



Notice of meeting of

Planning Committee

To: Councillors R Watson (Chair), Simpson-Laing (Vice-Chair), Cregan, Crisp, D'Agorne, Firth, Sue Galloway, Galvin, Horton, Hudson, Jamieson-Ball, King, Moore, Reid, B Watson and Wiseman

Date: Thursday, 29 May 2008

Time: 4.30 pm

Venue: The Guildhall, York

AGENDA

Site Visits

Site Visits for this meeting will commence at 12.30pm on Wednesday 28th May 2008. Members are requested to meet outside the main entrance to the former NER Headquarters, Station Rise, York.

Presentation

There will be a short presentation given by York Minster regarding the proposed Piazza outside the South Transept. This will start at **3:30pm** (before the commencement of Planning Committee) **on Thursday 29th May 2008.**

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. Minutes (Pages 5 - 12)

To approve and sign the minutes of the meeting of the Planning Committee held on 24th April 2008.

3. 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 5pm the day before the meeting. 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.

4. Plans List

This item invites Members to determine the following planning applications:

a) Hungate Development Site, Hungate, York (08/00300/FUL)
(Pages 13 - 24)

Erection of pedestrian/cycle bridge over the River Foss (resubmission) *[Guildhall Ward]*

b) Former NER Headquarters, Station Rise, York, YO1 6HT (08/00289/FULM) (Pages 25 - 42)

Change of use of offices (Class B1) to hotel (Class C1) including erection of 6 storey rear extension, formation of decking over car park, placement of external ventilation equipment and internal and external alterations *[Micklegate Ward]*

c) Former NER Headquarters, Station Rise, York, YO1 6HT (08/00292/LBC) (Pages 43 - 54)

conversion of building to hotel including erection of 6 storey and single storey rear extension, formation of terrace over car park and placement of external ventilation equipment *[Micklegate Ward]*

5. Fulford Village Conservation Area Appraisal: Consultation Draft. (Pages 55 - 96)

This report requests that a draft appraisal of the Fulford Village Conservation Area be approved for public consultation.

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

Democracy Officer:

Name: Tracy Wallis

Contact Details:

- Telephone – (01904) 552062
- E-mail – tracy.wallis@york.gov.uk

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

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details are set out above.

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PLANNING COMMITTEE

SITE VISITS

Wednesday 28th May 2008

TIME

12.30 pm

SITE

Former NER Offices, Station Rise, York
Please meet outside the main entrance at 12.30pm

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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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City of York Council

Committee Minutes

MEETING	PLANNING COMMITTEE
DATE	24 APRIL 2008
PRESENT	COUNCILLORS R WATSON (CHAIR for items 4a and 5) (not for item 4b), SIMPSON-LAING (VICE-CHAIR) (not for item 4b), CREGAN, CRISP, D'AGORNE, FIRTH, SUE GALLOWAY, GALVIN (not for item 4b), HORTON (not for item 4b), HUDSON, JAMIESON-BALL, KING, MOORE, REID (CHAIR for Item 4b), B WATSON AND WISEMAN
IN ATTENDANCE	COUNCILLOR VASSIE

59. INSPECTION OF SITES

The following sites were inspected before the meeting:

Site	Attended by	Reason for Visit
Agricultural Land Adjacent to Nature Reserve Alder Way New Earswick York	Cllrs Crisp, Firth, Horton, Hudson, Reid, B Watson, R Watson and Wiseman.	To familiarise Members with the site.
Elvington Airfield - Hangars	Cllrs Crisp, Firth, Horton, Hudson, Reid, B Watson, R Watson and Wiseman.	To familiarise Members with the site.

60. DECLARATIONS OF INTEREST

Members were invited to declare any personal or prejudicial interests they might have in the business on the agenda.

Councillor Simpson-Laing declared a personal and prejudicial interest in Plans Item 4b(Elvington Airfield, Elvington Lane, Elvington,York) as she knew one of the speakers.

Councillor Horton declared a personal and prejudicial interest in Plans Item 4b(Elvington Airfield, Elvington Lane, Elvington,York) as he knew one of the speakers.

Councillor Richard Watson declared a a personal and prejudicial interest in Plans Item 4b(Elvington Airfield, Elvington Lane, Elvington,York) as he had worked in a professional capacity for nature conservation organisations.

Councillor Jamieson-Ball stood down from the Committee under the Planning Code of Good Conduct as he had already expressed a view on Plans Item 4b (Elvington Airfield, Elvington Lane, Elvington,York). He

spoke from the floor as Ward Councillor and took no part in the debate thereon.

61. MINUTES

RESOLVED: That the minutes of the meeting held on 27 March 2008 be approved and signed by the Chair as a correct record.

62. PUBLIC PARTICIPATION

It was reported that there had been no registrations to speak under the Council's Public Participation Scheme on general issues within the remit of the Committee.

63. PLANS LIST

Members considered a schedule of reports of the Assistant Director (Planning and Sustainable Development) relating to the following planning applications, outlining the proposals and relevant policy considerations and setting out the views and advice of consultees and officers.

63a Agricultural Land Adjacent to Nature Reserve, Alder Way, New Earswick, York (08/00391/FULM)

Members considered a major full application , submitted by Joseph Rowntree Housing Trust for the change of use from agricultural to a nature conservation area.

The case officer updated that an additional condition would be added in relation to a habitat creation scheme. The full details of this condition are listed in the resolution below.

Representations were received in support of the application from a resident of Osbaldwick who praised the creation of an 18 acre nature reserve. He said that it was a fantastic opportunity for all local people to be able to access a wildlife area.

RESOLVED: That the application be approved subject to the conditions detailed in the report and the following additional condition:¹

- No development shall take place until full details of the habitat creation scheme have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details include:
 - (i) Purpose, aims and objectives for the scheme;
 - (ii) Description of target habitats and range of species appropriate for the site;

- (iii) Selection of appropriate strategies for creating target habitats;
- (iv) Selection of specific techniques and practices for establishing vegetation;
- (v) Sources of habitat materials (e.g. plant stock) or species individuals;
- (vi) Method statement for site preparation and establishment of target features;
- (vii) Aftercare and long term management;
- (viii) Timing of the works;
- (ix) Monitoring;

All habitat creation works shall be carried out in accordance with the approved details above, unless otherwise approved in writing by the local planning authority.

Reason: In the interests of good nature conservation and biodiversity.

REASON: That the proposals, subject to the conditions detailed in the report and above would not cause undue harm to interests of acknowledged importance, with particular reference to the loss of agricultural land and the impact on the living conditions of neighbours. As such the proposal complies with Policies GP1, GP14 and NE7 of the City of York Draft Local Plan.

Action Required

1. To issue the decision notice and include on weekly planning decision list within agreed timescales. JB

63b Elvington Airfield, Elvington Lane, Elvington, York (04/04316/FULM)

Members considered a major full application submitted by Elvington Park Ltd for the erection of aircraft hangars (resubmission).

This proposal has a long planning history and is now the subject of an appeal against non-determination by the Council. In such circumstances it is no longer possible for the Council to determine the application. The purpose of the report is to establish the formal attitude of the Committee to the proposals for use in the forthcoming Public Inquiry.

Officers updated that an additional reason for opposition would be added in relation to Nature Conservation. The site was a very important one in relation to grassland and birds and an increase in development and aircraft movement would be detrimental. A full and detailed assessment of the wildlife and grass types on the site had been requested from the applicants but the information had not yet been provided. Further details for the reasons for this opposition are shown in the resolution below.

The following updates were also reported:

- In relation to paragraph 1.2 of the report the Planning Inspectorate had confirmed that the Appeal would take place.
- The Highways Development Team had provided further comments as follows:
 - They were unable to comment on the access roads as drawings were not available
 - In relation to Halifax Way – a sight line can be achieved northwards but the sight line to the south is obscured by overgrown vegetation.
 - The Traffic Impact Assessment showed that there were currently adequate parking spaces but there were doubts if any growth could be accommodated. The Applicant had been asked to submit further supporting evidence.
 - No extra problems are envisaged at the Halifax Way/Elvington Lane Junction
 - Sustainable transport options are limited at this site
 - Additional traffic movements on the Grimston Bar roundabout would be less than 5%. Anything over 5% would create severe concerns.

In light of the above refusal reason number 3 would be amended as detailed in the resolution.

The following additional representations had been received:

- A letter had been received from the planning consultants; this was circulated to Members at the meeting. The letter raised points in relation to the report that had submitted to the Planning Committee. In response the officer explained that, notwithstanding several letters from the Council requesting further information, there were still matters outstanding. Figures on past and anticipated future aircraft movements are especially needed.
- A letter of support had been received from a resident of Dunnington who welcomed the proposals and believed that they would create an opportunity for bringing highly paid and skilled jobs to the area. The letter also expressed the view that the flight paths would not affect many people.
- A letter in objection had been received from a local resident who raised concerns regarding noise, loss of amenity, environmental matters and increases in air traffic.
- An e-mail in objection had been received. This raised points in relation to the proposals being a 'blot on the landscape', especially the size of the proposed hangars.
- A letter of objection had been received from Councillor Alexander (Prospective MP for York Outer). He stated that the application did not give details of the resultant air operations that would be carried out from the proposed new 70,000 square foot of hangars.

Representations were received in objection from a resident of Heslington who expressed the view that there were no special circumstances for development within the Green Belt.

Representations were received in objection from a resident of Dunnington who believed the proposals would lead to serious noise pollution for the surrounding villages. He was concerned that an Environmental Impact Assessment had not been submitted and was also concerned that should a flying school set up business there this would create a significant number of low flying aircraft practicing manoeuvres thus exacerbating noise pollution.

Representations were received in objection from another resident of Dunnington in relation to the proposals.

Representations in objection were received from Elvington Parish Council who thought that the importance of the airfield was overstated, the applicant's business case was not strong enough and there were no special circumstances to allow this development to take place in the Green Belt.

Councillor Jamieson-Ball spoke in objection to the proposals. He said that there were many unanswered questions and the case for 'special circumstances' had not been proven. He also stated that there would be an ecological impact, noise pollution and traffic problems.

Members asked the Countryside Officer how long some of the birds had been in habitation on the site and he responded that this was not known as they had not yet been able to carry out a survey.

Discussions were had in relation to the Heslington Village Design Statement and whether this was applicable to the proposed development.

RESOLVED: That the formal attitude of the Committee to the proposals is as follows:

That the application be opposed for the following reasons:

1. There is a presumption against inappropriate development of this type, scale, location and design in the Green Belt. Evidence of 'very special circumstances' which might justify overcoming this presumption has not been satisfactorily produced in this case. The proposal is therefore contrary to the requirements of Policies GB1 and GB13 of the City of York Development Control Local Plan approved April 2005 and the advice in PPG2 ("Green Belts").
2. The appearance of the proposed development by reason of its size, location and design is considered to be visually inappropriate in this area of open countryside. The proposal is therefore contrary to the requirements of Policy GB1 of the City of York Development Control Local Plan approved April 2005 and the advice in PPS7 ("Sustainable Development in Rural Areas").

3. There would be concerns If traffic flows increased by more than 5% then problems of poor access and traffic on the wider road network would result, contrary to the requirements of Policy SP8 of the Development Control Local Plan approved April 2005.
4. Insufficient information had been provided to allow the noise impact of the proposed development to be assessed satisfactorily. In the absence of such an assessment it is anticipated problems of excessive noise will result to the detriment of nearby residents and contrary to the requirements of Policy GP1 of the City of York Development Control Local Plan approved April 2005.
5. Insufficient information had been provided with regard to the nature conservation interest of the land to enable the impact of the proposal to be fully assessed or mitigated for satisfactorily at a local, national and international level. In the absence of such an assessment there could be a loss of biodiversity value contrary to guidance in PPS9, the emerging Regional Spatial Strategy and Policies NE4a, NE5a and NE7 of the Draft Local Plan.

REASON: To establish Members' attitude on the application for the forthcoming Public Inquiry.

[Cllr Reid took the Chair for this item as both the Chair and Vice-Chair had declared personal and prejudicial interests in this application].

64. HESLINGTON EAST CAMPUS, CITY OF YORK UNIVERSITY - DRAFT DESIGN BRIEF INCLUDING MASTERPLAN PURSUANT TO CONDITION 11 OF OUTLINE CONSENT 04/01700/OUT

Members considered a report that advised them of the draft design brief and masterplan for the new university campus at Heslington East. The brief/masterplan has been submitted by the University of York pursuant to condition 11 of the outline consent for the new campus granted by the Secretary of State in 2007. The condition requires that a detailed design brief including a masterplan be submitted to and approved by the Local Planning Authority before the start of the development. Formal determination is delegated to officers in accordance with standard procedures and therefore the report was before Members for information only.

Members received a presentation from the architects in relation to the masterplan.

