens in the road. The grass verge, such as it now is has been very severely damaged as a consequence of the building of two new properties in a garden site between no's 17 and 19 St Oswald's Road. I have written on several occasions but to no avail. I hope it can now be dealt with.	Referred verge to Darren Hobson x1367. Please see 47 below regarding boundary line.	
FRCA6 Member of Public	16	This plan does not take into account the incredible history of the Battle of Fulford 1066. There is no acknowledgement of this significant and very important historical event. I believe strongly that this should be acknowledged and marked before it is completely lost. I think that the conservation area should be extended to include the whole of the historical battlefield site. If this area is lost it will never be understood or valued.	The battle site is thought to be near Germany Beck, ie away from this area. Therefore the issue is covered in the Fulford Village Conservation Area Appraisal para 4.3	No change.
FRCA7 CAAP	17	Minutes 6 October 2009 - JR advised that the areas of change were in Section 4 of the report. The panel felt that the document was very comprehensive but one comment suggested that it would be helpful to have a map of the adjoining conservation areas.	Agreed	Add information to Map on page 10 of the report ie show the adjoining Fulford Village and New Walk/Terry Ave Conservation Area boundaries.
FRCA8 English Heritage	18	Thank you for consulting English Heritage on the draft document. However, on this occasion we do not wish to offer any comments.	Noted.	No change.
FRCA9 York Open Planning Forum	19	I think the proposed Local List for York, www.yorklocalist.org.uk should be included in any discussions. It has recently had additional detail and photos of some of the more interesting properties added. However there are still some items where more information is required and if anything interesting comes up in the consultation please let me know.	The emerging local list is informal at present. English Heritage will be producing guidelines for the criteria in 2010. The contents and status of the provisional list will then be reviewed for formal approval. At present there is no statutory protection for buildings on local lists. YOPF to be notified of buildings referred by Consultees	Advice to be sought from Legal Services

FRCA10 Member of Public	20	Having just received through my letter box an appraisal for Fulford Road conservation area I am very puzzled by it I have lived in Fulford for the best part of 68 years and I cant under stand why York city council want to put Ordnance lane into a conservation area can they please tell us what is there of interest, down there?	PRESS 24/10/09 A City of York Council spokeswoman said: "The Fulford Road Conservation Area was designated in 1975. One of the main reasons for designation of the area was the early presence of the military barracks there. It is clear that Wenlock Terrace and Ordnance Lane also include special buildings associated with the military presence, and we are therefore proposing to extend the existing boundary around these streets to recognise their special nature". The qualities of Ordnance Lane (Area D) have been reassessed and it is no longer being put forward for inclusion in the conservation area. Please see Committee Report para 12 for further information.	Area D not to be included in the conservation area. Map p 10, 15 16 22 and section 4.15 of report to be adjusted accordingly (ref para 12 of Committee report)
	21	Also future management suggestions say that passing traffic detracts from the appearance and amenity in the Area so suitable measures to reduce the flow of traffic should be encouraged ,which Area do they mean. Does that mean more traffic lights, leading to more traffic jams, which in turn gives us more air pollution I hope not Come on York City Council get the traffic moving again which will reduces pollution from the standing cars also get rid of the stop junction in fishergate outside the Bingo Hall lets have some filter lanes in at Fishergate for cars coming from Hull rd and going into town the road is wide enough and give those going out of town the left hand lane back traffic moved a lot smoother before it was altered to two lanes of traffic. We now have two lanes converging with one lane from the A19 fulford which have to stop making more pollution out side the Bingo Hall hence the air monitor.	"Earlier this year the council implemented improvements to the section of Fulford Road between Cemetery Road and Hospital Fields Road, and plans to improve the next section from Hospital Fields Road to Heslington Lane early next year. "These schemes will provide facilities to encourage environmentally friendly modes of transport while still catering for motorists' needs. They have been designed taking account of the conservation status of much of this corridor and, wherever practical, efforts are being made to enhance the street environment as part of these schemes. "The council is fully aware of the traffic congestion at the northern end of Fishergate and the resultant air pollution in the vicinity of the bingo hall. A traffic study is currently under way to identify appropriate measures to improve the northern end of Fishergate for all road users and to reduce air pollution. The aim is to carry out public consultation on the proposals early next year."	No change.
FRCA11 Arnccliffe Mews Maintenance Co.	22	Detracting from the quality of the area are litter louts! All the preservation in the world is spoilt by litter.	Noted.	No change.
	23	I think that the boundary is correct.	Noted.	No change.
FRCA12 Member of Public	24	I live and work in the area. Two observations and some suggestions: 1. History and Tourist information: Please can new developments be sympathetic to the history of the site. For instance, I believe that the Aldi/Iceland development is on the site of a tram depot. An architectural feature in the end wall of the Iceland store could have 'echoed' the doorways into the depot buildings. Railings and fences (say) could echo the historic use of the land and lend meaning to (say) road names like, Ordnance Road, or Hospital Fields, or Grange Street ...	The Conservation Area Appraisal will help officers and Members understand the qualities of the area better. When considering new development within and adjacent to conservation areas Local Authorities have a duty to pay special regard to the desirability of preserving or enhancing the special character and appearance of the area - sectn 72 of the PI (LB & CAs)Act 1990.	No change.
	25	2. The most dangerous and unpleasant feature of the area is the traffic, especially when Fulford road is being used to queue traffic in and out of York. It might improve the corridor if the alternatives are developed:	please see 21 above	No change.
	26	Raise the status of the Millennium Way: Clear snow (use the heat from the sewers that run under it?). Keep it clean enough for office and shop workers to use (so that they can get to work without being splashed with mud!). Ultimately, the path itself will need to be raised so that it is self-cleaning after rain or flood.	Millenium Way runs through the New Walk/Terry Ave conservation area. It is vulnerable to flooding and our maintenance teams work hard to keep it clear of debris. As it close to trees the level cannot be altered significantly without causing damage to tree roots. For maintenance issues please contact York Pride Action Line 1551.	No change

	27	Signposts in areas with guest houses and shops. Signpost the pedestrian routes to York and the racecourse (and, in future, the Designer Outlet?). This will help visitors and newcomers to find their way to the river.	Signposting is overdominant and we usually discourage it in conservation areas. However small scale direction finding signs might be considered to link the area with off-road routes and amenities. Alistair Briggs to be contacted x1368	No change
	28	The river is a huge resource (as the early settlers noticed!). We could encourage better use of it. I was shocked to discover that the observation platforms that we built recently were just observation platforms. They weren't designed as jetties so that tourist boats could also use them like bus stops. Future work could bear in mind the possibility that, at some time in the future, We'll develop a river-boat park and ride / express coach interchange from the A64/A19 junction.	This proposal is outside the scope of the appraisal. City Development and Transport Planning teams would consider the viability of this in future strategies.	No change
FRCA13 Member of Public	29	The whole length of Fulford Road has been ruined from Fishergate right through to the bypass. This has been caused by the unnatural amount of traffic flowing along it which has been exacerbated by the designation of York Central Route from the A64 by York Council.	please see 21 above	No change
FRCA14 Member of Public	30	We are new to the area, only moved 9/10/09. We love the part of Fulford we have seen and agree it should be kept as a conservation area. We agree with the boundary from our knowledge so far.	Noted.	No change.
FRCA15 Member of Public	31	No further qualities to add to the appraisal. Yes I think the boundary is correct.	Noted.	No change.
FRCA16 Member of Public	32	There used to be many flowering trees in the area particularly along Kilburn Road which should be re-instated to bring back the character of the area.	This point will be referred to the CYC arboriculturalist. Harvey Lowson x1316. Please see 12 above	Add note in 8.8 as in 12 above
	33	Include the Christian Science Church building within the boundary as it has historic relevance.	It is an interesting building, though it has a poor relationship with the surrounding context. Please see section 4.18 of the Appraisal. YOPF to be notified for possible inclusion on emerging informal local list.	No change
FRCA17 Anon	34	I believe the boundary should include the whole length of Alma Terrace as people use this for access from ?? To the river to town. It has an eclectic range of different dwellings from mid-victorian to late 20C and how they have been developed to blend with each other.	please see point 4 above	No change
FRCA18 Member of Public	35	The boundary seems about right - I have no suggestions to make.	Noted.	No change.
FRCA19 Member of Public	36	I understood that as a result of the Connaught Court Development planning application the Council were going to investigate including the Sir John Hunt Memorial Homes and Connaught Court Grounds in the conservation area?	This area has been included in the Fulford Village Conservation Area. Please see the appraisal which was approved in October 2008.	N/A
FRCA20 Member of Public	37	Extend to include Connaught Court land (I thought it had been, following the public inquiry re the planning application)	See 36 above.	N/A
FRCA21 Member of Public	38	Note the mixed residential and business use.	The map on page 16 plots uses within the area and the mixed functions and character of the area are described in section 5.	No change
	39	Consider including 1950's and more recent development including Broadway West and Danesmead to protect open spaces, trees and examples of 20th century architecture etc.	This type of development is not special to the area. English Heritage Guidance states "for the designation of conservation areas to be effective it is important that rational and consistent judgements are made in determining their special qualities and local distinctiveness...". Trees belong to CYC. If they are perceived to be under threat the CYC arboriculturalist should be informed x1316. Please also see 4 above	No change

FRCA22 Anon	40	Include houses on New Walk Terrace and Howard Street.	Houses in New Walk Terrace are already included within the New Walk/Terry Ave conservation area due to their associations with the historic planned landscape along the river (CA no 6 designated in 1975). Howard Street was considered for inclusion as the houses have a consistency of scale and architectural detail. However their street context is ordinary and so there were insufficient factors to merit inclusion within a special area. Please see para 11 of Committee Report	No change
	41	Re-instatement of york stone pavements where these have been tarmaced (eg Howard Street).	Some areas are governed by the CYC paving policy. Unfortunately funds do not exist to upgrade surfaces to York Stone. Please also see Engineering Consultancy comments at 73 below.	No change
FRCA23 Member of Public	42	The character and interest of the area can best be enjoyed not from a car but from a bike or on foot. Measures to make Fulford Road a radial cycle and pedestrian route to be pursued	A scheme for provision of an off-road cycle route is being implemented in stages at the moment. Please see 21 above and 66 onwards below.	No change
	43	Include the almshouses to the south of St Oswalds Road and protect the trees	This area has been included in the Fulford Village Conservation Area. Please see the appraisal which was approved in October 2008.	N/A
	44	Include Fulford Cross estate - at least the terrace fronting Fulford Road	Please see 49 below.	No change
FRCA24 Member of Public	45	Keep informed.	Noted.	No change.
FRCA25 Member of Public	46	The conservation area especially on St Oswald's Road is enhanced by a diverse range of mature trees that enhance the Conservation Area	Noted.	No change
	47	The boundary to the rear of the properties on St Oswald's Road should be extended to encompass the green corridor between the St Oswald's gardens and the rear of the gardens on Broadway - the mature trees add to the character of the conservation area	The boundary corresponds with the changes in housing curtilages in this location. The area is more open beyond and is not visually accessible to the wider area. There are no remaining points of access for new development and any proposals should be covered by controls over the setting of the area. Please see para 14 of Committee report for further explanation. Trees will be referred to landscape architect for assessment x1341.	
FRCA26 Member of Public	48	The consultation provides a clear summary of the economic and social importance of Fulford Road and the adjacent areas.	Noted.	No change.
	49	No. We believe that the conservation area should be extended to include Fulford Cross for the following reasons: (a) This is an architecturally important development, characterised by its Dutch gables which have frequently attracted the attention of architectural students who have come to photograph them	Although this area of housing has some architectural interest pertinent to York, its layout is typical of many post 1919Act estates. It has a linear form running back from Fulford Road and the frontage properties onto Fulford Road do not respond to the scale and other characteristics of the primary road. We suggest that it is recognized through its inclusion on the emerging Local list rather than by inclusion within the conservation area. Refer to YOPF	No change
	50	(b) It is an interesting terraced development; the houses at first glance look similar, but in reality have subtle exterior differences which contribute to their aesthetic qualities. Fulford Cross constitutes an excellent example of residential housing of circa 1916-1920, and is completely unspoilt	as above	
	51	(c) The position of the houses in Fulford Cross is complemented by the green space known locally as "Fulford Cross Green"	as above	
	52	(d) The houses have an interesting social history, in that they were built by the York firm of William Birch for the York Tramway Company for its employees. It seems likely that the high quality of housing had been influenced by the example of the Rowntree development at New Earswick. The City Council later acquired these houses when they bought the Tramway Company	as above	

