

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 Arncliffe 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	<p>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!</p> <p>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.</p>	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 storey s 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 sectn 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.	