Members discussed matters relating to monitoring density levels, provision of sports facilities, security and safety on the proposed campus, the timing of the implementation of the travel and transit system, extension of the

Number 4 bus route, cost of maintaining the landscaped areas and sustainable drainage.

RESOLVED: That Members noted the proposals in the masterplan.

REASON: To keep Members fully informed and to assist with their consideration of the forthcoming reserved matters applications.

Councillor R Watson, Chair

[The meeting started at 4.30 pm and finished at 6.30 pm].

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COMMITTEE REPORT

Committee:	Main	Ward:	Guildhall
Date:	29.5.08	Parish:	Guildhall Planning Panel

Reference: 08/00300/FUL
Application at: Hungate Development Site Hungate York
For: Erection of pedestrian/cycle bridge over the River Foss (resubmission)
By: Hungate (York) Regeneration Ltd
Application Type: Full Application
Target Date: 3 April 2008

1.0 PROPOSALThe application

1.1 Planning permission is sought for a cycle and pedestrian bridge over the River Foss. The bridge would cross the river from the Hungate site (between phases I and II) and land on the south side of the river between Navigation Wharf (its car park) and Corporation Depot, providing a link from Navigation Road toward the city centre.

1.2 The bridge's deck would be curved at a gradient of 1:14 and suspended by a solid mast and suspension rods. The supporting structure would land on the north side of the river. The bridge would have a timber deck; the supporting structure and handrails would be steel.

Background

1.3 An aspiration for the Hungate site was that it would provide a bridge over the River Foss; this would provide a safe, direct route toward the city centre and generate activity within the Hungate area. The development brief for the site (created by the Council) sought to strengthen links across the River Foss and build a pedestrian/cycle bridge. When outline consent was granted for the Hungate scheme, it was subject to a legal agreement. Paragraph 9 of the agreement required the developer to submit a "Navigation Wharf Bridge Scheme", it is a further requirement that the bridge be constructed prior to occupation of Hungate phase I, which was approved by the planning committee in February 2007.

1.4 The application is a resubmission. The first scheme was withdrawn as concern was raised over the safety of waterfowl. The river is used as a fly way for waterfowl, and there was concern over the implications of the low visibility of the bridge's deck and its supporting cables.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

Areas of Archaeological Interest City Centre Area 0006
 Conservation Area Central Historic Core 0038

Contaminated Land
City Boundary York City Boundary 0001
DC Area Teams Central Area 0002
Floodzone 2 Flood Zone 2 CONF
Floodzone 3 Flood Zone 3

2.2 Policies:

CYNE2	Rivers and Stream Corridors, Ponds and Wetland Habitats
CYGP1	Design
CYNE8	Green corridors
CYT3	New pedestrian/cycle bridges
CYL4	Development adjacent to rivers

3.0 CONSULTATIONS

Internal

Design, Conservation and Sustainable Development

3.1 As revised (since the first application which was withdrawn) proposed is a simple suspension bridge with an apparently solid mast and angled stays, the deck and its sides appear open and are of robust materials with integrated lighting for safety at night. The scheme has been revised to reduce the girth of the mast and it is considered that the width to height ratio would result in an elegant structure.

3.2 Drawings also show the bridge in context and, whilst it is close to proposed phase 2 of the Hungate Development, the plans show that free pedestrian passage is possible and that the bridge would not prevent the necessary green landscape around the riverbank being implemented.

3.3 The bridge would be sufficiently detached from the Rowntree Wharf building to have little effect on the setting of the listed building.

3.4 Overall, the bridge would appear to have a neutral to positive effect on the setting of the conservation area.

Countryside Officer

3.5 No objection, advise that the reduction in the number of cables supporting the structure is welcome and this, linked with the proposals to light the cables to increase their visibility in low light should reduce the likelihood of birdstrike.

Highway Network Management and drainage engineers

3.6 No objection, recommend conditions to cover the details of lighting, surface of the bridge (including friction strips), measures to prevent vehicle access and safety on the south side of the river. Otherwise advise as follows.

The bridge is wide enough (4m) to cater for shared use by pedestrians and cyclists.

- A suitable package of measures (which may consist of signing, lining and other engineering measures) can be implemented (secured through condition) to overcome concerns raised in relation to the interface between the bridge ramp, Navigation Road and the adjacent entrance to Rowntrees Wharf.
- The costs for future maintenance is set out in the development agreement between the council and the developer and will be secured through the Section 38 Highways Act Agreement which will be used to adopt the route as publicly maintainable highway.
- The principles of the bridge design are as discussed with the developer's consultant last year, and the resulting design is substantially the same as that presented as the preferred option in the feasibility study.
- There are significant constraints imposed on the design by flood risk and navigation considerations which require a minimum headroom to be provided above normal summer water level. Additionally the presence of utility equipment at the southern end (Navigation Road approach) requires that the majority, if not all, of the load of the bridge to be supported from the north side.
- The steel supporting rods should be stainless steel to prevent possible failure due to hydrogen embrittlement.

External

Planning Panel

3.8 No objection. However advise there is scant acknowledgement for the navigation of the river - there should be clearance for larger craft to pass at all times.

British Waterways

3.9 No response (did not wish to comment on the first bridge application).

Civic Trust

3.10 No response. Supported the first application advising that the scheme would add interest to the area and improve accessibility.

Conservation Areas Advisory Panel

3.11 Satisfied with the proposed design.

Cyclists Touring Club

3.12 Advise that the bridge will be a valuable part of the growing cycle network. Ask that the bridge has a non-slip finish and that bollards are used to slow down cyclists.

Environment Agency

3.13 No objection. The Environment Agency accept the soffit level which is set at 10.7 metres AOD in the centre of the bridge and reduces to 10.15m on the south bank and 10m on the north. The soffit levels needs to be a minimum of 600mm above the 1 in 100 year flood level (or highest recorded level) to ensure that the bridge does not impede flood flows by gathering debris and causing a blockage. Conditions are requested which require an area for solids and surface water run-off

during construction and that any storage facilities for oils, fuels or chemicals are sited/designed so such do not enter the watercourse.

River Foss Society

3.14 The pedestrian/cycle bridge is an important feature of the proposed Foss Walkway Project which aims "to carry out integrated environmental improvements along the River Foss for community, environmental and economic gain". The society are aware of the constraints imposed by the existing services but feel that the design of the bridge at its southern end does not do justice to the concept of the Foss Walkway. Those following the walkway from the north will either have to turn left down a fairly narrow flight of steps or continue to the end of the ramp and double back to the Walkway through a restricted space. Ask for a scheme which is a little grander and more user friendly.

York Access Group

3.15 No response to date.

York Conservation Trust

3.16 No response to date.

York Natural Environment Panel

3.17 (comments made by Barry Potter, supported by YNEP)

- The design of bridge objected to, it would look like an asymmetrical clothes line and light pollution of a tranquil river corridor would occur.
- There is a continuing potential risk of bird (and possibly, but less likely, bat) strike of the supporting cables. Though the risk is reduced it is certainly not eliminated by reducing the number of such cables and by lighting the structure at night. The closely set, horizontal wires (handrails/safety barriers at the edge of the decking) appear to add a further hazard for birds.
- The cable supported structure is unjustified. The inherent weight of the concrete pile cap to be placed on the south bank will be substantial. It will however be supported by the piles. If the specification of the piling were increased, there seems no good reason why these south bank piles, perhaps with added, horizontal internal supports within the plinth to piles on either side of the structure, should not support the additional weight of a redesigned, lightweight bridge, in addition to the weight of the cap itself.
- Alternatively, a modern, high tech carbon fibre, monocoque structure (one without supports) of minimal weight is suggested and it is asked that the applicants demonstrate why such a structure cannot be proposed.

Publicity

3.18 The application was publicised by site notice, press notice and letters of neighbour notification. The deadline for comments was 26.3.08. The following comments have been received:

- Concern about safety of cars/chance of collision between cycles and cars leaving the Navigation Wharf car park. There should be additional measures to slow down cyclists.
- The design of the bridge should match its setting. An arch or drawbridge has been suggested.
- The supporting post would be too prominent. It is suggested the post is not coloured/painted.
- A letter in full support of the scheme.
- The bridge should have a no-slip surface.
- Wires could be harmful to birds.

Comment from Councillor Merrett

- Is the bridge wide enough for cycling and walking usage, especially if it becomes a principle eastern access for the city centre?. The Millenium bridge target width was wider than it finished up (for costs reasons, but it at least has the advantage of the back railings and benches on the south side), and is not always comfortable in terms of pedestrian/cyclist interaction. This will in effect be tighter.
- The current east bank landing breaks the along river route and substitutes steps. These should be ramps.

4.0 APPRAISAL

4.1 Key issues

- Principle of the development
- Design
- Highway safety
- Navigation of the river
- Impact on vegetation
- Impact on wildlife

Principle

4.2 Policy T3 of the Local Plan allocates the Hungate site as a location for a bridge over the River Foss. It advises that proposals for a pedestrian/cycle bridge will be supported, provided the design is to a high architectural standard and appropriate to its character and setting. As part of the Hungate regeneration scheme, this specific location was established in the development brief as that for a bridge over the Foss. Furthermore it a requirement of the outline permission for the site that the bridge be delivered prior to occupation of the site. Overall, the proposed bridge and its location are consistent with planning policies for the Hungate site.

4.3 There are policies in the Local Plan that cover issues pertinent to the proposed scheme - design, amenity and safety, and river related issues such as the respect for navigation, access and the protection of wildlife and vegetation. The policies are as follows:

- Policy L4 states that planning permission will only be granted for development adjacent to rivers where there would be no loss to established recreational interests and uses, the proposed development would complement existing recreational uses and the existing character of the area, the navigational capacity of the rivers would not be decreased, and existing walkways and cycleways along river banks are retained or enhanced.
- NE2 seeks to protect river corridors and wetland habitats from development, which is likely to have a detrimental impact and seeks to conserve and enhance their environment and amenity value.
- NE8 advises that planning permission will not be granted for development, which would destroy or impair the integrity of green corridors, such as river corridors.

Design

4.4 GP1 Refers to design, for all types of development. It states that development proposals will be expected to, respect or enhance the local environment; be of a density, layout, scale, mass and design that is compatible with the surrounding area; use appropriate materials; avoid the loss of open spaces, vegetation and other features which contribute to the quality of the local environment; retain, enhance, or create urban spaces; provide and protect amenity space; provide space for waste storage; ensure no undue adverse impact from noise disturbance, overlooking, overshadowing or from overdominant structures.

4.5 The design of the bridge arises as a consequence of site constraints and the requirement to deliver a bridge that is structurally sound and respects its setting. The level of the deck is the required clearance height from the common water level (requested by the Environment Agency) and is a reasonable gradient so it is accessible to all, including those with mobility problems. The location of the structural supports are dictated by site circumstances as the presence of storm water culverts and electricity cables on the south side mean that the bridge must be supported from the north (Hungate) side of the river and thus a drawbridge or symmetrical structure is not achievable. It is considered that the overall design creates a slender/lightweight structure that would be visually acceptable. The bridge would not detract from the prominence or setting of the Rowntree/Navigation Wharf building, which is listed or the buildings proposed in the Hungate scheme. Details such as the finish of materials and lighting will be subject to condition, to ensure a tasteful appearance that respects the bridge but does not lead to unnecessary light pollution.

Highway safety

4.6 The design of the bridge arises as a consequence of discussions with the Council's highways and engineering officers, thus the bridge is useable, safe and conforms to waterways requirements so highway consent can be secured (see 4.10).

4.7 The bridge would have a shared surface for pedestrians and cyclists, the width is adequate to allow such and the bridge would thus function in a similar manner to Millennium Bridge, where a shared surface has not lead to undue conflict or harm to safety.

4.8 There is space around the bridge so not to impede movement, the gradient is 1:14 which is adequate for access, and friction strips will prevent persons slipping on the bridge. To control cycle speeds, there will be signs and bollards at both ends of the bridge and visibility is considered to be adequate so there will be no undue risks in terms of collisions between cyclists, pedestrians or vehicles (in particular on the Navigation Road side). Details of signs, directional lighting and speed calming measures would be agreed through an appropriately worded condition.

Foss Walkway

4.9 The moveable ramp on the south side of the bridge will act as a landing; it is required so the gradient of the bridge is adequate. The steps up to the bridge are in their proposed location to allow wheelchairs to negotiate around them. The ramp has been objected to, as it is claimed it would divert movement along the south side of the river. However the steps do provide access directly across the bridge and also west of the bridge the walkway only runs another 25m before a number of steps lead up to Navigation Wharf. At present there is access over the bridge to the Shambles Car Park on the north side. This route is not adopted (thus no public right to access) and it is expected that were the bridge installed, it would provide the preferred route toward the city centre, as it would be more direct and welcoming. As such the proposed bridge would not harm movement or enjoyment of the river.