FRCA27 Member of Public	53	I am writing on behalf of the Wenlock Terrace Management Company Limited which is responsible for the management of the 5 separate flats in 16 Wenlock Terrace - rather than the whole street, as the name might suggest! Overall, the plans to extend the Conservation Area as set out in the materials on the Council's website meet with our provisional approval. However, we note that Sections 8.3 and 8.4 (page 29, Future Management Suggestions) mention our street in particular, and seek further guidance from your department as to their impact on our property. Specifically, we should be grateful if you could answer the following two questions so that we can discuss them at our upcoming AGM, and provide detailed feedback to you if necessary by the 30th November deadline.	JR reply 11/11/09 - see below	N/A
	54	1. Section 8.3 mentions original boundary walls. Judging by the Restrictive Covenants attached to our property deeds, which date from 1883, the front boundary of this property (on the north side of the terrace) is supposed to be marked by a low stone-capped wall with an iron palisade atop. The low walls remain along the whole terrace but although the railings between the properties remain any that existed in front of the properties have long since disappeared. Might the council be intending to have those reinstated?	There area no funds available through CYC tat present to grant aid schemes of this nature for private properties.	No change
	55	2. Section 8.4 mentions Article 4 Directions. Would these be applied retrospectively (eg, obliging one to remove existing ariels or satellite dishes or gas flues from sight above roof level)	Article 4 directions cannot be applied retrospectively, though normal planning policies would pertain eg policy GP 19 of the Local Plan which concerns Satellite dishes and antennae	No change
FRCA28 CPRE	56	We have viewed online the several documents setting out the character appraisal, the full report, photographs and maps and consider them to be a fair reflection of the area constituting as it does a major entrance into the city. The appraisal is comprehensive, well documented, has our full support and is to be recommended to members.	Noted.	No change.
FRCA29 CYC City Development	57	The plan on page 22 shows buildings which detract form the character of the conservation area, but these don't seem to be described in the text. There are also no suggestions made in the management recommendations for how to improve these identified intrusions;	An appraisal generally describes the characteristics which make the area special. Ownership and other legal restrictions will limit the ability for pro-active intervention by the Local Authority on private land. Should proposals come forward for these sites the LA must consider enhancing the area and the appraisal will assist in pre-application discussions. Please see comment at 24 above.	No change
		In light of the likely changes to PPS15, and ongoing discussions around whether to progress a 'local list', what weight would we give to the identified 'buildings and features of positive value'? Is the fact that these have been identified in a conservation area appraisal enough to afford them more importance than other buildings in the streetscene, or would we need to make reference to them in a specific policy to ensure their future protection? A connected issue - is there an agreed approach to defining buildings and features of positive value? Do we use a set of standard tests? Again, is this something we should/could carry through to policy?	An understanding of the value given to the area and its spaces and buildings should come through the appraisal which follows guidance set out in EH publication "Guidance on Conservation Area Appraisals" and in other publications eg "Informed Conservation". Conservation area designation gives protection from wholesale demolition to buildings and structures identified as having positive interest. Local protection cannot be given to assets which are not covered by National Legislation,. Article 4 directions should be considered to bring other items under plannig control. This has been suggested at 8.4.	No change
		Do we normally make reference to the Local Plan in the introduction, specifically policies HE1 and HE3?	No though the appraisal should be put in the context of the Local Plan and the developing LDF.	Para to be added to Introduction Suggest 1.5 "Fulford Road Conservation Area Appraisal was approved as a supporting document to the conservation policies included in the City of York's draft Local Plan (incorporating the fourth set of changes) by the Planning Committee of City of York Council on The Appraisal will also be used to inform the emerging Local Development Framework.

		In terms of other areas of coverage, did the brief ask for important views to be identified? This would be useful both for this appraisal and also to inform the strategic views analysis.	Yes. This is a linear conservation area with a high degree of enclosure, so there aren't many pertinent views out of or in to the area. The conservation area boundary has been extended to the north though to include the southern end of Fishergate (Area A) where the curved terraces form a visual stop to the area.	
FRCA30 Member of Public	58	No thing to add, agree with boundary.	Noted.	No change.
FRCA31 Anon	59	Infuriating! This has been an arterial road since Roman times and the A19 severs all the tightly packed residential developments abutting this road. To then suggest traffic should be reduced and slowed is cloud cuckoo land and will not improve the lives of those who live in the area now (does one person who wrote this live here and have to cope with the traffic to get home/cycle etc?) Stop this esoteric nonsense and see to the feral youths who cycle in the centre of the roadway and pavement and who live in the Wenlock area	A special neighbourhood police liaison group has been set up to deal with precisely the sort of issue you raise. Please see 21 & 66 for comments on current Highways scheme	No change
FRCA32 Member of Public	60	Boundary to the rear of St Oswalds Road should be extended northwards to include the strip of land stretching almost the whole length of the St Oswalds Road CA. This strip of land primarily forms the northern boundary of the gardens of the houses on St Oswalds Road and the southern boundary of the gardens on Broadway West, for the following reasons;	Please see 47 above	No change
	61	1) the strip of land primarily forms part of the gardens of the houses on St Oswalds Road and is therefore the logical boundary for the CA.	Setting the line at the existing position acknowledges the main area of sub-division of the gardens and the uncharacteristic developments at the east and west ends of the strip referred to.	No change
	62	2) Para 7.21 already notes that further development in this strip of land will be detrimental. The risk will be diminished if the strip of land is included within the CA.	There are no further access points into the area. If any proposals are put forward the area should be protected through an obligation to consider the setting.	No change
	63	3) the strip of land contains many mature trees and contributes to the 'semi-rural setting' of the houses on St Oswalds Road already referred to in para 7.21. Inclusion of the strip of land in the CA will contribute to the retention of the setting.	The existing boundary takes account of the immediate setting of the houses and also of views through to the rear gardens from public areas. To extend the boundary would not appear to add further characteristics to the local distinctiveness of the area	No change
	64	4) Protection of the trees on the strip of land is important. When they are felled, as happens quite regularly at the moment, the setting of St Oswalds Road houses is significantly diminished by the clear views through to the houses on Broadway West. Para 7.15 already notes that Broadway west is an 'unfortunate intrusion' into the CA.	Significant trees within the area should be assessed for TPO status. To be referred to Landscape Architect for consideration x1341.	No change
	65	11 St Oswalds Road - Para 7.19 makes the following statement about St Oswalds Road: 'The houses are two storeys high apart from No.11 which is three storeys high and out of character.' As neighbours of No.11 St Oswalds Road, we agree that the house is out of keeping with the rest of St Oswalds Road. Our view is that this is not due to the height of the house but, instead, due to the later addition of bay windows in the 1920's/ 1930's (just visible in the photo immediately underneath para 7.22 on page 26). In due course we would like to replace the bay windows on No.11 St Oswalds Road in a style more in keeping with the Victorian housing on St Oswald's Road. Accordingly, we would welcome amendment to para 7.19 of the CAA to read: 'The houses are two storeys high apart from No.11 which is three storeys high (and out of character due to the later addition of bay windows).'	The houses along the road possess a variety of characteristics- some similar and some at variance with each other eg roof forms and plot shapes. As the buildings are not part of a complete and uniform terrace we consider that the bays do not constitute a negative feature within the area. See also section 7.20 of the Appraisal which refers to bay windows of various designs	No change
FRCA33 CYC Engineering Consultancy	66	Thank you for forwarding me a copy of the Draft Conservation Area Appraisal for Fulford Road. As the project leader for the Fulford Road corridor improvements which impact on this and the adjacent Fulford Conservation Area we [myself and Halcrow (our consultants)] have worked closely with Janine (and Harvey) in the development of the improvement proposals.	Noted.	N/A
	67	I have to say I found the document very interesting and have a much better understanding of some of the less obvious history of this area as a result.	Noted.	No change
	68	I don't have any comments as such on the document but would offer the following comments for information.	see below	No change

69	The document notes that the A19 Fulford Road corridor is a key artery and, as a result, is heavily trafficked. Your team will be aware that, a couple of years ago, we carried out a multi-modal transport study to develop an improvement strategy for the corridor. We subsequently have carried out extensive consultation on the strategy and the resultant improvement schemes. The first stage, from just south of Cemetery Road to Hospital Fields Road, was implemented earlier this year and the second stage, from Hospital Fields Road to Heslington Lane, is due to commence in January 2010. A further study is underway to develop proposals for the section from Kilburn Road northwards.	Information noted	No change
70	The improvement schemes aim to provide facilities to encourage the use of environmentally friendly and healthy modes of transport (viz. walking, cycling, and the use of public transport). The schemes have been designed taking account of the conservation status of the area and, in particular, to minimise any impact on the tree lined verge along the eastern side.	Information noted	No change
71	As regards Section 8 "Future Management Suggestions" I would advise as follows: Para 8.6 Janine has been consulted in the development of the improvement proposals. Whilst some elements of the scheme such as bus and cycle lanes will have a visual impact, these are an essential part of any improvements if we are to get people out of cars and reduce the number of vehicles using this road.	The project team have consulted CYC arboriculturalist and an officer from Design Conservation & Sustainable Development has been party to the steering group meetings. The project team have made significant alterations to the initial scheme to reduce its impact on the area. The majority of roadside verges will be saved and the scheme has been amended to protect trees. Some areas have been identified for verge reinstatement. Signage has also been reduced but there may be room for further improvement.	No change
72	Para 8.7 This is something that would need to be taken up with Ricky Watson. Some of the lighting columns on Fulford Road have recently been replaced as part of our improvements and we have used black columns and new lighting heads to the latest standards similar to those being used elsewhere in the city. I'm not aware of any adverse comments regarding their appearance.	DCSD to liaise with Street Lighting Engineer	No change
73	Para 8.8 Whilst I note your comments regarding the heavily patched footways, the footways generally appear to be in good condition and we don't have the funding to do extensive resurfacing. Localised resurfacing will take place where we will be significantly affecting the footways. Locations have been identified where new sections of grass verge can be provided. The verge on the eastern side was recently extended from the church near Kilburn Road northwards to the former post office and some localised verges were provided on the new build-outs on the western side. As part of the next stage we intend to provide new sections of verge on the western side between Broadway and the former Gimcrack and between Fulford Cross (the road) and Maple Grove.	Noted.	No change
74	Para 8.10 We are in discussions with Janine as regards the possible replacement of some of the benches as part of our improvement works.	Bench Design to be co-ordinated within the area. New Recently installed bench to be retained in-situ.	No change

	75	Para 8.11 The existing amenity area is somewhat isolated and unfriendly and, as a result, I suspect is little used. We are currently looking at possible improvements in the vicinity of the Cemetery Road junction and it may be appropriate and necessary to include the amenity area in this review.	Consultations with DCSD should continue	No change
FRCA34 CYC Housing	76	Housing Services have been invited to comment on current proposals to extend the conservation area along Fulford Road. In light of current plans to replace the existing run down hostel at Ordnance Lane with new fit for purpose buildings, which will provide quality accommodation and services for vulnerable households, it is our strong opinion that Ordnance Lane should not be included within any revised conservation boundaries.	The criteria for inclusion in a conservation area must be observed regardless of future plans. However the area has been reassessed. Map sources show that the houses were built in the early C20th and they are of a generic hospital type. The military hospital was on the adjacent site to the south and this was a formal complex built in the mid C19th. Ordnance Lane is one-sided and it is not experienced from public areas outside the site.; though the first house turns its back onto Fulford Road providing a weak frontage to the conservation area. Given that the formal and historical relationship with the military barracks and with the main artery of the conservation area are rather weak -esp. in comparison with other developments suggested for inclusion in the area- we recommend that Ordnance Lane is not included. However the frontage strip (F) should be continued across this area (in a similar way to E) to reinforce the importance of its design in any future developments.	Area D to be omitted and line of F to be continued along to Wenlock Terrace
	77	Housing Services own and manage the buildings on Ordnance Lane shown as site D in the conservation appraisal. The appraisal proposes extending the conservation area to include Ordnance Lane and the associated buildings, and Housing Services object to the inclusion of this area.	Please see 76 above	as above
	78	The buildings at Ordnance Lane (known as Ordnance Lane Hostel) form the main temporary accommodation for homeless households on the eastern side of the city, and also provide a base for outreach services to vulnerable families. The hostel provides 32 units of varying sized accommodation, some with shared facilities, located in 4 separate buildings. The buildings were originally part of the wider military establishment in the area but have been used by the council as temporary accommodation for a significant period of time.	N/A	N/A
	79	The buildings have not been modernised and are in need of significant refurbishment. The fabric of the buildings are poor and even with an estimated £1.3 million investment to bring them up to a minimum standard they would provide very poor quality accommodation with limited scope for self contained flats, and remain difficult to manage. Housing Services have no other use for these buildings because of their limited scope for conversion.	N/A	N/A
	80	There is a need for good quality affordable housing in York as evidenced in the Strategic Housing Market Assessment. There is also a need for supported housing for vulnerable households and individuals. As detailed above the current provision at Ordnance Lane is not fit for purpose and Councillors have already agreed, in principle, to redevelopment proposals for the site. This was agreed prior to a submission for funding to Communities and Local Government in January 2008. Although this bid was unsuccessful there is a commitment to redevelop the site to provide well designed, quality accommodation for homeless households.	N/A	N/A
	81	Housing Services are working with a local Housing Association to secure funding for redevelopment of Ordnance Lane. A bid has been submitted to the Homes and Communities Agency for capital funding for the project. The current plans which are being developed will be sympathetic to the buildings within the current conservation area and any new development will complement the style and vernacular of the existing built environment.	see 76 above	see 76 above
	82	Any funding for the redevelopment will be subject to delivery within a tight time scale and it is unlikely that this timetable could be achieved with the additional requirements of development within a conservation area and the uncertainty this bring may result in this window of opportunity for capital funding not being available. If the site is not redeveloped then vulnerable households will continue to live in poor standard accommodation and the commitment already made to new provision will not be met. Housing Services will not invest in buildings that will not meet the needs of residents, although the council is committed to the provision of additional affordable homes and to meeting the needs of vulnerable households.	N/A	N/A

	83	The conservation area appraisal states that 'the area (Ordnance Lane) would not justify conservation area status in isolation but in association with Wenlock Terrace housing it is considered to add further interest and diversity, and to justify inclusion'. Ordnance Lane has no physical link with Wenlock Terrace and it is difficult to see how one complements the other. The main buildings at Ordnance Lane are situated at the back of the site away from Fulford Road and look on to the back of Wenlock Terrace. The design, style and density of the two areas are separate and stand in isolation. For this reason Ordnance Lane should be considered separately and if this were the case then the appraisal states ' the area would not justify conservation status in isolation' and therefore should not be included within any conservation extension.	Noted - please see 76 above	see 76 above
	84	It is reiterated that any future new building on the Ordnance Lane site will fully comply with planning policy in terms of siting, materials and respect to local character and amenity, and will be subject to full public consultation in order to provide a high quality designed scheme in this area.	Noted	Maps on page 10, 15, 16 & 22 to be amended. Paras 4.5 & 4.15 also to be revised to acknowledge no 76 above
FRCA35 Fulford Parish Council	85	Fulford Parish Council welcomes this appraisal, which is considered to be a thorough and comprehensive assessment of the Fulford Road area. The Council wishes to make one observation relating to the boundary as it is drawn to the north of St Oswalds Road. We note that that the conservation area boundary is currently drawn with the line running through the centre of the gardens on the north side of St Oswalds Road. (map page 10.) It is suggested it would be more logical to draw the boundary a little further to the north, so that it includes the full extent of these gardens. This would ensure that future backland development would be of an appropriate scale and design.	Please see 47 above and para 14 of Committee Report.	
FRCA36 Planning Committee	86	Consider inclusion of the former post office and the barracks site	The former post office is in the middle of a block of bungalows which is not an area of local distinctiveness. Local listing would be a more appropriate form of recognition as conservation designation recognizes the quality and character of areas rather than of individual buildings. The historic interest of the Imphal Barracks complex decreases eastwards, partly due to replacement new buildings. The designated area has the greatest visual impact on Fulford Road - ref 7.5 of Appraisal.	

FULFORD ROAD CONSERVATION AREA APPRAISAL



CONTENTS

1	INTRODUCTION	Page 2	This Conservation Area Appraisal was prepared in July 2009 by Lindsay Cowle (Conservation Consultant) on behalf of the City of York Council. The format and content were agreed with the Design, Conservation and Sustainable Development Section of the City of York Council, and the document was approved by the Council in ?
2	LOCATION AND CONTEXT	Page 3	
3	HISTORICAL DEVELOPMENT	Page 5	
4	CONSERVATION AREA BOUNDARY	Page 9	This Appraisal acknowledges the historical assistance provided by various books on the area, in particular:
5	GENERAL CHARACTER	Page 14	CM van Wilson – ‘The History of a Community’, 1984
6	THE NORTHERN AREA	Page 17	CM van Wilson – ‘Beyond the Postern Gate: a History of Fishergate and Fulford Road’, 1996.
7	THE SOUTHERN AREA	Page 23	Ivan Broadhead – ‘Beyond the Bars’, 1989
8	FUTURE MANAGEMENT SUGGESTIONS	Page 28	The history of the military barracks draws on a private study ‘The Army and a City’ by G Heelis 1956. Reproduction of old photographs is with the consent of York City Library.

I INTRODUCTION

- 1.1 Section 69 of the Planning (Listed Buildings and Historic Areas) Act 1990 requires local planning authorities to designate as conservation areas any ‘areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance’. In addition, authorities are required to carry out periodic reviews of the conservation areas under their control.
- 1.2 Section 71 of the same Act requires local authorities to formulate and publish proposals for the preservation and enhancement of conservation areas and to submit them to a public meeting for consideration. Following designation the local authority, in exercising its planning powers, must pay special attention to the desirability of preserving or enhancing the character or appearance of a conservation area (Section 72 of the Act).
- 1.3 The Fulford Road conservation area was designated by the City of York Council in 1975. It is located on the southern outskirts of the city (see map) and threads its way through an area on the east side of the River Ouse mostly occupied by 19th century existing or former military barracks and various types of housing from the 19th and early 20th centuries.
- 1.4 This document sets out the findings of a character appraisal of the Fulford Road conservation area and can be regarded as being in four parts. The first part (Chapters 1-3) sets the scene by analysing the history and baseline factors of the conservation area. The second part (Chapter 4) reviews the existing extent of the conservation area and makes proposals for revision of its boundaries. The third part describes the area as revised, firstly in general terms (Chapter 5) and then, in more detail, as two sub-areas (Chapters 6-7). The final part (Chapter 8) contains suggestions for future management.



2 LOCATION AND CONTEXT

2.1 Fulford Road Conservation Area is a linear conservation area on the southern outskirts of the city which closely follows a 1 kilometre section of the A19 trunk road leading southwards to Selby and the modern A64 York by-pass. It is roughly parallel to the River Ouse half a kilometre away to the west, the river (and the route following its bank) having been a major approach to the city throughout history. At its northern end the A19 collects traffic circulating round the ancient defensive walls of the city centre and leads it through the Conservation Area, initially to Fulford Village which lies immediately to the south. No significant roads connect to the A19 along the route.

2.2 The area is relatively low-lying and topographically featureless, rising no more than 50 feet or so above the River Ouse, which although well inland is little above sea level. It is stands on a slightly elevated ridge of glacial sand and gravel, with glacial outwash deposits and alluvium in the lower areas. Leaving the city there is a distinct fall in level in the centre of the Area, which is regained on approaching Fulford village.



Fulford Road context map- York City Centre (top) Fulford village (bottom)

- 2.3 The Conservation Area lies within a fully built-up area of the city suburbs. Its character varies along the A19 road which forms its 'backbone': some areas are strongly military, reflecting the two important army barracks which were established here in the late 18th and late 19th centuries, parts of which have since been redeveloped for office and industrial use. Otherwise residential uses predominate, mostly in the form of Victorian terraced or mid-war housing. Due to their convenient location on a main entrance to the city many residential properties have been converted to hotels or guest houses.
- 2.4 The Conservation Area has relatively 'loose' boundaries in many areas and has no definite focal point or community. At its south end it adjoins the Fulford Village Conservation Area (as extended in 2008) which retains its distinct character as a village and community. At its north end it adjoins the New Walk / Terry Avenue Conservation Area which leads off to the River Ouse, but otherwise it merges into busy streets of less townscape interest.
- 2.5 Apart from the adjoining Conservation Areas the Area does not include or adjoin any areas with special designations. However, it focusses on a major vehicular route into the city which is crossed (at Hospital Fields Road) by two major east-west cycle ways (routes 65 and 66 of the National Cycle Network) leading to and from the new Millennium Bridge over the River Ouse to the west.
- 2.6 Due to the volume of traffic now entering the city from the south the Conservation Area is experiencing some pressure from through traffic, which conflicts with its character and reduces its amenity to residents and visitors: traffic reduction measures are therefore being explored. It is also experiencing some pressure from residential development. This is therefore an appropriate time to reassess the character of the Conservation Area and ensure that its special character is not compromised.



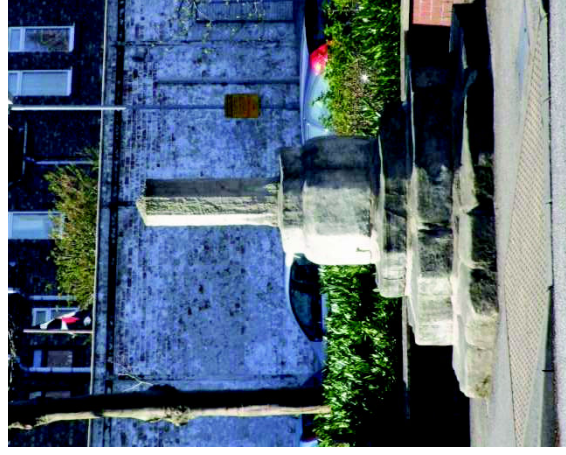
3 HISTORICAL DEVELOPMENT

3.1 Fulford Road Conservation Area is a distinctly linear conservation area which straddles the main A19 trunk road leaving York in a southerly direction, connecting the city historically to the village of Fulford en route for Selby and Doncaster. Until relatively modern times it was included in the parish of Fulford, which finished close to the city walls.

3.2 It is thought that the road is of Roman origin, providing a route to and from the city a short distance east of the River Ouse where it could utilise the firm and well-drained ground offered by the gravel ridge, although archaeological evidence is lacking. However, despite intensive Roman occupation of the city and of activity in Fulford there is no evidence of Roman or earlier presence in the area between.

3.3 Following the Roman occupation it is possible that another route with small settlements existed closer to the river, on less reliable ground, which may account for the original parish church (the 12th century or earlier Church of St Oswald -) just outside the southern end of the Conservation Area.

3.4 During the mediaeval period the area remained undeveloped and provided common grazing land shared between the City and St Mary's Abbey, by then the major landowner in Fulford: the ancient Fulford Cross (which mostly survives, opposite the Infantry Barracks) dates from around 1484 and probably defines the boundary of the grazing rights. The cross was then a major feature, probably used as a meeting place and for ceremonial purposes, and in 1541 the city leaders received Henry VIII here on their knees, in penance for their support for a local rebellion.