Navigation of the river

4.10 The bridge will require navigational consent under the Highways Act, which involves the Council submitting a scheme to the secretary of state for approval. This dictates the design/engineering of the structure as there are constraints imposed on the design by flood risk and navigational considerations. The bridge has been designed with this in mind and the Council's Structures and Drainage Engineers confirm that the deck is adequately clear of water levels to meet the requirements of the Environment Agency. British Waterways have not commented on this submission, but advised that they had no comment to make when the first application of the bridge was submitted. In terms of impact on the river, the design of this scheme is as previous and is acceptable to all interested parties.

4.11 Navigation is limited on the Foss due to the low clearance/height of existing bridges over the Foss, such as that at Fossgate. The clearance height to allow river vehicles to pass is acceptable.

Impact on vegetation - recreation & character

4.12 The proposed main support and two of the support stays both land within the Hungate site, where it is proposed to form an area of soft landscaping; an extension of the Foss Nature Reserve, between phase I and the river. The development will interrupt this landscaped area. However, there is justification for the location of the supports and it is considered the ongoing ecological management plan can be updated accordingly to compensate for this through replacement planting around the supports.

4.13 Details of the hard surfacing around the bridge at the south bank are required by condition, so this part of the scheme is consistent with the Hungate site. The surfacing within the Hungate site is subject to the comprehensive hard/soft landscaping scheme for the site.

Impact on wildlife

4.14 Since the first bridge application was withdrawn the design has been revised, to avoid waterfowl colliding with the bridge. The key alteration has been the reduction in the amount of support rods. Although the number of rods is only reduced from 4 to 3, this allows the rods to be more generously spaced across the bridge. This will reduce the chance of collision. Also the rods visibility will be enhanced by illumination. Although this will not completely rule out the chance of collision, it is considered to be reasonable, given the constrains around the site and the required gradient of the deck, which mean the bridge needs to be at a certain height and supported from above.

5.0 CONCLUSION

5.1 The proposed development is welcomed, it would improve links to the city centre and is as aspiration of the Local Plan. This proposal is considered to be in accordance with other relevant policy as the design, appearance and visual impact on the surrounds would be acceptable in accordance with policy GP1 of the local plan. The scheme will preserve the river corridor and its environment in accordance with policies NE2 and NE8, and recreational uses and the navigational capacity of the river would not be compromised. The bridge will enhance walkways and cycleways along riverbank, which will links the south side of the river with Hungate and the city centre, in accordance with policy L4.

6.0 RECOMMENDATION: Approve

1 TIME2 Development start within three years

2 PLANS2 Apprvd plans and other submitted details

3 To scale details of the items listed below shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development and the works shall be carried out in accordance with the approved details.

- Large scale details of the two sets of steps and their balustrades
- Large scale details with dimensions of the concrete anchors as exposed above ground
- Details of the supplementary lighting, including fixings, luminaries and locations (this lighting is to protect birds from flying into the structure and it should be specified to avoid unnecessary light pollution).

Reason: So that the Local Planning Authority may be satisfied with these details.

4 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. The development shall be carried out using the approved materials.

Reason: So as to achieve a visually cohesive appearance.

INFORMATIVES

- It is preferred that samples are agreed onsite simultaneously.
- The steel supporting rods should be stainless steel to prevent possible failure due to hydrogen embrittlement.

5 No development shall take place until there has been submitted and approved in writing by the Local Planning Authority a detailed hard landscaping scheme which shall illustrate any changes in surfacing on the south side of the River Foss. This scheme shall be implemented within a period of six months of the completion of the development.

Reason: So that the development is of a comprehensive consistent appearance.

6 No development shall commence until a scheme for replacement planting and soft landscaping has been submitted and approved by the Local Planning Authority. The scheme shall subsequently be implemented accordingly.

Reason: To respect and enhance the river corridor.

INFORMATIVE

The required plans could be submitted through updating the Ecological Management Plan for the Hungate site accordingly.

7 Large scale details of the items listed below shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development and the works shall be carried out in accordance with the approved details.

- Scheme for lighting the bridge and surrounding area to highway standards
- The surface treatment including friction strips
- Measures to prevent vehicular access across the bridge including siting

- The design of the area where the bridge ramp meets Navigation Road including a package of surface treatment/signage and lining

Reason: So that the Local Planning Authority may be satisfied with these details.

8 Prior to the commencement of any works onsite, a settlement facility for the removal of suspended solids from surface water run-off during construction works shall be provided. The details of such shall be agreed in writing by the Local Planning Authority prior to installation.

Reason: To prevent pollution of the water environment.

9 Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound should be at least equivalent to the capacity of the largest tank, or the combined capacity of interconnected tanks, plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund.

Reason: To prevent pollution of the water environment.

7.0 INFORMATIVES:

1 You are advised that this proposal may have an affect 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.

2. 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 visual and residential amenity, wildlife preservation, highway safety and access to the river corridor, navigational capacity of the river, and flood risk. As such the proposal complies with Policies GP1, T3, NE2, NE8 and L4 of the City of York Local Plan Deposit Draft.

Contact details:

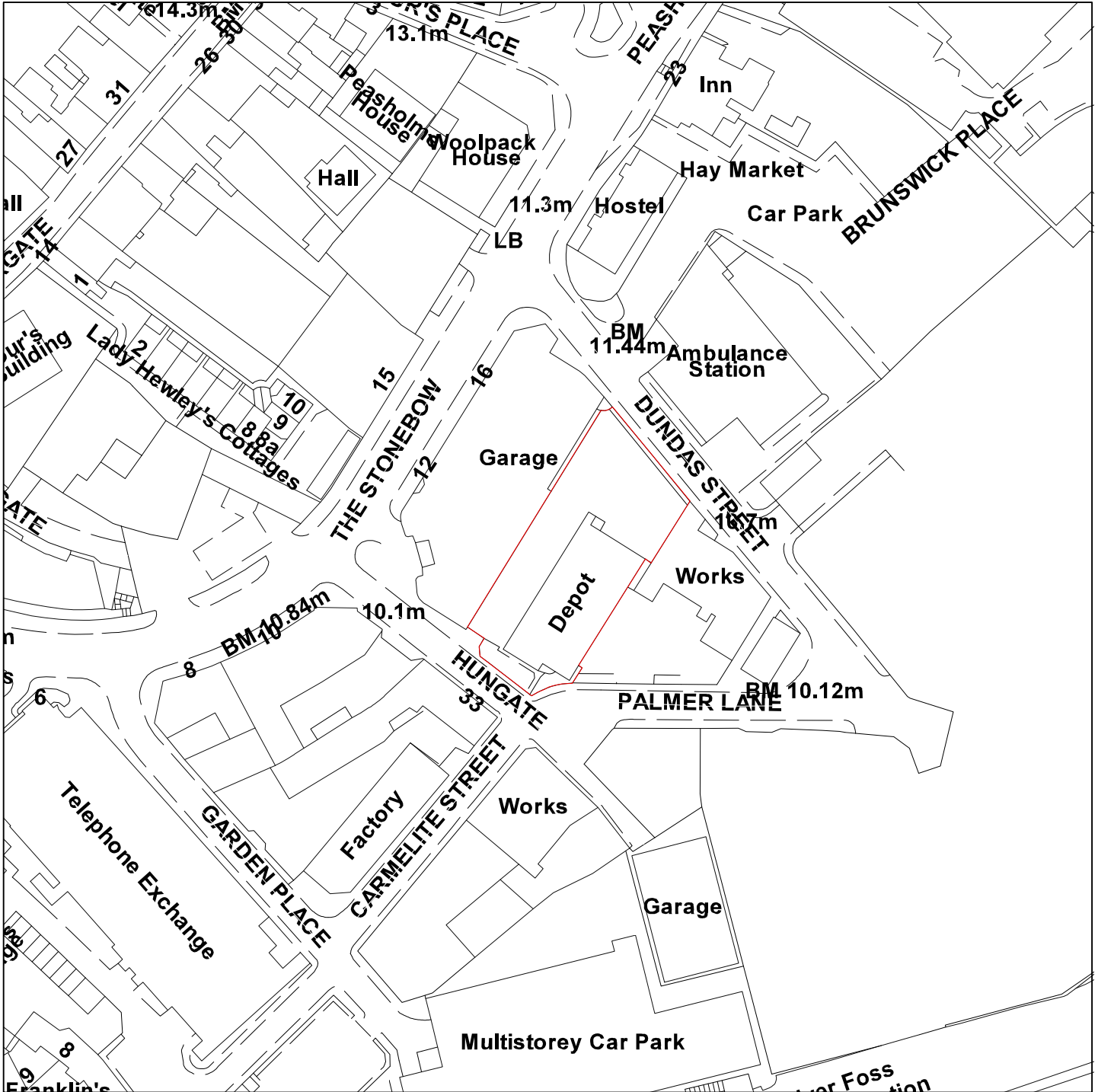
Author: Jonathan Kenyon Development Control Officer
Tel No: 01904 551323

08/00300/FUL

Hungate Development Site



GIS by ESRI (UK)



Scale : 1:1250

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Organisation	Not Set
Department	Not Set
Comments	Application Site
Date	19 May 2008
SLA Number	Not Set

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COMMITTEE REPORT

Committee: Main
Date: 29 May 2008

Ward: Micklegate
Parish: Micklegate Planning Panel

Reference: 08/00289/FULM
Application at: Former NER Headquarters Station Rise York YO1 6HT
For: Change of use of offices (Class B1) to hotel (Class C1) including erection of 6 storey and single storey rear extension, formation of decking over car park, placement of external ventilation equipment and internal and external alterations
By: Acropolis Hotels Ltd
Application Type: Major Full Application (13 weeks)
Target Date: 30 May 2008

1.0 PROPOSALApplication site

1.1 The application concerns the former North Eastern Railway headquarters, a purpose-built office building designed in 1904-6 for one of the most successful railway companies in Britain at the time. The building expresses the pride and confidence of the company at the height of the Edwardian period.

1.2 The building is of significant architectural stature with a high standard of materials, detailing and applied artwork both inside and outside. The building is listed at grade II* and within the Central Historic Core Conservation Area, close to the city walls.

1.3 The main entrance/front elevation to the building is from Station Rise but this large dominant building also has gable ends, fronting onto Station Road and Tanner Row. There are neighbouring office buildings across Station Rise and also fronting Rougier Street to the northeast where the modern 7-storey Aviva/Norwich Union building stands.

The proposed development

1.4 Planning permission is sought to convert the building into a hotel, although an existing tenant would remain in part of the basement. The hotel would have 107 guest rooms and function as follows:

1.5 In the basement would be back of house facilities (staff and admin), plant rooms and a leisure/spa/treatment facility in the east wing (Tanner Row side).

1.6 At ground floor northwest from the entrance would be a lounge lobby area, leading through to the dining rooms, which would look out onto Station Road and the city walls. To the immediate southeast of the front entrance (toward Tanner Row) would be a front desk, otherwise guest rooms.

1.7 At 1st floor level conference rooms are proposed directly above the main entrance and in the meeting rooms (original boardroom) at the northwest end of the floor. Two partition walls would be taken away to create a pre-meeting room space before the function rooms. Otherwise the rooms would be guest rooms.

1.8 The 2nd to 5th floors are dedicated to providing guest rooms.

1.9 Due to the original layout few internal changes are required to convert the building into a hotel. For the guest rooms, partition walls need to be inserted into rooms to create bathrooms and on the 4th and 5th floors it is proposed to add a mezzanine floor in rooms, to allow better views of the city from high level roof windows.

1.10 There are external alterations, which affect the appearance of the building and its setting/grounds. These are as follows:

1.11 It is proposed a Yorkstone pavement is laid which leads along the footpath to the main entrance. There would be a slight ramp up to the main entrance door, to create a level access (a lift is proposed in the entrance lobby). The existing entrance steps would be relocated at the edge of the pavement. To each side of the main entrance the windows openings would be enlarged. A luggage entrance is proposed in the opening to the southeast side of the entrance (to front desk area), on the other side to retain the symmetry of the building the opening size/detailing would be changed to match.

1.12 Two extensions are proposed at the rear, a single storey flat roof extension to the spa/leisure area and an extension tucked between the western wing and the gable on the rear elevation to provide a lift up to the top floor.

1.13 Behind the building at basement level is currently a tarmac flat parking area, this would accommodate a service area, parking spaces and plant. It is proposed to cover this area and create a garden area at ground floor level above.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

Areas of Archaeological Interest City Centre Area
Conservation Area Central Historic Core
DC Area Teams Central Area
Floodzone 2 Flood Zone 2
Floodzone 3 Flood Zone 3
Listed Buildings Grade 2*; North Eastern Railway Co Offices Toft Green
Listed Buildings Grade 2; Main Gates And Wicket Gates To North East Railway

2.2 Policies:

CYE3B Existing and Proposed Employment Sites

CYV3	Criteria for hotels and guest houses
CYHE4	Listed Buildings
CYHE3	Conservation Areas

3.0 CONSULTATIONS

Internal

City Development

3.1 Advise their primary concern is the loss of the existing employment site. As the building has not been marketed for 6 months, there is not clear evidence that the retention of the site in office use is unviable. It is accepted there is case for the proposed use as it would benefit the city's economy, through job creation, outsourcing of work to other businesses, higher visitor spending and raising the profile of the city (because it would have a 5* hotel).

Design, Conservation and Sustainable Development

3.2 Advise that Planning Policy Guidance Note (PPG) 15 (Planning and the Historic Environment) acknowledges that a degree of adaption is usually required to keep a listed building in active use through its life and that the economic viability of possible uses must be judged against the effect of any changes on the special architectural and historic interest of the building. The current scheme has come forward after an extensive period of examining the building's scope for opening up to provide more flexible office use. The cellular plan form and wide central corridor would not adapt on the principal floors without considerable loss of the interior arrangement and detail. It would appear that limiting alterations to the upper floors alone (above 1st floor level as alterations to the ground and first floors would be resisted due to the harm caused to the special historic interest of the building) would have resulted in a non-viable scheme.

3.3 Surprisingly the brief for the high status hotel appears to fit the existing plan with very little permanent adaption. The quality of the splendid interiors would be maintained and the special areas would be accessible to the general public.

3.4 Officers consider the extensions at the rear would not be prominent. They are acceptable additions to the building. The proposed rear garden would enhance the site and the conservation area.

3.5 Other benefits of the scheme for the building would be the removal of inserted partition walls, suspended ceilings, wiring and the reinstatement of some fireplaces (almost all have been removed). Wood block floors would be repaired and terrazzo floors would remain exposed. The existing ventilation stacks are to be reused for their original purpose in connection with heating and cooling systems drawing energy from combined services through heat exchangers.

3.6 The scheme submission is the result of considerable thought and research in connection with the building and officers. It is essential that this degree of

consideration is given to the next stages of the project and we would urge the applicant to retain the architects should the scheme be successful in obtaining permission.

Economic Development Unit

3.7 Support the proposal. Advise that such a development is an extremely attractive proposition for the city, which has strong aspirations for investment in a high quality visitor experience, with particular focus on the higher spend, longer stay visitor. It would also aid in supporting Yorkshire Forward's aspirations for the region of a 5% per annum growth in tourism earnings up to 2013.

3.8 The visitor economy is important to York. Some 4 million visitors spend £333mn a year in York, and nearly 10,000 jobs are created as a result (source: Economic Impact Model, University of York, 2007). Enhancing the quality of the city's product offer is important to York, in order to respond to increased competition both in the UK and overseas. A five star hotel proposition will be a unique addition to the city's product offer, raising the bar not just on the accommodation side, but also on terms of the overall image and perception of the city. The location of the site, close to the city centre and the station, also offers the opportunity to maximise the city's green credentials, minimising motor vehicle requirements.

3.9 The Economic Development Unit welcomes the proposal for other reasons:

- It will continue to make commercial use of a Grade 2* listed building, which might otherwise become vacant as the current tenants move out.
- The hotel will in its own right create some 250-300 jobs – with a tourism multiplier of 17% (Source: Economic Impact Model 2007), this could make an overall impact on the city of 300 jobs.
- It provides a new and exciting focus in a most prominent location, close to the station and the city centre, showing that York is a “can-do” city that can accommodate new development in a sensitive location.

3.10 There are a number of concerns, however

- That the existing office tenants will continue to be housed in York, and will continue to be commercially successful in their new location and therefore maintain office employment in the city.
- The principle of the loss of employment land in the city, but acknowledges that in this instance, the alternative use of the property will generate significant numbers of jobs both directly and indirectly.
- That the applicant maintains its commitment to a five star-quality operation.

Environmental Protection Unit

3.11 No objection. Ask for conditions to cover the following,

- An Environmental Management Scheme for minimising the creation of noise, vibration and dust during the demolition, site preparation and construction phases of the development.
- Details of all machinery, plant and equipment (including that for the kitchen) to be installed to be submitted to ensure they would not cause disturbance.
- Delivery vehicles using the joint service yard to the rear of the proposed development only permitted to do so between 07.00 to 23.00 and 9.00 to 18.00 on Sundays and Bank Holidays.
- That the garden terrace only be used until 24:00. This would be to protect the amenity of occupants of the hotel.

Highway Network Management

3.12 Consider that due to the proximity of the building to the train station, guests would mainly use the railway and the amount of vehicle parking onsite (23 spaces) is reasonable.

3.13 40 cycle parking spaces are proposed, however if the number of staff increases to around 250-300, this may need to be increased. To monitor demand it is suggested that a condition be attached requiring a green travel plan to be established within 6 months of the opening of the hotel. This will set targets for achieving sustainable modes of travel.

3.14 Advise that maintenance of the pavement at the front of the premises would be the responsibility of the occupants of the building (it is in their ownership).

3.15 Overall no objections. The following conditions are recommended, cycle parking details and details of internal turning areas to be agreed, no gate to open into the highway, and requirement for a travel plan.

External

Planning Panel

3.16 No objection, are in support of the sensitive alteration of this 'impressive building'.

Conservation Areas Advisory Panel (CAAP)

3.17 The panel would like to commend this proposal as it has very little effect on the building. The only objection the panel had is regarding the use of a glass balustrade and ask that alternatives to the treatment of the steps are considered. The panel would also like the architects to submit the scheme for any signage or adverts that will be required.

English Heritage

3.18 English Heritage (EH) has had pre-application discussions about this proposal and support the principle, subject to details. In particular ask that the alterations proposed for the main entrance and the adjacent pavement areas (in conjunction with wheelchair access) to be re-thought.

External entrance area

3.19 EH Regret the proposal to remove the curved steps at the main entrance, which are subtle but important features, the shape of which is very characteristic of their period. Also have concerns about the proposal to install glass balustrades at the outer edge of the pavement, which EH believe would look out of place in front of this fine late Victorian/Edwardian building. Ask whether it might be possible to move the curved steps outwards with the new ramp behind them and whether the road level might be slightly raised to avoid the need for a balustrade. If a balustrade remains necessary EH think a metal one might be more in keeping.

3.20 Suggest that the proposed basement swimming pool requires a structural report to confirm feasibility and establish what implications, if any, this has for the structure.

Lift at the entrance

3.21 Ask for justification as to the reasons for the extension of the upper platform and also the associated railings, and whether these changes are really necessary, as these are substantial changes to one of the most important spaces in the building. EH would wish alterations to be kept to a practical minimum and all new surfaces should match the existing ones, which EH expect to be retained in situ.

Proposed luggage entrance

3.22 EH note that the floor level inside is still higher than pavement level (presume a removable ramp would be needed for heavier luggage). A note on drawing 960/300 refers to the wall below the window being 'made good with concrete'. We would wish natural stone to be used for any surfaces that would be visible.

Guest rooms

3.23 Wish the alterations to be reversible wherever possible. Expect any new partitions, new ceilings, pipework, etc. to avoid cutting into any cornices or other decorative features. This should be covered by condition. With regard to drawing 960/311, clarification is required whether the present glazing would be reinstated in front of the new fireproof opaque partition (desirable).

Rear garden

3.24 There should be no exposed concrete walls in the rear garden.

Roofscape

3.25 Disappointed that the ugly telecoms tower is to remain on the roof. EH hope that this can be reconsidered (or at least, plans made to remove it at some future date).

Environment Agency

3.26 No objection, ask that if permission is granted it is subject to the condition that oils, fuels and chemicals are stored safely, and all surface water drainage from parking areas are passed through trapped gullies, so it does not pollute.

Safer York Partnership

3.27 No objection.

Victorian Society

3.28 Support the application, which would help deliver a viable long term future for the building. Many of the alterations are sympathetic although there are reservations over the following -

- It is inappropriate to alter the windows immediately to each side of the entrance, as these are an important external feature of the building. Suggest the cills on the adjacent windows (away from the main entrance) are instead altered.
- The entrance lobby should be retained as existing, without the disabled lift. Disabled access should be through the aforementioned new entrance (to the side of the main entrance).
- Service lift - the existing dormer should be re-used if possible. Existing windows would preferably be retained and covered in this area, so the work is reversible.
- Original internal features should be retained where possible - timber doors, room numbers and radiators.
- Works in association with new bathrooms should be reversible.
- It is suggested where glazed walls/doors are to be removed (internally) and replaced with timber panels and then put back, it is suggested the panel behind the glazing is made fireproof, so the glazing can be retained as existing.

York Civic Trust

3.29 Support the proposed change of use to a high quality hotel. Raise the following points -

- If railings are to be used outside the building, they should be to match those existing on Station Rise, opposed to glass.
- Clarification is asked for of the following room 1 38 - no elevation drawing of conversion from window to door, the lift to the eastern side of the entrance would have a redundant door, a door to match the lobby bar to the west side of the building is suggested, windows are to be changed to doors in the bar lobby, but these are not shown on drawing 960/122, where cornices etc are to be removed, they should be kept for re-use, on the first floor hope that the alcove shelf in the

ladies toilet is retained and the existing marble re-used, no details of how fireplaces will be re-instated, hope that panelled dado or fireplaces will be retained in areas where bathrooms are proposed, ask that strong rooms doors are retained where possible, as a feature of historic interest.

- Internal signs should be of quality and not an afterthought.
- Query whether the amount of on-site parking is adequate and ask that the developers look to gain further spaces (the developers may acquire/lease private parking spaces around the city).
- Would welcome the removal of the telecommunications mast on the roof.

York Tourism Bureau

3.30 Support the application. Advise there is demand for further hotel accommodation in the city. A five star hotel should also encourage more prestigious high spending visitors; the conference facilities would also be an asset and attract people to the city. It may also be that the presence of a five star hotel will encourage other hotels in the city to enhance their facilities.

Yorkshire and Humber assembly

3.31 No comment as the proposal does not have a material impact on the region.

Publicity

3.32 The application was publicised by site notice, press notice and letters of neighbour notification. No further representations have been received.

4.0 APPRAISAL

4.1 Key issues

- Principle of the development - the loss of office use and the proposed use as a hotel
- Special historic interest of the listed building
- Character and appearance of the conservation area
- Highway safety
- Sustainability

Principle of the development - the loss of office use and the proposed use as a hotel

4.2 Policy E3b of the Local Plan states that any sites or premises either currently or previously in employment use, will be retained within their current use class. Planning permission for other uses will only be given where there is a sufficient supply of employment land to meet both immediate and longer term requirements over the plan period in both quantitative and qualitative terms, and, either unacceptable environmental problems exist, or the development of the site for other

appropriate uses will lead to significant benefits to the local economy, or the use is ancillary to an employment use.

4.3 In order to comply with policy E3b it has to be demonstrated that the building is no longer required for office use. If the site had been marketed unsuccessfully, as office accommodation, for at least 6 months, a change of use could then be supported. Although this has not occurred, there is justification for the proposed change of use.

4.4 The problem with the space on offer is that the building comprises of a number of smaller rooms, opposed to large open plan spaces which are a requirement of modern users. If the layout of the building could be altered to provide such space, it would be more desirable. However this would have unacceptable implications on the special historic interest and structural integrity of the listed building.

4.5 Due to the building's size and layout, there have previously been a number of independent tenants occupying various areas of the building (tenants remain in the basement and will do so should this scheme go ahead). This arrangement has led to underused space in the building, has been harmful to the desire for a sensitive, cohesive appearance, management and maintenance of the listed building.

4.6 The constraints of the building are evident in its recent record of occupation. 50% of the building was vacant when the current owners acquired it in 2007. Previous tenants Network Rail and Northern Rail, re-located to more expensive modern office facilities (£12 per sq ft) elsewhere in the city, despite being offered a lower rate (£5 per sq ft) to remain in the building. It is expected National Express will relocate to Albion Wharf in Skeldergate.

4.7 The building would remain in commercial use as a significant number of staff (250-300) would be directly employed as a consequence of the proposed use, further jobs would be generated indirectly. The proposal would also enhance York's tourism economy which is of importance to the city. As such the proposal is supported by the Council's Economic Development Unit and the York Tourism Bureau. York's tourism economy brings a significant income to the city and creates some 10,000 jobs. The hotel is expected to attain 5* status, which no other hotels within the city centre offer. The proposal is expected to enhance the stock of hotels in the city, not only because it would be 5* accommodation but the attraction of opening this prominent building to the public, which is prestigious due to its appearance and historic importance. As such the proposed development would benefit York's economy.

4.8 Overall considerable weight is given to the benefit to the cities economy the proposal would deliver. Furthermore although it has not been demonstrated there is no demand to retain the building in office use, it is evident demand is limited and although the building was designed for office use, this may no longer be the optimum use of the listed building.