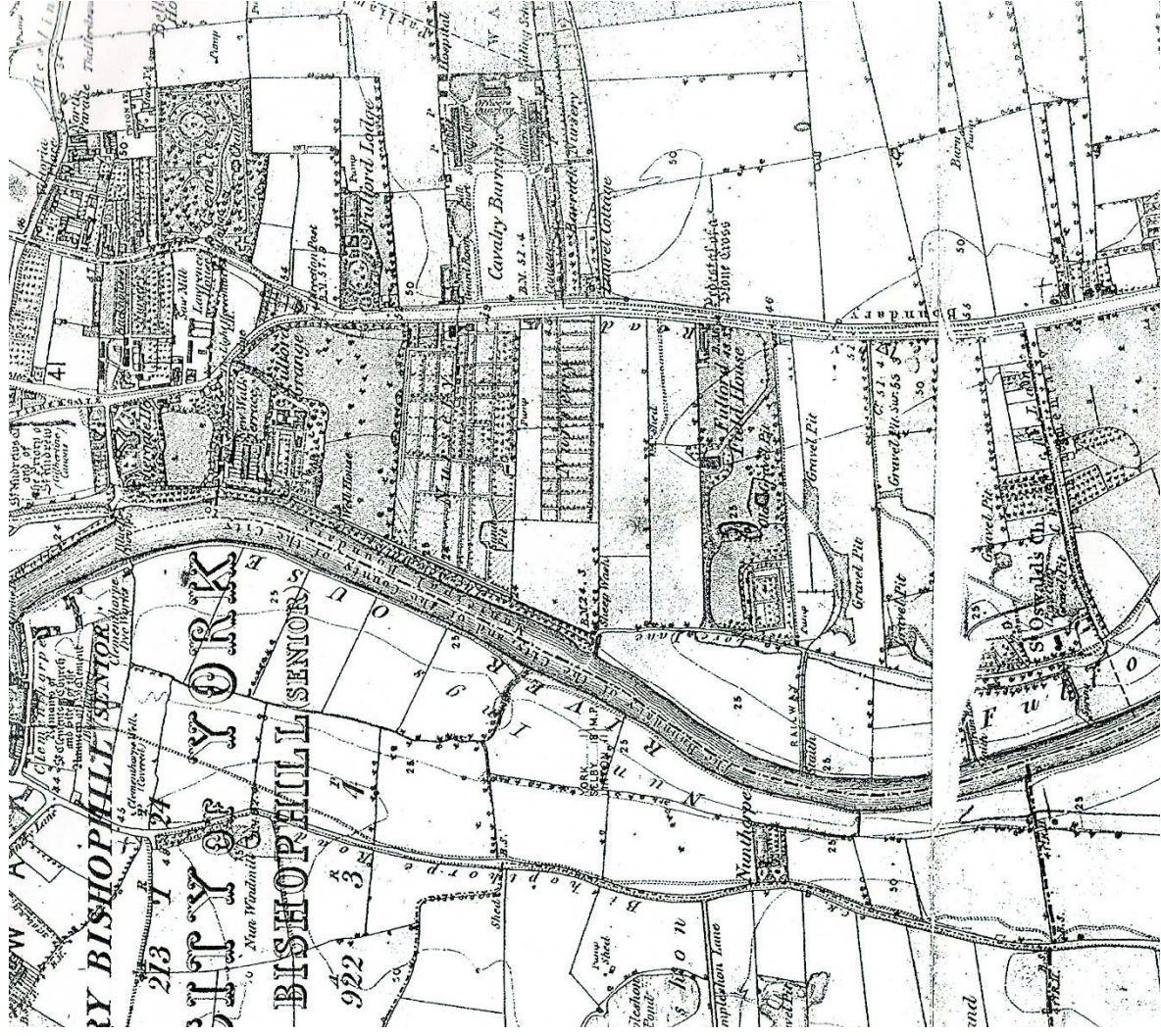
The ancient Fulford cross

3.5 In 1759 the common land was Enclosed to become part of Walmgate Stray, and the land to either side of Fulford Road was divided into fields with roughly parallel boundaries. These separate land holdings would dictate the form of much of the built development during the following century. It is likely that St Oswald's Road was created at that time, following one of the new boundaries, to create a new route to St Oswald's Church which better suited the new pattern of land ownership.

3.6 The OS Map of 1853 (- the first detailed map of the area -) shows the fields bounding the river being used mostly as either nurseries or gravel pits, with the city housing suburbs starting to appear on Fishergate, and two or three high status houses in large grounds.

3.7 The most important arrival by that time was the Cavalry Barracks, built on the east side of Fulford Road in 1795 on open land. This was the start of a military presence which would dominate the character of the area until the present day.

- 3.8 The Cavalry Barracks were opened in 1795 to house troops of the militia who had previously been billeted in inns around the City and the neighbouring countryside, and reliant on a notice in the gazette to assemble for inspection. By 1793 Britain was preparing for war with France, and barracks were needed in order to have troops on hand and immediately available for muster.
- 3.9 Fulford barracks was one of 101 barracks built in England between 1793 and 1804 by the Barracks Master General and designed by James Johnson and John Sanders, the official barracks architects. It occupied 19 acres, of which 12 acres provided barracks for 4 troops (232 men and horses) of the Ancient British Fencibles and 7 acres to the south provided a nursery garden. The Barracks Inn (now the Fulford Arms) soon appeared next door.
- 3.10 During the second half of the 19th century the barracks site was more intensively developed to include married quarters, a church and a prison, extinguishing the nursery garden, and a Military Hospital was built on the opposite side of Fulford Road.



Ordnance Survey map 1853

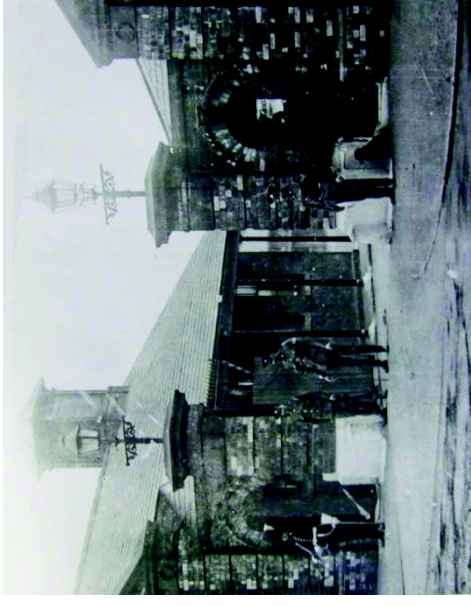
3.11 Terraced housing had extended into the area from the city and several uses and buildings had sprung up around the barracks (notably in Wenlock Terrace), meeting the growing demand for accommodation and commodities. Civilian and military appear to have integrated well: the barracks were open to the public on Sundays and visits and military parades had become big social events. At the southern end of the area Fulford was becoming an attractive residential area and housing had appeared along St Oswald's Road and on Fulford Road nearby.

3.12 In 1877-80 a much larger site (35 acres) adjoining the south side of the Cavalry Barracks was developed as an Infantry Barracks, re-named the Imphal Barracks in 1951 in commemoration of campaigns in Burma. The site was developed under the new 'Cardwell Reform' policy of combining regular and reserve battalions on the same site. The West Yorkshire Regiment 14th Foot (- soon after renamed the Prince of Wales Own Regiment -) occupied the north side and the 2nd West York Light Infantry occupied the south side, with a shared parade ground in between.

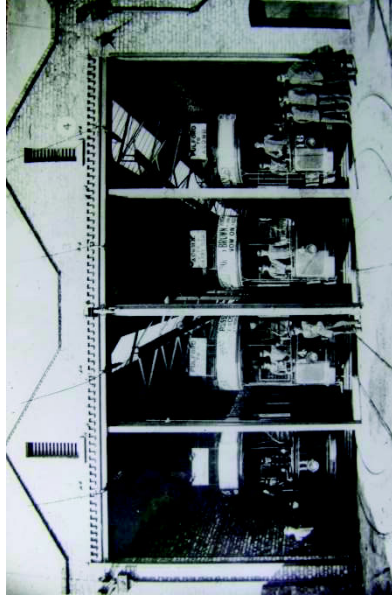
3.13 The Infantry Barracks were designed at the War Office by Major HC Seddon, and the highly defensive Keep fronting onto Fulford Road is one of the most distinctive and impressive buildings in the area.

3.14 By 1878 the military base was of such high status that the Northern Command Headquarters was moved from Manchester to Tower House in Fishergate, a short distance to the north. The Royal Army Ordnance Corps established its base behind the Military Hospital in 1890.

3.15 In 1880 the first horse-drawn trams appeared in York, with steam trams to Fulford, further hastening the spread of the city suburbs. The tram depot was located opposite the Infantry Barracks, behind Fulford Cross, presumably to help link the barracks to the Command Headquarters and the city centre. The terraced housing around Alma Terrace became a popular living area for the tram drivers and conductors. The trams were electrified in 1910.



Cavalry Barracks original main entrance c1910



Fulford Road tram depot 1911

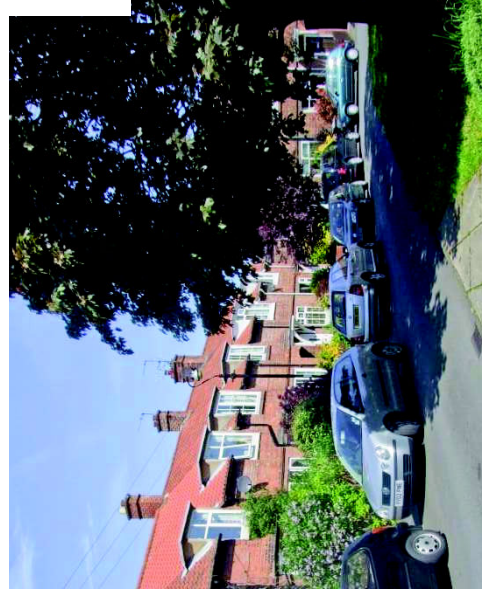
- 3.16 The northern part of the civil parish was amalgamated with the borough of York under the York Extension and Improvement Act of 1884 and the area effectively became part of the city. The east side of Fulford Road from the Cavalry Barracks to Fulford village was planted with trees to enhance the approach to the city centre.
- 3.17 In 1913 the first 'Council houses' were built in Alma Grove to rehouse families displaced by the clearance of Pavement when Piccadilly was created, and further Council housing followed behind the tram depot at Fulford Cross. Residential expansion was not confined to working class housing but still included high status private villas such as Westfield House (later the Gimcrack Hotel, a popular venue for the military), Ousefield, Danesmead, and the smaller but well designed houses opposite such as The Limes. In the 1930's new middle class private housing estates appeared in Kilburn Road, Maple Grove and Broadway / Broadway West.
- 3.18 The military establishments continued to expand during the early 20th century with the appearance of the Royal Army Medical Corps on a site adjoining the hospital, and further staff accommodation: however, the dominant military presence declined in the latter part of the century with the closure of the Cavalry Barracks and the removal of most buildings other than the front guard houses. The Military Hospital, RAOC and RAMC sites were also vacated. New industrial, office and residential buildings have appeared but the former uses are still embodied in the street names (Hospital Fields Road, Ordnance Lane etc).
- 3.19 The tram depot, which closed with the disappearance of the trams in 1935, has been removed and replaced by retail units.