The proposed use

4.9 Policy V3 of the Local Plan states hotels will be suitable provided the development would be: compatible with its surroundings in terms of siting, scale and design and would not result in the loss of residential accommodation which when originally built had less than four bedrooms; would not have an adverse effect on the residential character of the area; and is well related in terms of walking, cycling and access to public transport in relation to York City Centre or other visitor attractions

4.10 It is proposed that the hotel would attain a 5 * status. Although this cannot be secured through the planning application, the aspiration is realistic given the size and prestige of the building. The following services (which are required so the 5* rating can be gained) will be offered in the building

- It would be open all the time, 24 hours each day of the year, and at all times customers would have access to staff and room service.
- High quality and generously sized communal environments such as various dining areas and bars with table service.
- Leisure/spa and business facilities.
- Luxury suites.
- Valet parking.
- Quality of the interior of the hotel.

4.11 The proposed site and building are consistent with the criteria set out in policy V3. As such there is no objection to the use of the building as a hotel.

Special historic interest of the listed building

4.12 PPG15 Planning and the Historic Environment advises that applications for listed building consent must be able to justify their proposals. They will need to show why works which would affect the character of a listed building would be desirable or necessary.

4.13 It is a requirement of Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to preserve the special historic interest of the listed building and the character and appearance of the conservation area. This is reinforced in policy HE4 of the draft Local Plan which states that listed building consent will only be granted when there is no adverse effect on the character, appearance or setting of the building.

4.14 The internal space lends itself to the proposed use which could occur without any internal alterations that harm the inside of the building. Rooms shall be re-used without significant alteration and renovated sympathetically, removing modern cabling etc and the building shall be powered in an efficient sympathetic manner. It is welcomed that rooms on the ground and first floor, such as the boardroom, are proposed to be used as they were originally intended. Officers have been advised that the architects shall be retained to follow through the scheme and are thus reassured that conditions can be complied with to ensure works carried out will be sensitive to the building and in liaison with Conservation Officers.

The following alterations are proposed -

Entrance area

4.15 The entrance presents a challenge in that a level access into the building has to be provided and it is likely a ramped access will require some form of handrail to comply with building regulations.

4.16 The proposals have been revised regarding the ramps and entrance steps. In accordance with English Heritage's suggestion the steps are to be retained (including design and shape) and moved toward the kerb with the ramp behind.

4.17 There would be a step up to the luggage entrance; a proposed platform lift will provide level access. When not in use the lift would appear as part of the Yorkstone pavement. It is considered preferable to keep the new entrance (and the symmetrical change) within the columns, which read as the entrance to the building, and not to interfere with the rest of the facade. As requested by EH, the drawing of this area (300) has been revised to clarify that concrete would not be used to make good the wall.

4.18 The external glass railings have been omitted, and replaced by iron railings supported by (two) balusters (on each side). The proposed supports are of simple design and are considered not to detract from the appearance of the building.

4.19 The lift in the entrance lobby is considered preferable to other options to get people into the building. The approach is sensitive and preferable in comparison to the alternative of creating a level access through the new door to the side of the main entrance, which would require installing more ramps and associated furniture outside, due to the difference between pavement and internal ground floor level (around 700mm). The handrail, which English Heritage were uncomfortable with has been removed. The platform area has been extended, in line with the lift, to retain symmetry in the lobby.

Redundant lift

4.20 The lift to the eastern side of the entrance will be rotated, making its existing entrance redundant. In accordance with the recommendation made by the Civic Trust, it has been agreed a door, that matches the door on the other side of the entrance, thus retaining symmetry, can be inserted to close off this opening. This would be a condition of approval of the listed building consent.

Internal alterations

4.21 Internal alterations will mostly be subject to agreement through large scale drawings and discussion between officers and the architects to ascertain the most sympathetic approach. The works will be reversible and will not affect features of architectural merit, such as existing cornices. Fireplaces shall be subject to further inspection and large scale details of the doors onto the garden are to be agreed. In accordance with EH and the Victorian Societies preference (see 3.20 and 3.25) glazing will be reinstated in front (facing the corridor) where glazed partitions are to be fireproofed. This detail will be subject to condition in the listed building application.

Signs

4.22 Signs can be covered through condition in the listed building application. How they are applied can be specified and external signs subject to approval of their details.

4.23 The proposed hotel use is desirable as the building would be enjoyed by the public and restored to its former status, as a listed building which is fully operational and accommodates a prestigious use. The proposal will secure the long term upkeep of the building whilst protecting and enhancing its historic fabric and general appearance. The effect on the listed building is a significant benefit of this proposal.

Character and appearance of the conservation area

4.24 The site is within a designated conservation area (Central Historic Core). Within such areas, the Council has a statutory duty to consider the desirability of preserving or enhancing the character and appearance of the area.

4.25 Policy HE3 states that within Conservation Areas, proposals will only be permitted where there is no adverse effect on the character or appearance of the area.

4.26 The external alterations around the entrance and the extensions are minor in scale/visual impact and are considered to have an acceptable affect on the conservation area. A significant benefit of the scheme is the proposed garden area, which replaces an unsightly car park. This area is visible from the city walls; the installation of a green landscaped area in the city centre would significantly enhance the appearance of the conservation area, in relation to the present tarmac car park. The retaining wall in the garden will be of brick to match the building, as requested by EH (see drawing 960/110).

Highway safety

4.27 T4 seeks to promote cycling and states that all new development should provide storage for cycles in accordance with the standards in appendix E of the Local Plan.

Car parking

4.28 A reduction in the amount of car parking spaces is proposed (24 spaces, down from 43). In this location, near to main bus stops and the train station, it can be reasonably expected, and is welcomed, that visitors are discouraged from using a private car and use alternative means of transport. This approach is consistent with national and local planning policy, which seeks to deter car use.

Cycle parking

4.29 At time of submission, 40 cycle spaces are proposed in the rear yard along with changing rooms and shower facilities. Spaces are secure and covered. A travel plan is suggested as a condition to promote cycling and to ensure that if demand for cycle spaces increases in the future, the proposed hotel can deliver these.

Sustainability

4.30 GP4a states all proposals should have regard to the principles of sustainable development.

4.31 The sensitive re-use and refurbishment of the building and the approach to promoting alternative means of transportation have been mentioned already. The building will be fully utilised, it is underused at the moment and thus the proposals constitutes a sustainable use of the space. A significant amount of planting is to be introduced in the garden and the building will operate more efficiently. A combined heat and power energy efficient boiler (A system where the heat produced during power generation is recovered) shall be installed to heat water and the building. The primary energy used would be wood pellets (a sustainable source). This would be around 35% more efficient than using a conventional boiler. Overall the building would operate in a far more efficient manner than is existing, and the proposed re-use and full occupation of the building is sustainable. As such the development complies with policy GP4a of the Local Plan.

5.0 CONCLUSION

5.1 The scheme is supported because it is considered the proposed use is one which works with the layout and constraints of the listed building; it will bring it into full use, enhance/restore its historic interest and make it accessible to the public. Hopefully the long term future and special historic interest of the building will be secured through this use, which may not occur if it is required to remain in office use.

5.2 Although to allow the proposal would be contrary to Local Plan policy E3b as it involves a loss of office space, this is considered not reason to refuse the application as the proposed use would create employment and have economic benefits for the city. Also the building is grade II* listed and its well-being is given significant weight.

5.3 In other respects, highway safety, the character and appearance of the conservation area and sustainability, the scheme is acceptable.

COMMITTEE TO VISIT

6.0 RECOMMENDATION: Approve

1 TIME2 Development start within three years

2 The development hereby permitted shall be carried out only in accordance with the following plans and other submitted details or any plans or details subsequently agreed in writing by the Local Planning Authority as an amendment to the approved plans.

Reason: For the avoidance of doubt and to ensure that the development is carried out only as approved by the Local Planning Authority.

3 Notwithstanding the approved plans, large scale details of the main entrance arrangement shall be approved by the Local Planning Authority and the development carried out accordingly.

Reason: To protect the appearance and setting of the listed building.

4 The brickwork to the retaining garden wall shall match the existing brickwork in all respects i.e., bonding, size, colour and texture of bricks and the colour and finished treatment of mortar joints, to the satisfaction of the Local Planning Authority (sample panel to be agreed onsite).

Reason: To ensure that the finished appearance is to the satisfaction of the Local Planning Authority.

5 The materials to be used externally on the service extension and the single storey extension to the leisure area shall match those of the existing building in colour, size, shape and texture.

Reason: To ensure that the finished appearance is to the satisfaction of the Local Planning Authority.

6 The development shall be carried out in accordance with the proposed energy use strategy (section 7) in the supporting statement dated February 2008.

Reason: In the interests of sustainable development, in accordance with policy GP4a of the Draft Local Plan.

7 No development shall take place until there has been submitted and approved in writing by the Local Planning Authority a detailed landscaping scheme for the garden area which shall illustrate hard and soft measures, including the number, species, height and position of trees and shrubs to be planted.

This scheme shall be implemented within a period of six months of the completion of the development. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless alternatives are agreed in writing by the Local Planning Authority.

Reason: So that the Local Planning Authority may be satisfied with the variety, suitability and disposition of species within the site.

8 HWAY19 Car and cycle parking laid out

9 HWAY21 Internal turning areas to be provided

10 HWAY29 No gate etc to open in highway

11 The applicant shall submit and agree in writing with the Local Planning Authority a green travel plan for employees and guests, within 6 months of

occupation of the building. The travel plan shall set measures to promote sustainable travel and reduce dependence on the private car. Cycling shall be promoted and further secure covered spaces be provided on site (details to be approved by the Local Planning Authority) when demand occurs.

Reason: To promote sustainable travel.

12 Use of the ground floor roof garden/patio that forms part of the proposed development shall be confined to the following hours of operation :

Monday to Sunday 08.00 to 00.00 (midnight).

Reason: To protect the amenity of future residents

13 Delivery vehicles using the joint service yard to the rear of the proposed development shall be confined to the following hours:

Monday to Saturday 07.00 to 23.00
Sundays and Bank Holidays 9.00 to 18.00

Reason: To protect the amenity of future occupants and local businesses

INFORMATIVE This relates to the proposed use and not construction/building works.

14 Details of all machinery, plant and equipment to be installed in or located on the use hereby permitted, which is audible at any business, residential or hotel accommodation, shall be submitted to the local planning authority for written approval. These details shall include maximum ($L_{Amax(f)}$) 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 future occupants and local businesses.

15 There shall be adequate facilities for the treatment and extraction of cooking odours. Details of the extraction plant or machinery and any filtration system required shall be submitted to the local planning authority for written approval. Once approved it shall be installed and fully operational before the proposed use first opens and shall be appropriately maintained thereafter.

Reason: To protect the amenity of future occupants and local businesses.

16 Prior to commencement of the development, an Environmental Management Scheme for minimising the creation of noise, vibration and dust during the demolition, site preparation and construction phases of the development shall be submitted to and approved in writing by the Local Planning Authority. All works on site shall be undertaken in accordance with the approved scheme, unless otherwise

agreed in writing by the Local Planning Authority.

Reason. To protect the amenity of local businesses.

17 Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound should be at least equivalent to the capacity of the largest tank, or the combined capacity of interconnected tanks, plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund.

Reason: To prevent pollution of the water environment.

18 Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hardstandings shall be passed through trapped gullies installed in accordance with a scheme previously submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent pollution of the water environment.

7.0 INFORMATIVES:

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 loss of office space, the special historic interest of the listed building, the character and appearance of the conservation area, highway safety and the promotion of sustainability. As such the proposal complies with Policies E3b, V3, HE4, HE3, T4 and GP4a of the City of York Local Plan Deposit Draft.

2. INFORMATIVE:

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:

Works in the highway - Section 171/Vehicle Crossing - Section 184 - Stuart Partington (01904) 551361
Temporary footway closure - Section 14

Contact details:

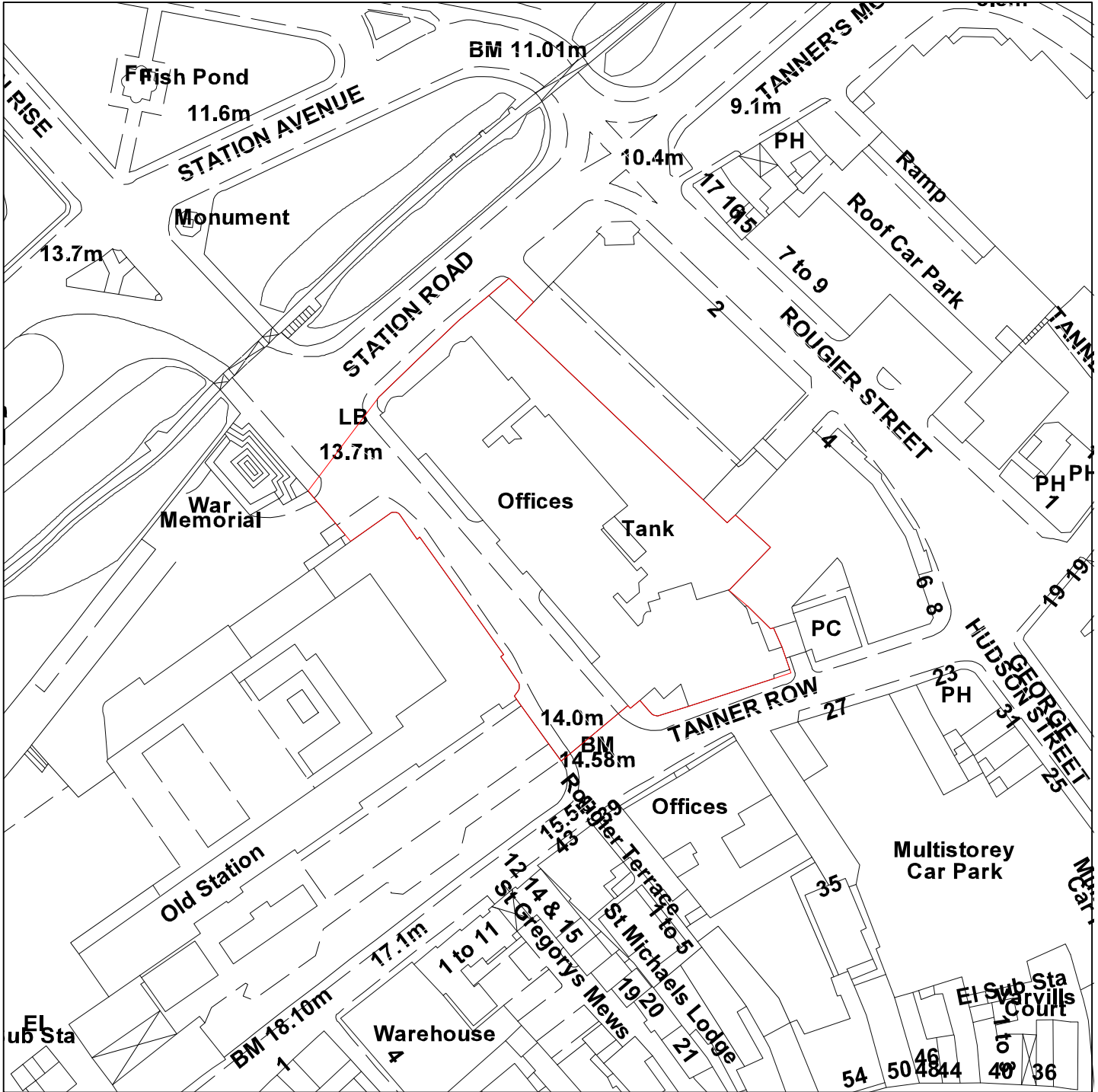
Author: Jonathan Kenyon Development Control Officer
Tel No: 01904 551323

08/00289/FULM

Main Headquarters, Main Street



GIS by ESRI (UK)



Scale : 1:1250

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Organisation	Not Set
Department	Not Set
Comments	Application Site
Date	19 May 2008
SLA Number	Not Set

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COMMITTEE REPORT

Committee: Main P & T
Date: 29 May 2008

Ward: Micklegate
Parish: Micklegate Planning Panel

Reference: 08/00292/LBC
Application at: Former NER Headquarters Station Rise York YO1 6HT
For: Internal and external alterations in connection with conversion of building to hotel including erection of 6 storey and single storey rear extension, formation of terrace over car park and placement of external ventilation equipment
By: Acropolis Hotels Ltd
Application Type: Listed Building Consent
Target Date: 25 April 2008

1.0 PROPOSALApplication site

1.1 The application concerns the former North Eastern Railway headquarters building, a purpose-built office block designed in 1904-6 for one of the most successful railway companies in Britain at the time. The building expresses the pride and confidence of the company at the height of the Edwardian period. The main entrance/front elevation to the building is from Station Rise but this large dominant building also has gable ends, fronting onto Station Road and Tanner Row.

1.2 The building is of significant architectural stature with a high standard of materials, detailing and applied artwork both inside and outside. The building is listed at grade II*.

The proposed development

1.3 The application is for listed building consent (a companion full application has also been submitted reference 08/00289/FULM) to convert the building into a hotel, although existing tenants would remain in part of the basement. The hotel would have 107 guest rooms and function as follows:

1.4 In the basement would be back of house facilities (staff and admin), plant rooms and a leisure/spa/treatment facility in the east wing (Tanner Row side).

1.5 At ground floor northwest from the entrance would be a lounge lobby area, leading through to the dining rooms, which would look out onto Station Road and the city walls. To the immediate southeast of the front entrance (toward Tanner Row) would be a front desk, otherwise guest rooms.

1.6 At 1st floor level conference rooms are proposed directly above the main entrance and in the meeting rooms (original boardroom) at the northwest end of the

floor. Two partition walls would be taken away to create a pre-meeting room space before the function rooms. Otherwise the rooms would be guest rooms.

1.7 The 2nd to 5th floors are dedicated to providing guest rooms.

1.8 Due to the original layout few internal changes are required to convert the building into a hotel. For the guest rooms, partition walls need to be inserted into rooms to create bathrooms and on the 4th and 5th floors it is proposed to add a mezzanine floor in rooms, to allow better views of the city from high level roof windows.

1.9 There are external alterations, which affect the appearance of the building and its setting/grounds. These are as follows:

1.10 It is proposed a Yorkstone pavement is laid which leads along the footpath to the main entrance. There would be a slight ramp up to the main entrance door, to create a level access (a lift is proposed in the entrance lobby). The existing entrance steps would be relocated at the edge of the pavement. To each side of the main entrance the windows openings would be enlarged. A luggage entrance is proposed in the opening to the southeast side of the entrance (to front desk area), on the other side to retain the symmetry of the building the opening size/detailing would be changed to match.

1.11 Two extensions are proposed at the rear, a single storey flat roof extension behind the spa/leisure area to accommodate the razul, and an extension tucked between the western wing and the gable on the rear elevation to provide a lift up to the top floor.

1.12 Behind the building at basement level is currently a tarmac flat parking area; this would accommodate a service area, parking spaces and plant. It is proposed to cover this area and create a garden area at ground floor level above.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

Areas of Archaeological Interest City Centre Area 0006
Conservation Area Central Historic Core 0038
City Boundary York City Boundary 0001
DC Area Teams Central Area 0002
Floodzone 2 Flood Zone 2 CONF
Floodzone 3 Flood Zone 3
Listed Buildings Grade 2*; North Eastern Railway Co Offices Toft Green 0097
Listed Buildings Grade 2; Main Gates And Wicket Gates To North East Railway 0104

2.2 Policies:

CYHE4
Listed Buildings

3.0 CONSULTATIONS

Design, Conservation and Sustainable Development

3.1 Advise that Planning Policy Guidance Note (PPG) 15 (Planning and the Historic Environment) acknowledges that a degree of adaption is usually required to keep a listed building in active use through its life and that the economic viability of possible uses must be judged against the effect of any changes on the special architectural and historic interest of the building. The current scheme has come forward after an extensive period of examining the building's scope for opening up to provide more flexible office use. The cellular plan form and wide central corridor would not adapt on the principal floors without considerable loss of the interior arrangement and detail. It would appear that limiting alterations to the upper floors alone (above 1st floor level as alterations to the ground and first floors would be resisted due to the harm caused to the special historic interest of the building) would have resulted in a non-viable scheme.

3.2 Surprisingly the brief for the high status hotel appears to fit the existing plan with very little permanent adaption. The quality of the splendid interiors would be maintained and the special areas would be accessible to the general public.

3.3 Officers consider the extensions at the rear would not be prominent. They are acceptable additions to the building. The proposed rear garden would enhance the site and the conservation area.

3.4 Other benefits of the scheme for the building would be the removal of inserted partition walls, suspended ceilings, wiring and the reinstatement of some fireplaces (almost all have been removed). Wood block floors would be repaired and terrazzo floors would remain exposed. The existing ventilation stacks are to be reused for their original purpose in connection with heating and cooling systems drawing energy from combined services through heat exchangers.

3.5 The scheme submission is the result of considerable thought and research in connection with the building and officers. It is essential that this degree of consideration is given to the next stages of the project and we would urge the applicant to retain the architects should the scheme be successful in obtaining permission. Conservation officers suggested conditions have been added as requested.

External

Planning Panel

3.6 No objection, are in support of the sensitive alteration of this 'impressive building'.

Conservation Areas Advisory Panel (CAAP)

3.7 The panel would like to commend this proposal as it has very little effect on the building. The only objection the panel had is regarding the use of a glass balustrade

and ask that alternatives to the treatment of the steps are considered. The panel would also like the architects to submit the scheme for any signage or adverts that will be required.

English Heritage

3.8 English Heritage (EH) has had pre-application discussions about this proposal and supports the principle, subject to details. In particular ask that the alterations proposed for the main entrance and the adjacent pavement areas (in conjunction with wheelchair access) to be re-thought.

External entrance area

3.9 EH Regret the proposal to remove the curved steps at the main entrance, which are subtle but important features, the shape of which is very characteristic of their period. Also have concerns about the proposal to install glass balustrades at the outer edge of the pavement, which EH believe would look out of place in front of this fine late Victorian/Edwardian building. Ask whether it might be possible to move the curved steps outwards with the new ramp behind them and whether the road level might be slightly raised to avoid the need for a balustrade. If a balustrade remains necessary EH think a metal one might be more in keeping.

3.10 Suggest that the proposed basement swimming pool requires a structural report to confirm feasibility and establish what implications, if any, this has for the structure.

Lift at the entrance

3.11 Ask for justification as to the reasons for the extension of the upper platform and also the associated railings, and whether these changes are really necessary, as these are substantial changes to one of the most important spaces in the building. EH would wish alterations to be kept to a practical minimum and all new surfaces should match the existing ones, which EH expect to be retained in situ.

Proposed luggage entrance

3.12 EH note that the floor level inside is still higher than pavement level (presume a removable ramp would be needed for heavier luggage). A note on drawing 960/300 refers to the wall below the window being 'made good with concrete'. We would wish natural stone to be used for any surfaces that would be visible.

Guest rooms

3.13 Wish the alterations to be reversible wherever possible. Expect any new partitions, new ceilings, pipework, etc. to avoid cutting into any cornices or other decorative features. This should be covered by condition. With regard to drawing 960/311, clarification is required whether the present glazing would be reinstated in front of the new fireproof opaque partition (desirable).

Rear garden

3.14 There should be no exposed concrete walls in the rear garden.

Roofscape

3.15 Disappointed that the ugly telecoms tower is to remain on the roof. EH hope that this can be reconsidered (or at least, plans made to remove it at some future date).

Victorian Society

3.16 Support the application, which would help deliver a viable long term future for the building. Many of the alterations are sympathetic although there are reservations over the following -

- It is inappropriate to alter the windows immediately to each side of the entrance, as these are an important external feature of the building. Suggest the cills on the adjacent windows (away from the main entrance) are instead altered.
- The entrance lobby should be retained as existing, without the disabled lift. Disabled access should be through the aforementioned new entrance (to the side of the main entrance).
- Service lift - the existing dormer should be re-used if possible. Existing windows would preferably be retained and covered in this area, so the work is reversible.
- Original internal features should be retained where possible - timber doors, room numbers and radiators.
- Works in association with new bathrooms should be reversible.
- It is suggested where glazed walls/doors are to be removed (internally) and replaced with timber panels and then put back, it is suggested the panel behind the glazing is made fireproof, so the glazing can be retained as existing.

York Civic Trust

3.17 Support the proposed change of use to a high quality hotel. Raise the following points -

- If railings are to be used outside the building, they should be to match those existing on Station Rise, opposed to glass.
- Clarification is asked for of the following room 1 38 - no elevation drawing of conversion from window to door, the lift to the eastern side of the entrance would have a redundant door, a door to match the lobby bar to the west side of the building is suggested, windows are to be changed to doors in the bar lobby, but these are not shown on drawing 960/122, where cornices etc are to be removed, they should be kept for re-use, on the first floor hope that the alcove shelf in the ladies toilet is retained and the existing marble re-used, no details of how fireplaces will be re-instated, hope that panelled dado or fireplaces will be retained in areas where bathrooms are proposed, ask that strong rooms doors are retained where possible, as a feature of historic interest.

- Internal signs should be of quality and not an afterthought.
- Query whether the amount of on-site parking is adequate and ask that the developers look to gain further spaces (the developers may acquire/lease private parking spaces around the city).
- Would welcome the removal of the telecommunications mast on the roof.

Publicity

3.18 The application was publicised by site notice, press notice and letters of neighbour notification. No further representations have been received.