4 CONSERVATION AREA BOUNDARY

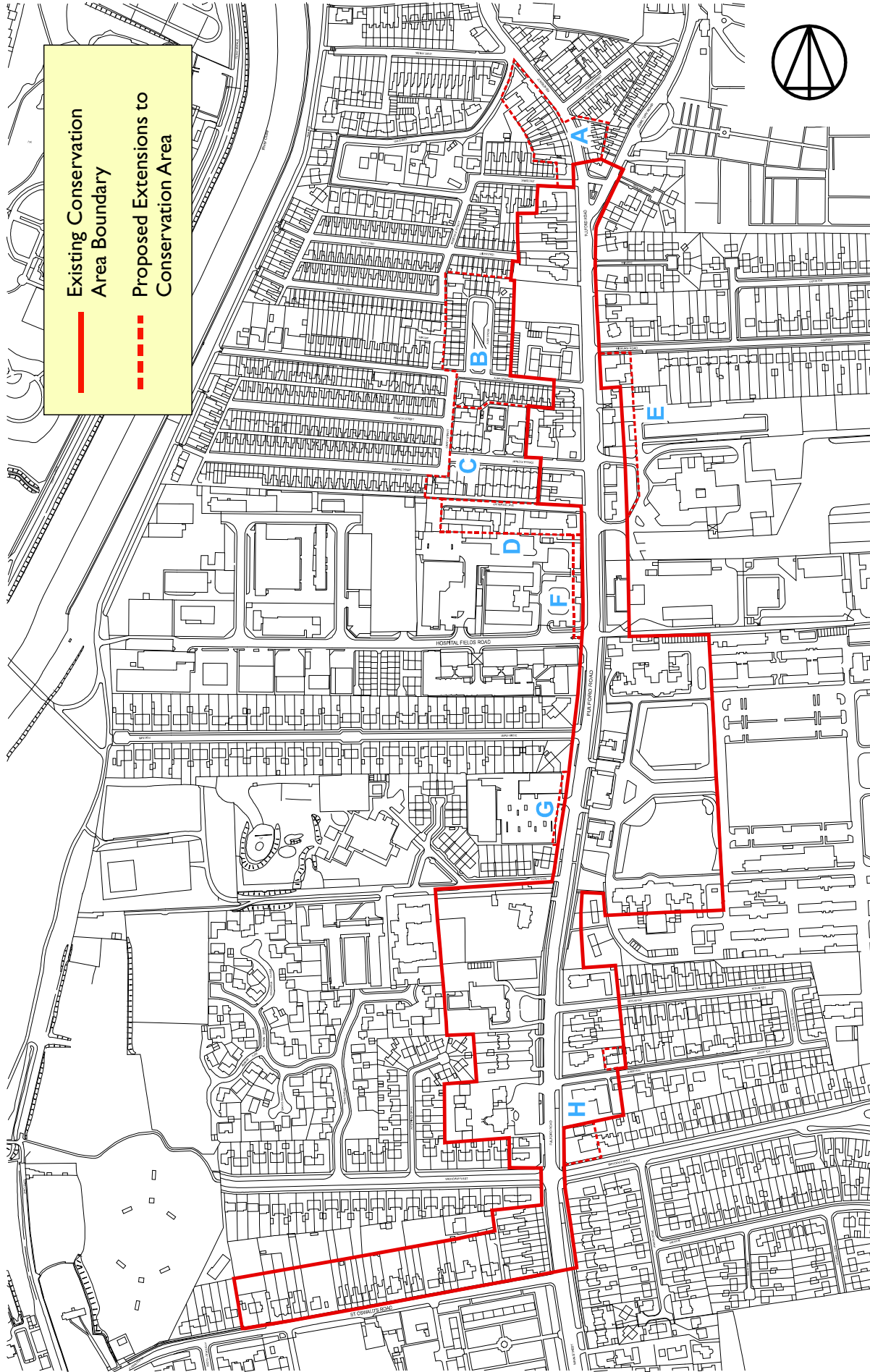
- 4.1 The existing boundary of the Conservation Area is shown on the map overleaf. It is centred on the military barracks and related uses which were built here from the late 18th century onwards, and which were of great importance to the city; but it also includes 19th and early 20th century housing built along the A19 trunk road which give a distinctive character to this city approach.
- 4.2 The Conservation Area was designated in 1975 and has remained unaltered despite considerable changes within the locality and a better understanding of its history; as part of this Conservation Area appraisal the extent of the Area and the appropriateness of its boundary has therefore been re-assessed.
- 4.3 The Conservation Area is unusually long and narrow, with some fragile sections, and modern redevelopment has added to that fragility. Even so, it is considered that the Area still retains a special character, and that it continues to justify a high degree of control.
- Together with the Fulford Conservation Area to the south, and the New Walk / Terry Avenue Conservation Area to the north, the Area will continue to secure the protection and enhancement of this important approach to the city centre.
- 4.4 In addition, it is now appreciated that the Area has an exceptionally rich diversity of housing types, which adds to its interest, and that some adjoining areas of housing should be included in the area to increase its substance and value. The range includes early 19th century rural villas, Victorian detached and semi-detached villas, Victorian two, three, four and five-storey terraces, 19th century military housing, early 20th century detached and semi-detached housing, and early 20th century council housing.
- 4.5 Several adjustments to the Conservation Area are therefore proposed, and are shown labelled A-H on the map overleaf.



Southern end of Fishergate (Area A)



Alma Grove (Area B)



A - Southern end of Fishergate

4.6 This includes Nos 89 -101 Fishergate (on the east side) and Nos 126-152 Fishergate (on the west side), which are continuous curved terraces of mid-late Victorian houses. The curve leading out of Fishergate is a distinctive feature of the road and gives these buildings prominence from both directions.

4.7 Whilst these houses are similar to many others of the same date in York Nos 89 -101 are relatively unspoiled and due to their curved layout they act as a visual 'stop' to the Conservation Area when looking northwards along Fulford Road. Nos 126-152 are visually less well related to Fulford Road but are nevertheless presentable houses which terminate with the Priory Hotel, a late 19th century ornate building with good quality stone detailing.

4.8 The addition of Nos 126-152 to the conservation area would close a short gap which currently exists between the Fulford Road Conservation Area and the New Walk / Terry Avenue Conservation Area on the west side of the main highway.

B - Alma Grove

4.9 This includes a development of 30 houses built by the City Council in 1913 and arranged around three sides of a landscaped open square. In a city noted for its role in social housing provision (especially the Joseph Rowntree Foundation) this is a development of some social interest.

4.10 The western side of the square is enclosed by Alma Terrace, which mostly consists of unexceptional terraced housing but which at this point includes a former late 19th century police station, now converted to a guest house ('Copper's Lodge'). The building dominates the western side of the square and is of some architectural and social interest, being strategically placed close to the army barracks and what were then the less salubrious residential areas nearby.

4.11 It is considered that the area has sufficient architectural and social interest to justify its inclusion in the Conservation Area, particularly in association with Wenlock Terrace (see **C** below).

C - Wenlock Terrace

4.12 This includes the terrace of twelve 5-storey houses on the south side of Wenlock Terrace and the five identical houses on the north side. These are very large houses, attractively and individually detailed and unique to York. They were built speculatively in the late 19th century to appeal both to the high-ranking officers of the military barracks and the higher social strata of the city's populace.

4.13 During the early 20th century two houses in the southern terrace were combined to create a soldiers' rest home, shown on the 1931 OS map, which has some importance in military / nursing history. Stables for the officers were provided in the south-west corner, (Nos 1-7 The Stables in Ambrose Street, since converted mews flats) and other buildings in the street have been occupied by the military at various times.

4.14 The houses in Wenlock Terrace are very similar to an adjacent terrace fronting onto Fulford Road, which is included in the Conservation Area but which comprises flats over shop units rather than full height dwelling houses. There is equal justification for Wenlock Terrace to be included in the Area, together with the former stables.

D - Ordnance Lane

4.15 This includes the eastern part of Ordnance Lane and a long narrow site running alongside containing houses and flats probably built for staff of the military hospital which it adjoined (now the Shepherd Construction office site). The buildings to the rear have some quality and architectural interest, as well as some social interest. The area would not justify conservation area status in isolation but in association with the Wenlock Terrace housing it is considered to add further interest and diversity, and to justify inclusion.

E - Cavalry Barracks Site

4.16 The majority of this site has been redeveloped in recent years, leaving only the guard rooms on the frontage, and in places nothing more than the high boundary wall. The existing Conservation Area extends rather deeper into the site in order to include the mature trees which add strength to the frontage, but the boundary is indeterminate and either cuts through or excludes some critical trees.

4.17 It is considered desirable to relate the boundary to existing site features (- the internal road layout -) and ensure inclusion of the critical trees.

4.18 At the same time it is proposed that the new boundary be extended northwards through the Fulford Arms carpark and the rear of the Christian Science Church at the corner of Kilburn Road. The purpose is not to protect the church but to ensure greater control over this corner site, which marks the start of the Conservation Area on the

east side of Fulford Road and if ever redeveloped would require a building form compatible with the public house and barracks adjoining. Consent for redevelopment has recently been granted which meets this requirement.

F - Frontage to Hospital Fields

4.19 This site has been redeveloped in recent years as offices for Shepherd Construction. It occurs at a point where the Conservation Area is fragile due to new development on both side: of the road, and where a firm definition of the highway boundary is essential.

4.20 As part of the redevelopment a strong boundary wall has been provided, backed by occasional trees: however, these features lie outside the Conservation Area boundary, and it is considered desirable to protect them by setting the boundary 5 metres behind the highway frontage. The mature trees further within the site are already protected by Tree Preservation Orders.

G - Frontage to retail store complex

4.21 This site (formerly the tram depot) has been developed in recent years as retail outlets around two sides of a shoppers' car park. The old Fulford Cross is located just to one side of the carpark entrance. The complex is of modern design, unrelated to the Conservation Area, and has required screening from Fulford Road.

4.22 As part of the redevelopment a tree screen has been provided, set within walled shrubbed areas. However, the trees lie outside the Conservation Area boundary and are unprotected: in addition, the existing boundary does not acknowledge the cross and the need to control a zone around it to ensure a proper setting. It is therefore considered desirable to protect the trees and setting of the cross by setting the boundary 5 metres behind the highway frontage.

H - Derwent Road / Broadway

4.23 Two minor adjustments are proposed in this area. At present the Conservation Area includes No 1a Derwent Road, which is a modern bungalow built to the rear of No 145 Fulford Road. Whilst it stands in the rear part of what was historically one plot it is now independent and out of character with the Conservation Area and the boundary ought to be adjusted to exclude it.

4.24 At the same time the Conservation Area excludes the original house No 151 Fulford Road ('Broadway Lodge'), at the corner with Broadway, which is a symmetrically designed and presentable detached house of the 1930's: it also occupies a conspicuous corner site at the entrance to the Conservation Area. It is therefore considered desirable to include this house (and of necessity No 149) in the Conservation Area. No 151 has been extended in recent years to include Nos 1-3 Broadway, but it would not be appropriate to include them in the Area.