4.0 APPRAISAL

4.1 Key issues

- Justification
- Special historic interest of the listed building

4.2 Relevant planning policy

- PPG15 Planning and the Historic Environment advises that applications for listed building consent must be able to justify their proposals. They will need to show why works which would affect the character of a listed building would be desirable or necessary.
- It is a requirement of Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to preserve the special historic interest of the listed building and the character and appearance of the conservation area.
- Policy HE4 states that listed building consent will only be granted when there is no adverse effect on the character, appearance or setting of the building.

Main entrance

4.3 The main entrance would be adapted to receive a platform lift to one side of the lobby whilst the pavement would be raised slightly to overcome the two outside steps. In accordance with English Heritage's suggestion the external steps are to be retained (including design and shape) and moved toward the kerb with the ramp behind and the railings in the entrance lobby have been omitted. The windows either side of the main entrance are proposed to be altered so that one can receive luggage whilst the symmetry of the façade would be maintained. Other arrangements to give equal access into the building have been explored and discounted as the change in level from pavement to ground floor is too great to receive a ramp. The external glass balustrade has been opposed by English Heritage and others. Building Control advised the proposed glass balustrade can be replaced with a simple iron upstand and handrail and the plans have been revised accordingly.

Rear extensions

4.4 A new service zone would be required at each level of the building and this would be housed in an enlarged lift tower extension to be located on the rear elevation in the recess between the northwest wing and the central area. The tower would be set well back and would adopt the design of the wall and roof which it would cover up, so it would not compete with the architectural articulation of the building.

4.5 A single storey rear extension is proposed that would sit next to the plant room where the leisure/spa area is proposed. The plant room is an addition to the building, it is proposed to copy this extension.

4.6 Both extensions would be discreet and it is considered that, subject to materials and detailing, the extensions would not harm the special interest of the building.

Guestrooms

4.7 Individual guest rooms would fit within the cellular spaces of the building. A number of generic bathroom/lobby layouts have been explored to fit with the different positions of existing doors. This zoning arrangement would allow services to be integrated into rooms without damaging joinery. It also creates a fire-separation zone which means that existing doors can be retained without alteration. The cornice would be re-run around the sub-divided area to introduce a more intimate scale. A number of suites would be created on the upper floors and some of these would occupy the double height spaces of the attic floors, with mezzanine floors introduced. These would provide views out of the high level windows, thus the amenity of the rooms would be enhanced. The alterations would not affect existing architectural features, they would be reversible and would not harm the special historic interest of the building.

Ground floor

Redundant lift

4.8 The lift to the eastern side of the entrance will be rotated, making its existing entrance redundant. In accordance with the recommendation made by the Civic Trust, it has been agreed a door, that matches the door on the other side of the entrance, thus retaining symmetry, can be inserted to close off this opening. Details would be a condition of approval.

Dining area

4.9 The dining area adjacent the kitchen service area has been revised so the wall shared with the hall is retained, preserving the original form of the area.

First floor

4.10 In the pre-function room area (above the aforementioned dining room) partition walls will be removed to create a space where people can gather etc. This change is acceptable as it reverts to the original layout as there was an open space before the boardroom.

Service runs

4.11 Awaited is confirmation of how the extraction/filtration for the leisure area and kitchen would travel to the northeast point in the garden where it would be discharged. It is likely that the service runs would be hidden within/under the garden terrace. A condition requiring details of the routes, to ensure there is no harm to the buildings fabric is proposed.

5.0 CONCLUSION

5.1 The scheme submitted is the result of considerable thought and research in connection with the building. The proposed hotel and its associated facilities fit the existing plan and require few internal alterations. Alterations that are proposed are sympathetic, as are the proposed rear extensions. Officers have been advised that the architects shall be retained to follow through the scheme and are thus re-assured that conditions can be complied with to ensure works carried out will be sensitive to the building and in liaison with Conservation Officers.

5.2 It is proposed to remove recent unsympathetic additions such as partition walls and service runs. The scheme should help restore the building and make the most of its special historic interest by making it accessible to the general public.

5.3 Approval is recommended. Should members support the application it is to be sent to the Government Office to determine whether the Secretary of State wishes to call in the application as it concerns a grade II* listed building.

COMMITTEE TO VISIT

6.0 RECOMMENDATION: Approve following Sec of State Decision

1 TIMEL2 Development start within 3 yrs (LBC/CAC)

2 The development hereby permitted shall be carried out only in accordance with the approved plans and other submitted details or any plans or details subsequently agreed in writing by the Local Planning Authority as an amendment to the approved plans.

Reason: For the avoidance of doubt and to ensure that the development is carried out only as approved by the Local Planning Authority.

3 The materials to be used externally on the service extension and the single storey extension to the leisure area shall match those of the existing building in colour, size, shape and texture.

Reason: To achieve a visually acceptable form of development.

4 Large scale details of the items listed below shall be submitted to and

approved in writing by the Local Planning Authority prior to the commencement of the development and the works shall be carried out in accordance with the approved details.

- A) Blocking of original lift door area where lifts rotated (door to match lobby door on other side of reception area)
- B) Adapted windows and their surrounds either side of main entrance
- C) Entrance ramp including balustrade and planters
- D) Platform lift and alterations in the entrance lobby
- E) Blocking to glazed partitions including fire protection measures (method and materials to be agreed on site if necessary)
- F) New doors onto terrace including large scale details of joinery
- G) New access through the existing railings onto Station Rise
- H) New escape staircase in East wing
- I) Adaptions to corridor openings
- J) Internal lighting and luminaries
- K) Any fire-measures affecting the fabric of the building
- L) Any new internal doors

Reason: So that the Local Planning Authority may be satisfied with these details.

- 5 New cornices within guest rooms shall match existing profiles.

Reason: To preserve the appearance of the listed building.

- 6 New partitions should be integrated so that they do not damage existing surfaces and details - by avoiding cornices, arises etc, and by being scribed around existing details.

Reason: To preserve the appearance of the listed building.

- 7 All disturbed surfaces must be made good to match surroundings (floors, walls and ceilings).

Reason: To preserve the appearance of the listed building.

- 8 A schedule of new openings and blocking of existing openings shall be provided including large scale details of any new joinery and making good.

Reason: To preserve the appearance of the listed building.

- 9 Prior to such development commencing a method statement for integrating plumbing routes and wiring shall be approved by the Local Planning Authority and the works implemented accordingly. Redundant pipework, cables and trunking must be removed.

Reason: So that the Local Planning Authority may be satisfied with these details.

- 10 Prior to such development commencing a schedule for works/alterations to fireplaces including means of installation shall be approved by the Local Planning

Authority and the works implemented accordingly.

Reason: So that the Local Planning Authority may be satisfied with these details.

11 All redundant doors and any other joinery shall be labelled for identification purposes and stored on site if they cannot be reused immediately in the building.

Reason: To protect items of special historic interest.

12 Prior to development of the leisure/spa facility the following details shall be submitted and approved by the Local Planning Authority,

- Structural engineers report to indicate the feasibility of such and any subsequent implications for the building.
- Details of the pool filtration system, including any external extract and ventilation.

Reason: To protect the listed building.

INFORMATIVE

The proposed pool/spa is subject to agreement of the aforementioned details. Should the aforementioned details be judged unduly harmful to the listed building, an alternative proposal for this part of the building would need to be considered.

13 Details of all machinery, plant and equipment (including service runs) to be installed in association with the kitchen facilities shall be submitted to the Local Planning Authority for written approval and the development carried out in accordance with the approved details.

Reason: To protect the listed building and its appearance.

14 No development shall take place until there has been submitted and approved in writing by the Local Planning Authority a detailed landscaping scheme for the garden area which shall illustrate hard (including confirmation of brickwork to the retaining wall) and soft measures, including the number, species, height and position of trees and shrubs to be planted.

This scheme shall be implemented within a period of six months of the completion of the development. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless alternatives are agreed in writing by the Local Planning Authority.

Reason: So that the Local Planning Authority may be satisfied with the variety, suitability and disposition of species within the site.

15 Prior to their installation a scheme for the adverts and signage to the building, including materials, size and means of fixing shall be approved by the Local Planning Authority.

Reason: To protect the listed building and its appearance.

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 special historic interest of the listed building. As such the proposal complies with Policy HE4 of the City of York Local Plan Deposit Draft.

Contact details:

Author: Jonathan Kenyon Development Control Officer

Tel No: 01904 551323

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Planning Committee
Report of the Assistant Director Planning and
Sustainable Development

29th May 2008

Fulford Village Conservation Area Appraisal: Consultation Draft

Summary

1. This report requests that a draft appraisal of the Fulford Village Conservation Area be approved for public consultation.

Background

2. Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a duty on 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”. Designation provides the basis for policies designed to preserve or enhance aspects of the character or appearance that define an area’s special interest.
3. The Fulford Village conservation area was designated by City of York Council in 1998. Generally the existing boundary describes the historic village settlement with limited extension north and east along Main Street and Heslington Lane. A conservation statement summarizing the main characteristics of the area was produced at the time and it was included in the Draft Local Plan.
4. The village is experiencing increased pressures - such as traffic travelling into York through the village from the south and increased development pressure - which conflict with its village character. It is therefore considered appropriate to fully appraise the area to ensure that its special character is not compromised.
5. The more clearly the special qualities justifying designation are defined and recorded the sounder will be the basis for developing policies and for decision making. The definition of an area’s special interest should derive from a thorough analysis of the elements which contribute to (or detract from) its character and it should be based on an understanding of the development of the area in the wider context. A full appraisal assists in the formulation of policies for the preservation and enhancement of the special qualities of the area;

and it should make recommendations for inclusion in, or revision of, a Management Plan.

6. Local authorities also have a duty (under section 69) to review their conservation areas from time to time. An important part of the review process is a reassessment of the conservation area boundary.
7. The Fulford Village conservation area draft appraisal is attached at **Annex A**. The appraisal has been carried out by an independent conservation consultant with specialist input on historical development from a historic buildings archaeologist. It incorporates material provided by the Parish Council who have also contributed to the funding of the document. The format and content of the report have been discussed with officers in the Design Conservation & Sustainable Development Section.
8. Sections 1-4 of the draft appraisal analyse the context and development of the village, and draw attention to significant factors which have contributed to the character of the village as it is today. Section 5 reviews the appropriateness of the existing conservation area boundary and makes proposals for revising the boundary in two areas. A detailed analytical description of the conservation area is set out in the following four sections; and the final section sets out proposals for action to be included in a management plan.
9. Section 5 considers that the existing boundary, which generally follows the well-defined perimeter of the historic settlement, is appropriate. In addition the review has paid particular attention to four specific areas (shown in the map on page 9 of the appraisal and marked A,B,C and D). Two of these areas have been considered worthy of inclusion in the conservation area. These are:- Area C to the north – “Almshouses/Connaught Court/Fulford Park”; & Area D to the south – “Land adjoining Germany Beck”. Historical arguments support the inclusion of these areas which are considered to be integral to the development of the village and of sufficient quality and special interest to be included within the boundary of the conservation area.
10. It is considered that the inclusion of “Land adjoining Germany Beck” (Area D) would not be in conflict with the findings set out in the Inspector’s report following the public inquiry of 2006. The draft appraisal therefore recommends that the conservation area be extended to include proposed areas C & D. The map at **Annex B** shows the proposed boundary changes.

Consultation

11. This report seeks approval for the consultation process to take place. If Members agree the draft appraisal and the proposed consultation process, public consultation will be carried out.

12. It is proposed that the consultation process would last six weeks and that it would be carried out in accordance with previous practice. Leaflets would be distributed to all properties in the Fulford Parish, and to any other properties that may be affected by the proposals (approx 1250). Consultees would also include Local Ward Members and appropriate Amenity Bodies.
13. In addition site notices would be posted in prominent locations within the Parish and copies of the draft consultation document would be deposited in doctors' surgeries, libraries, the village hall and schools in the area. A half day exhibition would be scheduled approximately half-way through the consultation process. The proposal would also be an agenda item on the relevant Parish Council meeting. **Annex C** contains the list of consultees. **Annex D** is an example of the proposed consultation leaflet.

Options

14. Option 1 – to approve the draft document for consultation purposes and to approve the method and range of consultation
Option 2 – to amend the draft document and/or change the method and range of the consultation process
Option 3 – do not approve the draft document for consultation

Analysis

15. Unless there are any obvious omissions or inaccuracies in the draft document, or in the consultation process, option 1 would be preferred at this stage. It would allow feedback from the consultation process to be assessed comprehensively rather than in stages as implied by option 2. Option 3 would halt the statutory process and this should only be considered in exceptional circumstances.

Corporate Priorities

16. The appraisal would assist in improving the actual and perceived condition and appearance of Fulford Village. It would also provide a more informed basis for decision making and for policy formulation.
17. The appraisal would contribute towards the Local Authority's statutory obligations with regard to conservation areas in their control.

Implications

18. **Financial** – Production of the consultation documents and delivery costs would be met by existing budgets
19. **Human Resources (HR)** - No known implications

20. **Equalities** – Different formats of the consultation leaflet will be made available on request. Documents will be lodged in accessible locations.