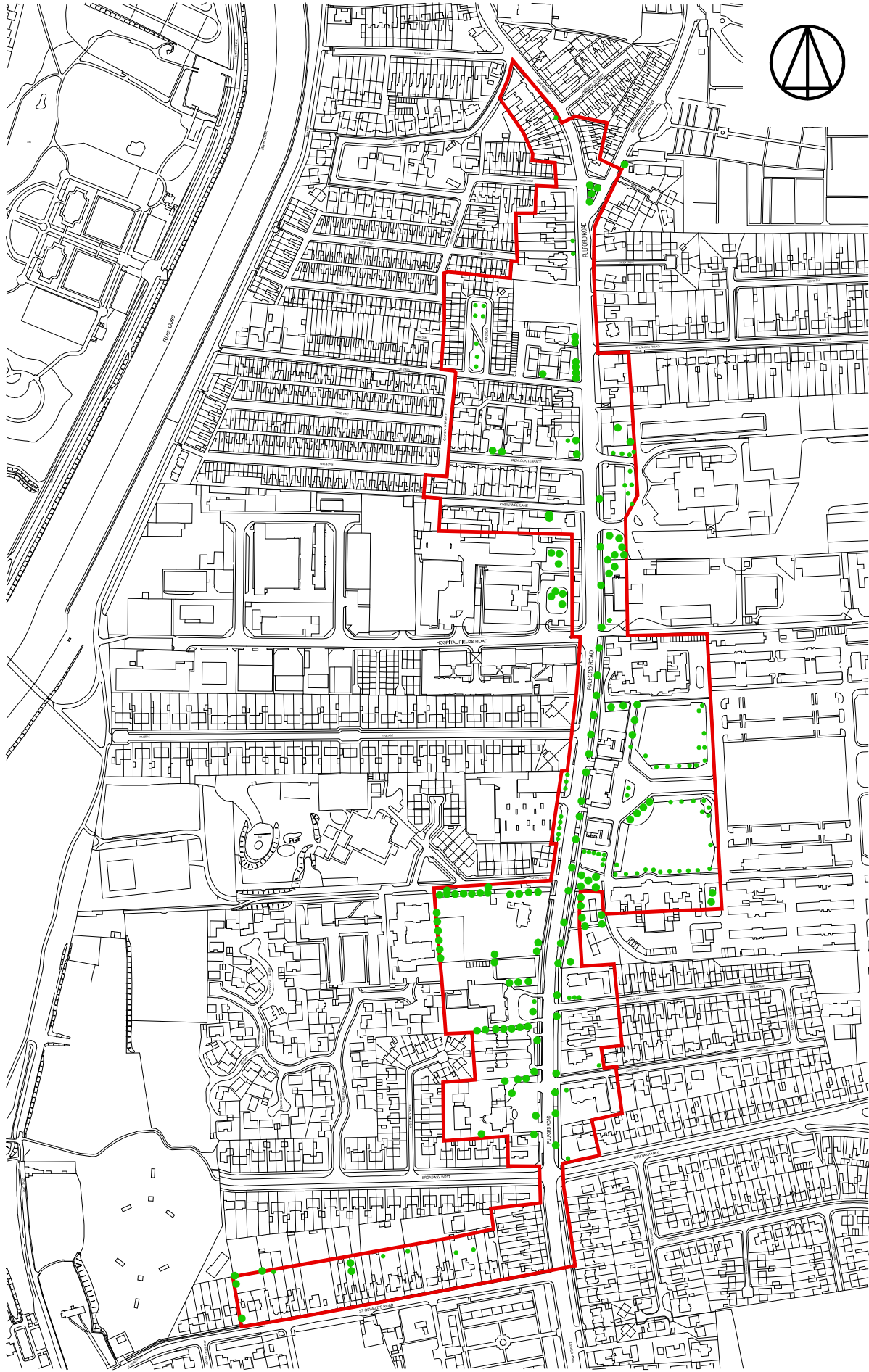
Wenlock Terrace (Area C)



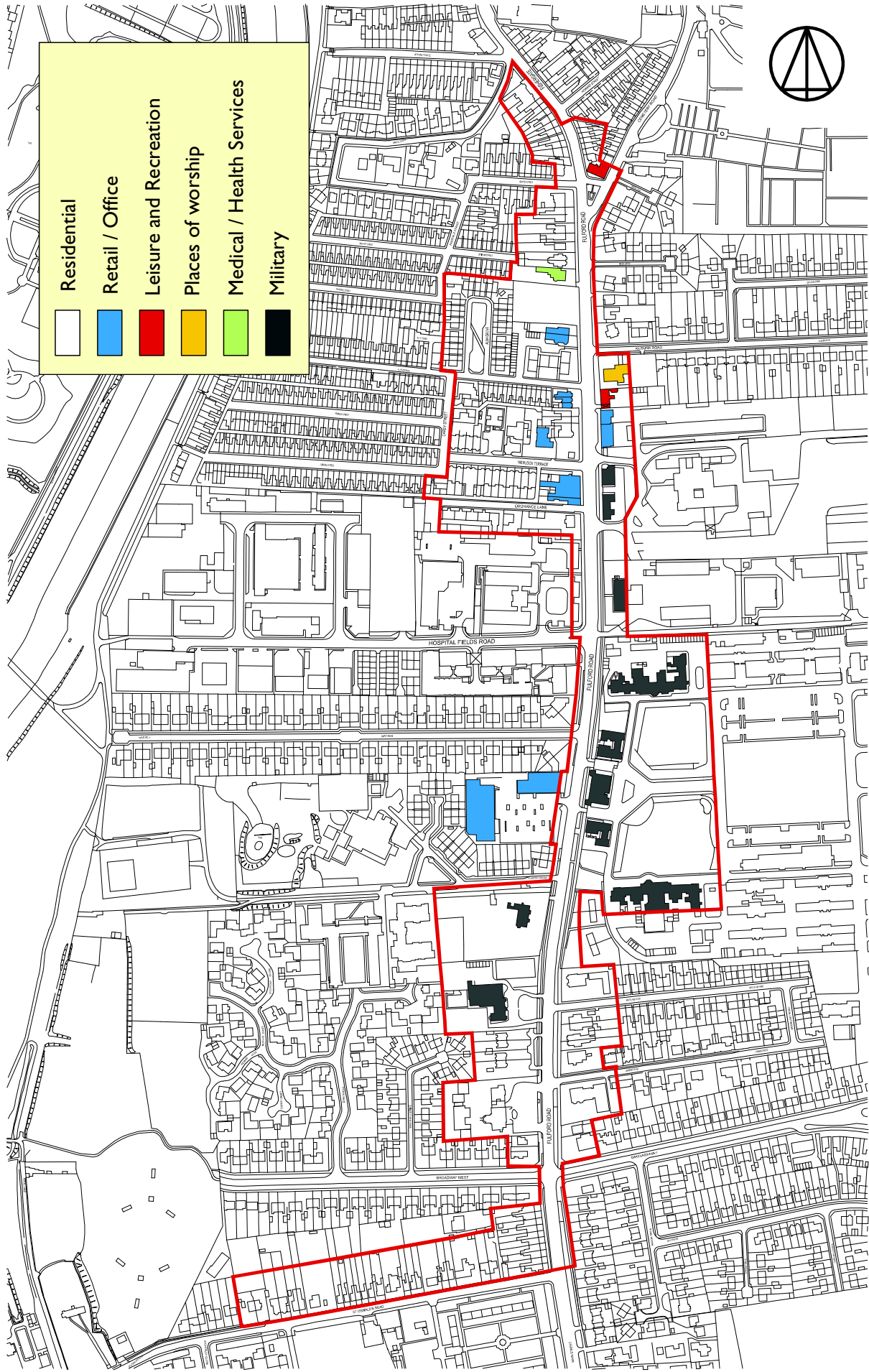
Retail complex frontage (Area G)

5 GENERAL CHARACTER

- 5.1 Fulford Road is a large scale road which leads out of the city centre with a great sense of purpose. As a major route to and from the city centre since mediaeval times it has attracted diverse uses which for strategic reasons have required on the one hand proximity to the city centre and on the other hand ease of departure to other parts of the country, or space, or amenity.
- 5.2 Its attractiveness as a residential area between the city centre and Fulford has been long established and has resulted in a diversity of housing ranging from large early 19th century semi-rural villas to densely planned Victorian terraces and mid-war housing developments. The strategic value of the area is reflected in the high number of hotels and guest houses, in common with other major radial routes such as the A1036 further west.
- 5.3 However, unlike the other main radial routes which have mostly retained their basic suburban residential character or which follow attractive strays into the city, the character of the road has been greatly dictated by the Cavalry and Infantry Barracks built in the late 18th and 19th centuries. The barracks have in turn attracted other specific forms of use and architecture which do not appear elsewhere in the city.
- 5.4 As a consequence the Fulford Road Conservation Area has a more functional and purposeful appearance than equivalent routes into the city centre. It has a diverse character which changes along its length, making it difficult to generalise other than to describe it as lining a large scale and very busy radial route, the highway itself being of generous width and enhanced by broad landscaped verges and the mature trees which line most of the eastern side.
- 5.5 A useful way of appraising the area is to regard it as comprising 4 sections travelling north to south viz:
- Fishergate to Alma Terrace**, which is primarily residential in character;
 - Alma Terrace to Hospital Fields Road** - the former Cavalry Barracks etc (These two sections comprise the Northern Area described in Section 6)
 - Hospital Fields Road to Fulford Cross** - the Infantry Barracks; and
 - Fulford Cross to St Oswald's Road**, which is residential in character (These two sections comprise the Southern Area described in Section 7.0)



Map showing visually prominent trees



Map showing building uses

6 THE NORTHERN AREA (see plan page 22)

Fishergate to Alma Terrace

6.1 The Conservation Area begins with the Priory Hotel on the west side of Fishergate, which appears to comprise two large original houses built in 1875. They are particularly attractive and distinctive due to their ogee gables, polychrome brickwork, decorative stone dressings, and ornate ground floor bay windows.

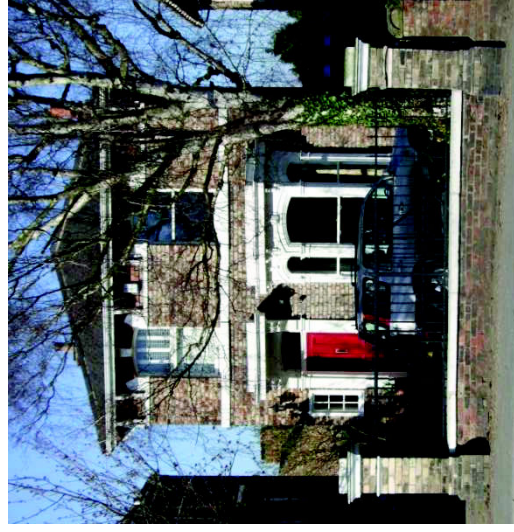
6.2 The remainder of Fishergate is lined by opposing terraces of mid Victorian houses, those to the west set behind attractive walled and railed gardens. They are typical of York for their age, having decorative door surrounds, bay windows, eaves details and brickwork, but they are unusual in being curved to follow the sweep of the road, which is a distinctive feature of the townscape, and their roofs are still uninterrupted by later dormers. The eastern block helps to form a visual 'stop' to Fulford Road when looking north. The shopfront and forecourt to No 152 at the corner of Grange Street are rather alien and could benefit from improvement.



Priory Hotel, Fishergate

6.3 Fishergate is joined by Cemetery Road to become Fulford Road, with the Grade II listed Conservative Club in between, facing a walled amenity area where the roads meet. The Club was built as a house around 1810, standing in isolation: it has been altered by later bay windows and marred by modern windows but it provides a visual 'stop' to the north end of Fulford Road, together with the trees in the amenity area.

6.4 Travelling southwards Fulford Road is quickly established as a wide, busy road with houses on either side. Those to the east comprise 1930's housing which is outside the Conservation Area but those to the west comprise substantial detached and semi-detached villas in spacious attractive gardens fronted by decorative iron gates and railings. They are similar to those in Fishergate but of larger size and higher status. Some have charming or interesting details such as semi-circular headed dormer windows or roof turrets. Nos 156 -158 are larger scale houses in yellow brick decorated with polychrome and moulded brick, decorative panels and decorative dormer windows.



Victoria Villa, Fulford Road

6.5 The villas are followed by a large vacant site which requires sensitive infill. Beyond are two semi-detached Grade II Listed houses now combined for office use (Linby House): No 182 was built in the 1850's, with its symmetrical front façade and classical porch curiously facing south, sideways to the road: No 180 was added to the rear in the early 20th century. They are fronted by mature trees which become more characteristic of the Area moving southwards.

6.6 This section of Fulford Road finishes with the Arncliffe Mews retirement home at the corner of Alma Terrace. Although large in mass, and of modern design, its scale has been reduced by careful massing to fit in with the Conservation Area and prevent it from being too obtrusive.

6.7 The Conservation Area makes a detour along Alma Terrace, which on the south side consists of a terrace of standard yellow brick houses typical of late Victorian York. The purpose of the detour is to include Alma Grove, which is a complex of 30 houses built in 1913 around three sides of a landscaped area.

These are the first Council houses to be built in the city, originally planned to surround a bowling green which did not materialise. Many have been altered over time and with sale to their tenants but their basic form is unchanged.

6.8 Alma Grove is given added character by the former police station 'Coppers Lodge' facing into the square from Alma Terrace. This late 19th century solid red brick building, with its near symmetry, decorative chimneys and arched windows, was built here to maintain order in the terraced housing spreading out from the city centre and offering convenient distractions for soldiers from the barracks. A shed to the rear appears to be the former police stable recorded as being here.

6.9 The lane behind Alma Terrace is one of a decreasing number of lanes still paved in decorative blue Victorian paviments made from furnace slag, and has survived much as it was when first laid.

6.10 This section of the Conservation Area is primarily of architectural and townscape interest, but with a degree of social interest.



“Coppers Lodge” (old police station)



Alma Grove 1913 Council houses

Alma Terrace to Hospital Fields Road

6.11 Alma Terrace marks a changing point in the Conservation Area, where the predominantly residential character so far is overtaken by the military establishments to the south. The late 18th century Cavalry Barracks and its associated nursery garden which once dominated the east side of the road have now largely disappeared leaving only the later guard houses and walls on the frontage, but the military influence is still tangible.

6.12 The main entrance to the Barracks has unfortunately been closed up with a brick wall but the late 19th century guardrooms either side survive and are distinctive due their formal pediments and their polychrome brick and stone detailing: the lead clad turret behind the northern guard house is an attractive feature, and the small barred windows in the former cells are evidence of their security role. The mature trees behind the guardrooms and boundary walls add strength to this side of the road.

6.13 Within the site nothing of the original Barracks survives, although the large and decorative 'Coade stone' coat of arms which originally adorned the front of the 1796 Officers Mess was relocated to the Infantry Barracks in 1970 and re-displayed east of the parade ground, outside the Conservation Area.

6.14 The Fulford Arms public house just north of the barracks site - originally the Barracks Tavern) is of some historical and social interest, having served the military since it was built around 1830. The Conservation Area boundary passes behind the public house and through the rear of the Christian Science church at the corner of Kilburn Road: this is not intended to protect the church per se (which is of neutral value to the area) but to ensure that any redevelopment is compatible with the Area and relates to the public house adjoining.



Cavalry Barracks, former entrance



Coade stone coat of arms

6.15 On the west side of the road the Grade II Listed Holly Lodge guest house was built in the mid 19th century together with two adjoining cottages (Nos 200-202 Fulford Road) with ornate timber porches. It seems likely that they were built for the owner and workers of a large nursery on the site, no doubt serving the Barracks as military demand began to exceed supply. Holly Lodge is of classical vernacular design whilst the cottages have a semi-rural charm which is unusual for this context.

6.16 Holly Croft, now accessed from Wenlock Terrace, is another large classical vernacular house built in the 1850's behind Holly Lodge. Although built for a private businessman it was owned by the army throughout most of the 20th century, at one time housing the Command Paymaster.

6.17 The combination of Holly Croft, Holly Lodge and the adjoining cottages, together with the high walls bounding the main houses and the mature trees near Fulford Road, make an interesting and attractive contribution to the Area.

6.18 Wenlock Terrace was laid out and built in 1882-3 and is quite exceptional in York. It comprises a terrace of 12 massive houses on the south side and a terrace of 4 similar houses on the north side, each house being 5 storeys high with family rooms on three floors and servants rooms in the basements and attics. They are boldly modelled with turreted bay windows, and ornamented with polychrome brick and stone dressings: the Gothic style doorways have stone columns and labels, nearly all the details being of a different design. The block facing Fulford Road is similar but contains flats over a row of shops.

6.19 When first built Wenlock Terrace was one of the most prestigious addresses in the city, built to house high ranking army personnel and the top strata of York society. At the western end, in Ambrose Street, are the former stables for the residents, recently converted to mews-type flats and houses but retaining much of their original character and detailing, including the 'taking in' door at loft level. Most of the original gas lights in Wenlock Terrace still survive, converted to electricity.



Holly Lodge



Holly Croft

6.20 The short block of four houses on the north side of Wenlock Terrace is particularly significant in military history as being a Soldiers Home during the First and Second World Wars. The home founded by Miss Mabel Campbell-Walker, referred to as the 'Florence Nightingale of the Twentieth Century', who ran it with a band of volunteers as a rest home where soldiers could find shelter, entertainment and religious guidance, and to accommodate the relatives of patients in the adjoining military hospital.

6.21 Some of the walled and railed basement areas are somewhat run down and could benefit from repair and restoration. At the entrance to the street there is a derelict building and overgrown yard on the south side which badly needs upgrading.

6.22 This section of Fulford Road terminates with the site of the 1854 military hospital, finishing at Hospital Fields Road. The site has been cleared and

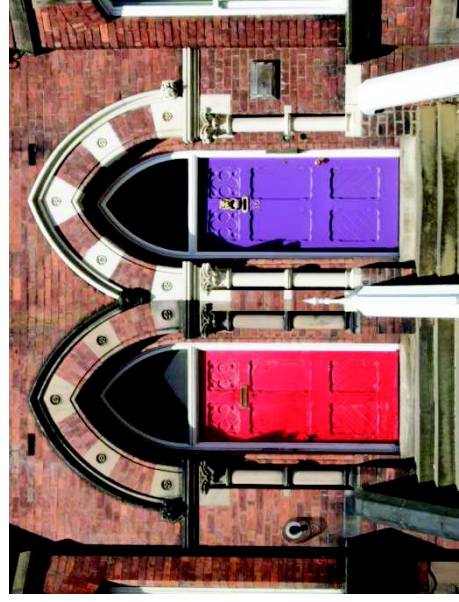
redeveloped in recent years as an office block and is not included in the Conservation Area, but a strong wall with railings has been built on the curtilage to give a clear boundary to the highway and evoke the former military use.

6.23 Just before the new office development Ordnance Lane runs off to the west, originally leading to the Royal Army Ordnance Depot established behind the hospital in 1890. The Lane itself is utilitarian but it includes an interesting and robust terrace of flats and maisonettes built in 1903 for married hospital staff, and a later 1920's house (No 9) presumably for higher ranking personnel.

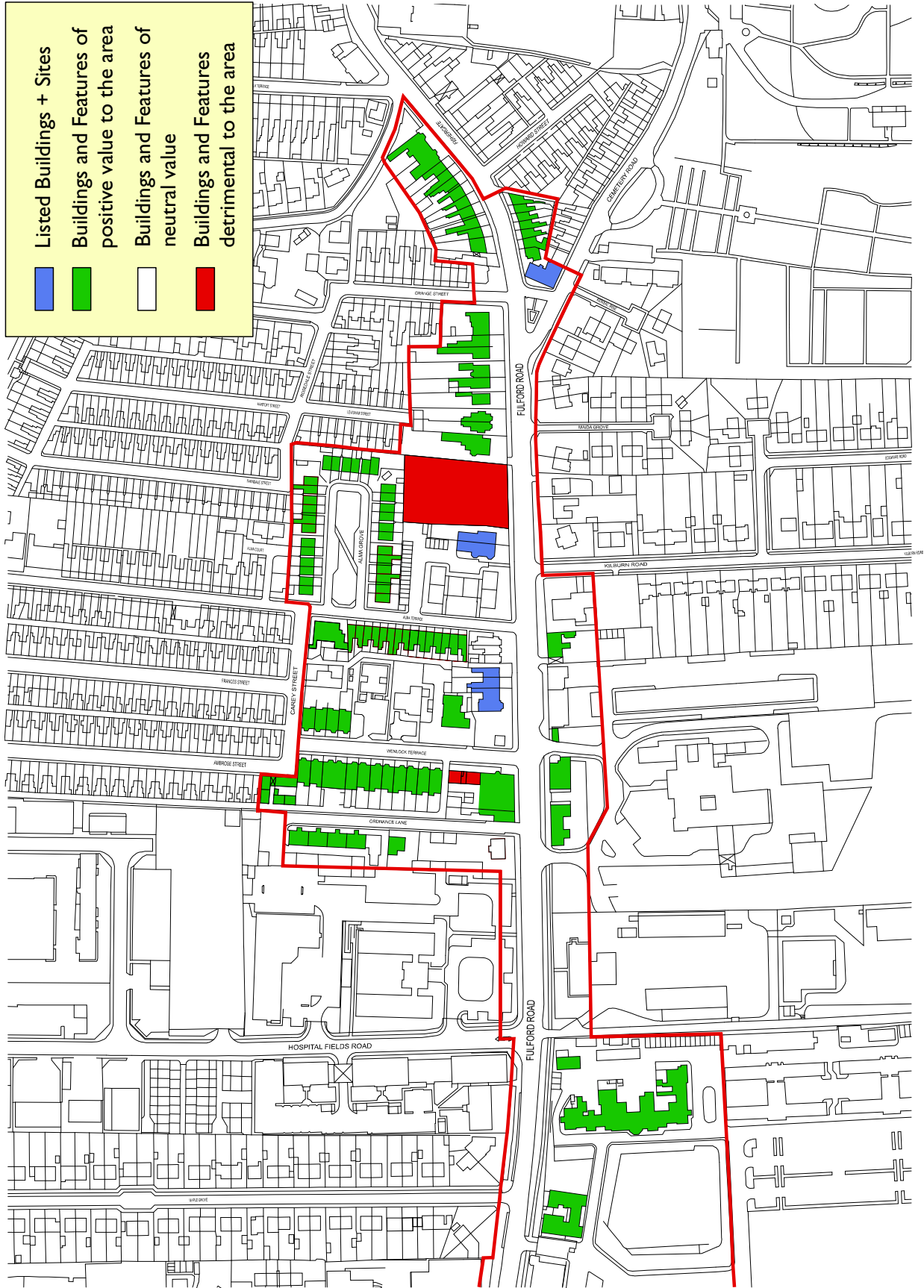
6.24 This section of the Conservation Area is of considerable architectural and social interest, with high military associations.



Wenlock Terrace – typical column head



Wenlock Terrace – entrance doorways



Map of Northern Area

7 THE SOUTHERN AREA (see plan page 27)

Hospital Fields Road to Fulford Cross road

7.1 The entire eastern part of this section of Fulford Road is occupied and dominated by Imperial Barracks, built as the Infantry Barracks in 1877-80. It is softened by the wide grass verges either side of the road, and the regularly spaced mature trees planted along the eastern verge after the First World War. It has a less urban feel due to the absence of buildings hard against the highway and the fall and rise in the road. The powerful presence of the Barracks on the east side compensates for the relative lack of interest on the west.

7.2 The Barracks are very clearly defined by the thick, buttressed walls along the northern boundary (a public path and cycleway) and the robust walls and railings along Fulford Road. Internally, the front part of the site is softened by the wide lawns and a wealth of mature trees.

7.3 The buildings visible within the Barracks site are of varying scale, those near the frontage generally being of small scale

and informal massing, with larger scale and more powerful blocks flanking the parade ground within. But there is a consistency of material and detail throughout, using a palette of reddish brown brick, blue engineering brick dressings, and pitched Welsh slate roofs with corbelled eaves and verges. They project an appropriate image of permanence and solidity.

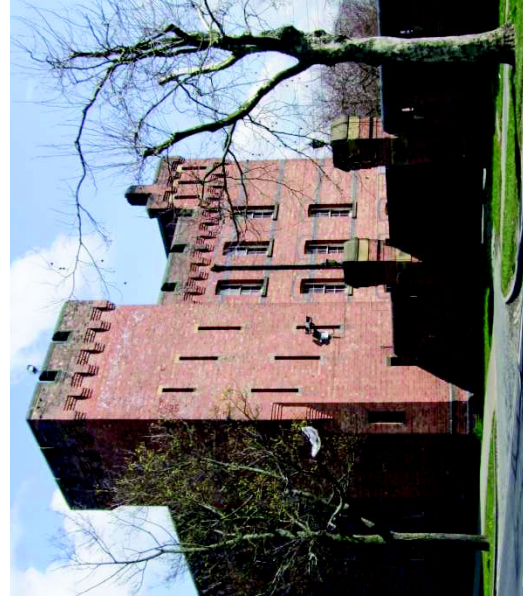
7.4 The Barracks Keep (Listed Grade II) is the most prominent and distinctive building in the Conservation Area. Its materials are similar to those used elsewhere but it has a battlemented flat roof, corner towers and small barred windows, all giving a defensive mediaeval appearance. It protects entrance gateways either side with massive gate piers.

7.5 The historic interest of the complex decreases eastwards due to replacement with new buildings, and the Conservation Area therefore only includes the western part of the site and its related original buildings, stopping at the parade ground / carpark, which have the main visual impact on Fulford Road. The only feature of

historic interest in the eastern part of the site is the 1796 coat of arms brought from the Cavalry Barracks in 1970 and mounted in a low brick display panel.



Barrack building



Keep

7.6 The western side of Fulford Road is mainly occupied by 1930's and modern residential developments which are excluded from the Conservation Area. Of these, the modern block of flats on Hospital Fields Lane is compatible with the Area in terms of its scale and materials but Maple Grove has a splayed entrance which is disruptive.

7.7 The western side is further disrupted by a modern retail complex and its carpark, built on the site of the former tram depot (1880). However it is gradually becoming more screened by trees planted behind the frontage, which will be protected by inclusion within the revised Conservation Area boundary.

7.8 The ancient Fulford Cross now stands rather incongruously next to the carpark entrance, half encircled by a raised shrub bed. The cross is an Ancient Monument and a Grade II Listed structure erected around 1484 probably to mark the boundary of grazing rights held by the City (to the north) and St Mary's Abbey (to the south). It has lost its head but the lower

part of the shaft and its stepped plinth are still intact.

7.9 Although much modernised on its western side this section of the Conservation Area has considerable townscape and historic interest, with a predominantly military character. On the west side it finishes at the road also (confusingly) known as Fulford Cross.

Fulford Cross road to St Oswald's Road

7.10 South of the Barracks Fulford Road rises gently upwards to the south and briefly becomes almost rural in character, with mature trees and stretches of hedgerow lining the east side and concealing two large detached houses of high status. 'Danesmead' of 1904 and 'Ousefield' of 1899 were both designed by the notable local architect Walter Brierley and are Listed Grade II. The elaborate bay windows and neo-Georgian details of Ousefield can be glimpsed from the road. They are now in army ownership and exude an air of quiet exclusivity and privacy.



Fulford Road south of Fulford Cross



Ousefield

7.11 A short distance beyond Ousefield is a large late Victorian villa, built of white brick and complete with its stable block, originally known as ‘Westfield’. It was converted in 1936 to become the more commonly known ‘Gimcrack’ licensed hotel, providing a popular resort for army officers, but it has recently been converted into flats.

7.14 The remainder are early 20th century houses, now mostly converted to guest houses. The Limes (No 135) is particularly attractive due to its bay windows, leaded front porch and corbelled gable chimneys: it was designed by the notable local architects Penty and Penty in 1903. Other houses have interesting details – the classical porch to No 137, and the subtly tapering chimneys to Midway House.

7.12 Between Ousefield and the old Gimcrack Hotel the Conservation Area includes two pairs of 1930’s semi-detached houses (Nos 286-292) set well back from the road: the purpose is not to protect the buildings per se but to ensure that any future replacements respect the existing building line and character of the area.

Former Gimcrack Hotel



7.13 By comparison, the east side of Fulford Road has a much more suburban character, with closely spaced detached and semi-detached houses set within shorter gardens behind low front walls or hedges. De La Salle House (No 147) is the former vicarage to St Oswald’s church, built in the late 19th century with its front wall topped by a cast iron railing of twisted rope carrying decorative swags.

7.15 Broadway and Broadway West are unfortunate intrusions in the Conservation Area, being the product of 1930’s housing development which also extends beyond the road junction towards Fulford on the east side. Fulford Road changes character at this point, with fewer trees and a more open aspect.

7.16 Despite the later intrusions the extension of the Conservation Area as far as St Oswald’s Road beyond is historically appropriate since the latter marked the old parliamentary boundary of York, and the county and borough boundaries of York after the Act of 1884.



The Limes

7.17 A very large terrace of Victorian houses (Nos 298-314 Fulford Road and No 1 St Oswald's Road) stands on the west side of Fulford Road and although some distance away acts as a visual 'stop' when looking southwards along Fulford Road from the Fulford Cross area. Whilst most of its detailing is typical of York (joinery, bay windows, front railings and gates etc) the block is unusually large and the two-storey bays add to its scale.

7.18 This section of the Conservation Area terminates with St Oswald's Road, which branches off westwards towards the River Ouse. It is a spacious and quiet residential cul-de-sac with a very strong sense of identity, quite different in character to anything else in the Area. It appears to be a road created after the 1759 Enclosure Act to link Fulford Road to the 12th century Church of St Oswald close to the River Ouse, before the existing Victorian church was built in Fulford village: the old church has been converted to a dwelling and lies beyond the Conservation Area boundary.

7.19 Whilst the houses vary considerably in their design, ranging from detached houses to humbler short terraces, there is a consistency of scale and materials which gives unity to the whole. The houses are two storeys high apart from No 11 which is three storeys high and out of character. They are mostly mid 19th century in date but become later towards the west, culminating in a large detached yellow brick house of late 19th / early 20th century date. They appear to have been popular with army personnel when first built.

7.20 Roofs are pitched and clad in blue-grey slate, mostly aligned parallel to the street, with large brick chimneys marking party walls and gable ends. Walls are of reddish-brown local clamp brick with vertical sliding sash windows, and many larger houses have bay windows of various designs. Many of the short front gardens are bounded by decorative cast iron railings, high hedges or ornamental shrubs.

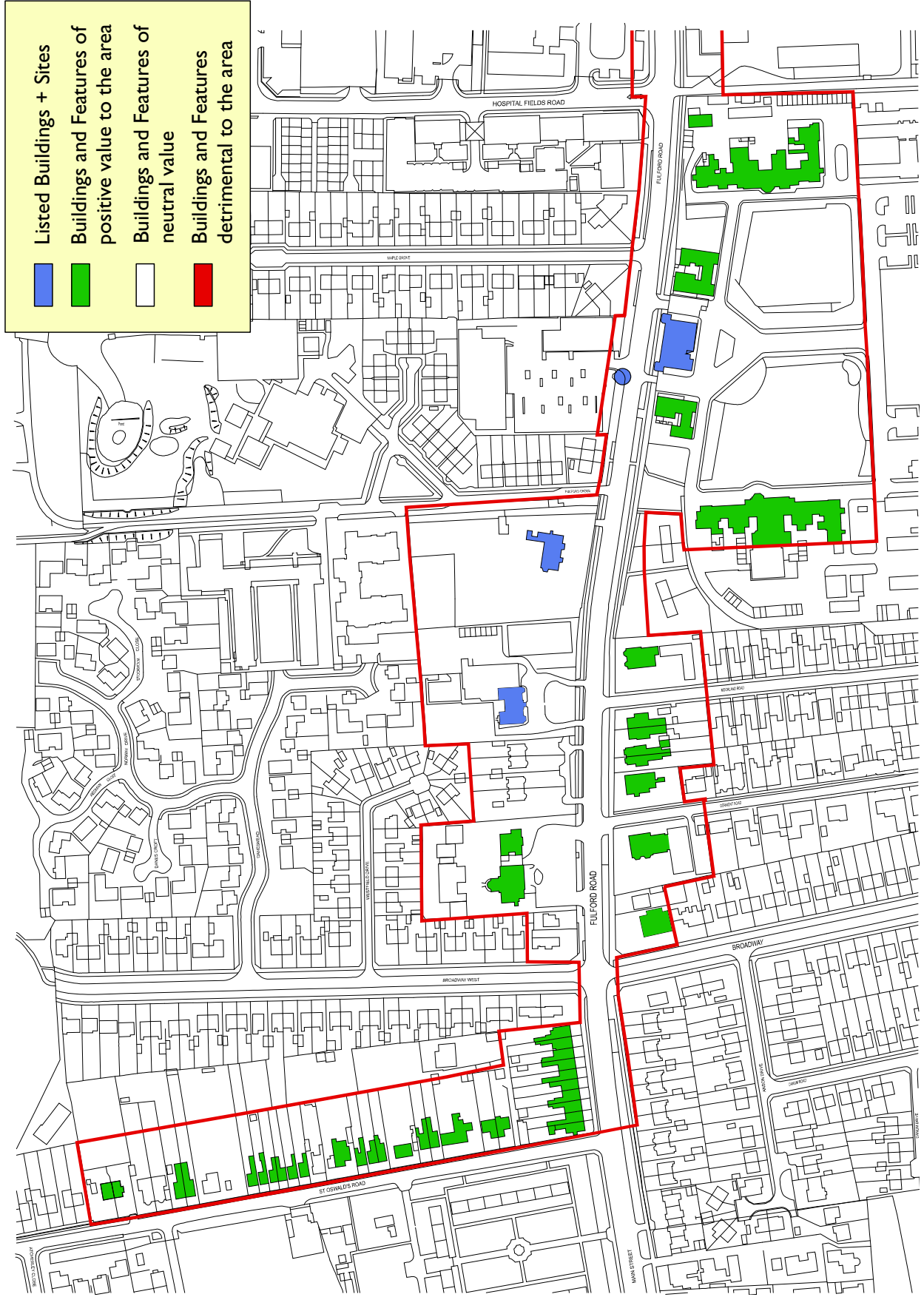
7.21 Gaps between the houses generally reveal long gardens containing mature trees indicative of their original semi-

rural setting. One unusually wide and deep plot has had a new house built to the rear, but further rear development would be detrimental.

7.22 This section of the Conservation Area has considerable townscape and architectural interest.



St. Oswalds Road



8 FUTURE MANAGEMENT SUGGESTIONS

- 8.1 In some sections the Conservation Area has become particularly fragile due to redevelopment, sometimes on both sides. Where new development is proposed outside the Area but affecting its setting it is important to secure new development which strives to preserve or reinforce the character of the Area, and which in particular has robust frontages with minimal breaks, in order to avoid disrupting the firm highway boundary.
- 8.2 The design of new buildings needs to observe closely the characteristics of the Area and be guided by them: and development control policies should attempt to restore traditional forms and details where these have been lost.
- 8.3 Where original front boundary walls are important features they should be retained and encouragement given to their reinstatement where lost eg in Fishergate, Wenlock Terrace and St Oswalds Road.
- 8.4 Article 4 Directions might be worth considering where the buildings have remained relatively unaltered by for example modern, dormer windows, windows and wall finishes eg in Fishergate, Wenlock Terrace and St Oswalds Road.
- 8.5 Large parts with the Conservation Area are still occupied by the military. Planning control in these areas is subject to negotiation with the Local Planning Authority rather than the normal planning control processes and a mutual understanding of duties and priorities is essential.
- 8.6 The high volume and speed of traffic passing through the Area detracts from its appearance and amenity, and makes crossing the road an obstacle: measures to reduce and slow the traffic would be very desirable, if designed to be compatible with the character of the Area. Any kerb re-alignment and surface demarcation to identify cycle or bus routes etc should be done sensitively in liaison with the Council's Conservation Officer.
- 8.7 The tall steel lighting standards lining Fulford Road are reasonably discreet but are in very poor condition and need redecorating: any replacements should be of an equally discreet appearance. Wenlock Street is still lit from original decorative cast iron lamp posts which ought to be retained: those in Alma Terrace and Alma Grove are more modern but fit the scale and character of the street and any replacements should be equally well chosen.
- 8.8 The highway is vulnerable to intrusion by utility services. Some footpaths are heavily patched by trenching and could benefit from re-surfacing eg between Maple Grove and Fulford Cross, where it would also appear possible to narrow the footpath and reinstate the grass verges.
- 8.9 It would be a great asset if the multitude of overhead telephone wires in Alma Grove and St Oswalds Road could be put underground or routed out of sight.

- 8.10 Some seats on the footpath are of crude modern design, consisting of timber planks set into concrete frames. The timber is rotting and the seats should be replaced with something more appropriate. Litter bins are designed for being wall mounted but in most cases are free standing and look untidy: they ought to be replaced with a free-standing design.
- 8.11 The walled amenity area at the junction of Fishergate and Cemetery Road is in poor condition and poorly presented: the walls need repair and the area re-landscaped.
- 8.12 Information plaques would be an asset to explain the history of the area, eg outside each of the military barracks, in Alma Grove, and in Wenlock Terrace. The plaque commemorating Fulford Cross is too high for children and inaccessible for wheelchairs, and perhaps ought to be lowered and brought forward to the pavement.