21. **Legal** - No implications at this stage

22. **Crime and Disorder** – No known implications

23. **Information Technology (IT)** – No implications

24. **Property** – No implications

Risk Management

25. There should be no additional risks

Recommendations

Members are asked to approve the Draft Fulford Village Conservation Area Appraisal for use as a consultation document.

It is also requested that Members approve the consultation method proposed.

Reasons:

- the document has adopted a rigorous approach to the assessment of the Fulford Village Conservation Area and it is in accordance with relevant guidance documents
- the boundary review has been carried out in accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990 and it has adopted relevant criteria as set out in PPG 15 and the latest guidance documents from English Heritage
- the proposed consultation process would be based on previous practice

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Report Approved



Date 16th May 2008

Specialist Implications Officer(s)

none

Wards Affected: Fulford, 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 – Draft Fulford Village Conservation Area Appraisal
Annex B - Map showing existing conservation area and proposed boundary
changes
Annex C – List of Consultees
Annex D – Draft consultation leaflet

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FULFORD VILLAGE CONSERVATION AREA APPRAISAL



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This Conservation Area Appraisal was prepared in April 2008 by Lindsay Cowle (Conservation Consultant) in liaison with Colin Briden (Historic Buildings Archaeologist) on behalf of the City of York Council and Fulford Parish Council. It also incorporates material provided by the Parish 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 on

I INTRODUCTION

- I.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.
- I.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).
- I.3 The Fulford Village conservation area was designated by the City of York Council in 1998. It is located on the southern outskirts of the city (see map) and is largely surrounded by open land, that to the south and west being within the Green Belt.

- I.4 This documents sets out the findings of a character appraisal of the Fulford Village conservation area and can be regarded as being in four parts. The first part (Chapters 1-4) sets the scene by analysing the history and baseline factors of the conservation area. The second part (Chapter 5) 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 6) and then, in more detail, as three sub-areas (Chapters 7-9). The final part (Chapter 10) contains suggestions for future management.



2 LOCATION AND CONTEXT

- 2.1 The village of Fulford lies on the southern outskirts of the city, roughly 2-2.5 kilometres from the city centre. It is an historic village of linear plan, straddling the main A19 trunk road which enters the city from Selby and the modern A64 York by-pass. Towards the northern end of the village a secondary road – Heslington Lane – branches off eastwards towards the historic village of Heslington.
- 2.2 The settlement is relatively self-contained, being bounded on the west side by the low-lying and flood-prone margins of the River Ouse and on south side by Germany Beck, a small tributary of the Ouse. To the east are flat, open fields. To the north the village – once distinctly separate from the city – is now loosely attached to the city suburbs so that the separate identity of the village is reduced. Even so, the village retains a special character and forms an attractive and distinctive entrance to the city.
- 2.3 Due to the volume of traffic now entering the city from the south the village is experiencing some pressure from through traffic, which conflicts with its quiet semi-rural character: traffic reduction measures are therefore being explored. It is also experiencing some pressure from residential development. The village has been an attractive residential suburb of the city for over 100 years but development interest, particularly from volume house-builders, is now keen. This is therefore an appropriate time to re-assess the character of the conservation area and ensure that its special character is not compromised.

3 TOPOGRAPHY AND SETTING

3.1 Main Street, Fulford, runs approximately north-south on a low ridge of glacial sand and gravel, flanked by lower areas of glacial outwash deposits and alluvium. The Conservation Area, covering the historic core of the village, appears to lie wholly within the area of the gravel ridge. This ridge in turn forms part of the York moraine.

3.2 The south end of the ridge marks the point where Germany Beck has cut a channel through the deposits on its way to join the River Ouse. The present course of the beck in this area appears to be an ancient one, with former abandoned channels visible as depressions upstream of Stone Bridge. Excavation further to the east has revealed extensive peat deposits associated with the beck. These deposits have produced finds from the Mesolithic (c 9000 BP) and Roman periods.

3.3 To the west the Conservation Area is bounded by Fulford Ings, a low-lying and seasonally-flooded area of alluvium, two parts of which are designated as Sites of Special Scientific Interest.

3.4 To the east the Conservation Area is mostly bounded by a flat and relatively featureless landscape, some of it built over in modern times, some still farmland.



Western boundary of village to Fulford Ings



View of village from fields to the east

4 HISTORICAL DEVELOPMENT

- 4.1 Archaeological research at a number of sites close to the Conservation Area has shown that the fields around the Conservation Area were used for farming in the Neolithic and Romano-British periods, but no evidence of settlements survives.
- 4.2 It is thought that Fulford Main Street and Fulford Road to the north are of Roman origin (although archaeological evidence is lacking), and that in Roman times they formed an alternative route to and from the south side of the city, making use of the firm and well-drained ground offered by the gravel ridge. Evidence for Roman activity, but not for Roman structures, has been found in the area of Connaught Court and more recently during the construction of the new St Oswald's Primary School off School Lane.
- 4.3 Considerable effort has been put recently into trying to locate the Battle of Fulford, fought in September 1066 between the northern Earls and Harald Hardrada. The archaeological evidence for this major confrontation is inconclusive but it has been argued that Germany Beck marks the line over

which the battle was fought. In 1977 a memorial stone was placed close to this spot by Fulford Parish Council, in the playing field on the south side of the Germany Beck.

- 4.4 It is generally accepted that Fulford (historically known as Gate Fulford, to distinguish it from the manor and settlement of Water Fulford further south) gains its name from the original ford over Germany Beck at the south end of the village. At the time of the Domesday survey (1086) Fulford was known as 'Foleford' or 'Fuletorp' inferring a muddy ford: the beck itself may derive its name from a mid-13th century landowner named 'German de Brettgate'.
- 4.5 Before the Norman Conquest the manor of Fulford belonged to Morcar; by 1086 it had passed to Count Alan of Brittany, and in 1100 it was given by Count Stephen of Brittany to St Mary's Abbey, York. The Abbey retained the manor until the Dissolution when it passed in succession to the Burrell, Marshall, Taylor, Oates, Key, and Wormald families.

- 4.6 It seems likely that Fulford was a planned village, dating from the C12 acquisition of the manor by St Mary's Abbey. It is possible that before that date the settlement stood near the old church at the west end of St Oswald's Road, and that it was moved to a more convenient location, straddling the presumed Roman road, as a speculative venture.



1759 Enclosure Award map

4.7 The 1759 Enclosure Award map (see illustration) suggests the form of the mediaeval village very clearly: two back lanes, now known as Fenwick's Lane (to the west) and School Lane (to the east) run parallel to Main Street and at a similar distance from it. Between Main Street and the back lanes run a number of narrow strips of property, or burgage plots. Between these plots ran a number of very narrow footpaths which connected Main Street with the back lanes: one on the east (Chapel Lane) and two on the west (Medd's Lane and Fenwicks Lane) survive, together with a third on the west side (Halfpenny Row) now partly obliterated by the new St Oswald's Court development. All three footpaths on the west side continue down to the lngs. This must be an ancient arrangement.

4.8 At Germany Beck, in 1759 and presumably earlier, the main road to Selby gave way to a broad swathe of common land, with no defined carriageway. This suggests that the first stone bridge (- now much widened -) is of a later date, and that hitherto it was possible to ford the beck at various places depending on circumstances.

Other roads in existence at the time include Heslington Lane and some of the tracks across the lngs, to the west of the village.

4.9 The character of the village in the mid C18 was that of a self-contained settlement based on agriculture and related industries of a domestic scale. The village pinfold or cattle pound at the junction of Main Street and what is now Fordlands Road survived until at least the First World War, confirming the village's agricultural basis.

4.10 Subdivision of the burgage plots to form additional properties probably began at an early date but it was certainly in progress by the late C18; it is most marked among the plots on the east side of Main Street. Here many of the plots have been divided close to their mid-point and new properties built, with access generally (but not always) from School Lane.

4.11 Larger houses began to appear, with increased affluence and easier access to the city. Fulford House (now the Pavilion Hotel) appeared in the Main Street in the mid-late C18. On the west side of Fenwicks Lane two large houses

(Delwood Croft and Gate Fulford Hall) were built in the mid-late C18 to take advantage of the long views down to and across the lngs. At the northern end of the village the enclosures south of St Oswald's Road were cleared to create Fulford Park, the setting for Fulford Park House opposite the junction with Heslington Lane.

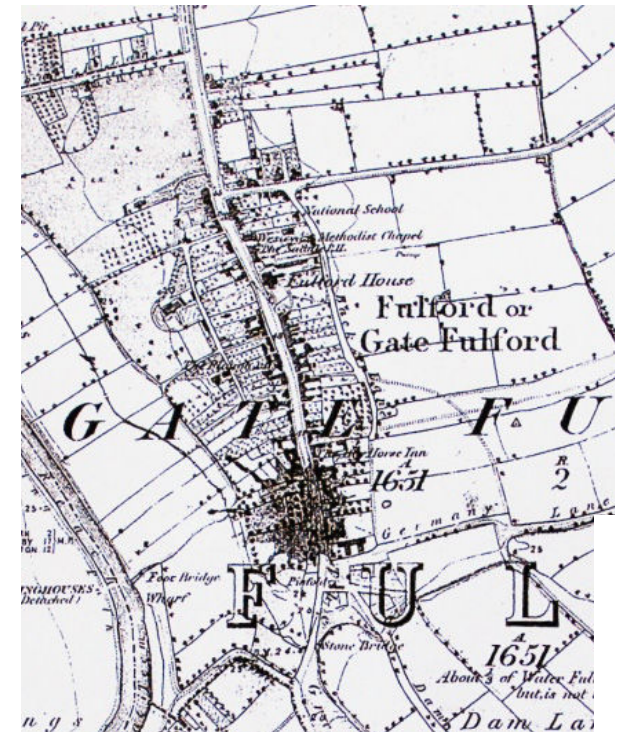


Fulford House (now Pavilion Hotel)

- 4.12 A free school was founded by John Key in 1771; the unlisted building is now a private house (No 27 Main Street). Additional buildings for girls and infants were constructed in Back Lane (now School Lane) in 1844 and 1846 respectively. They were further added to in 1866. One building is still in use as the village Social Hall.
- 4.13 The Methodist Chapel in Main Street was built in 1844, and rebuilt in 1896, to replace a chapel of 1820 which formerly stood in School Lane. The Church of St Oswald on Fulford Road was built in 1866, replacing the old church on St Oswald's Road which was retained as a mortuary chapel.
- 4.14 Until the mid 1800's the village remained more or less unaltered, surrounded by fields on all sides and quite separate from the outskirts of York (see illustration). But by the turn of the century the outskirts of the city had virtually reached the village, and the city tramway entered it. A terrace of shops appeared on the west side of Main Street, together with a narrow road of terraced housing (Prospect Terrace) more typical of the city than its semi-rural context. Supporting commercial businesses followed, such

as Brittons Dairies, The York and Ainsty Laundry, and the enlargement of the village pubs.

- 4.15 A Police House was built in 1905 on the south side of Main Street / Fulford Road immediately above the Stone Bridge; it is, in fact, the first house to be passed as one enters the historic area of the village from the south. This is probably no accident.
- 4.16 Fulford's role as a dormitory village for York accelerated from the early 20th century onwards, with the appearance of some high quality Edwardian and mid war detached houses, especially along the north side of Heslington Lane, at the southern end of the village, and west of Main Street.
- 4.17 The Sir John J Hunt Memorial Homes were built on the former Fulford Park in 1954, followed in 1971 by Connaught Court which was developed by the Royal Masonic Benevolent Institution as a home for the elderly.
- 4.18 In the mid to late C20 plots to the west of School Lane were subdivided to allow substantial housing development to take place; a process which continues to the present day.



Extract from 1852 OS map

5 CONSERVATION AREA BOUNDARY

5.1 The existing boundary of the conservation area is shown on the map overleaf. Generally speaking it can be regarded as following the distinct boundary of the historic settlement on most sides, but extended to the north east to include the 19th century and later expansion along Main Street and Heslington Lane.

5.2 As part of this conservation area appraisal, the appropriateness of the boundary has been re-considered. The existing boundary generally follows the well-defined perimeter of the historic settlement and is therefore entirely appropriate, but particular attention has been given to the specific areas listed A-D below, also shown on the map.

A - Houses to East of School Lane

5.3 A proposal has been made that the various properties east of School Lane (towards its southern end) should be included in the conservation area. This is mostly based on the remnants of the former Enclosure boundaries and the agricultural role of some buildings.

5.4 However, the boundaries are only partially intact, and the buildings are all 20th century and lack the agricultural appearance which would help illustrate the rural character of the village. Surviving associations between the present occupants and previous farming families cannot be considered as relevant. It is therefore considered that these properties should not be included, but any proposed development to the east of School Lane could be deemed as affecting the setting of the conservation area and could be controlled by existing legislation.

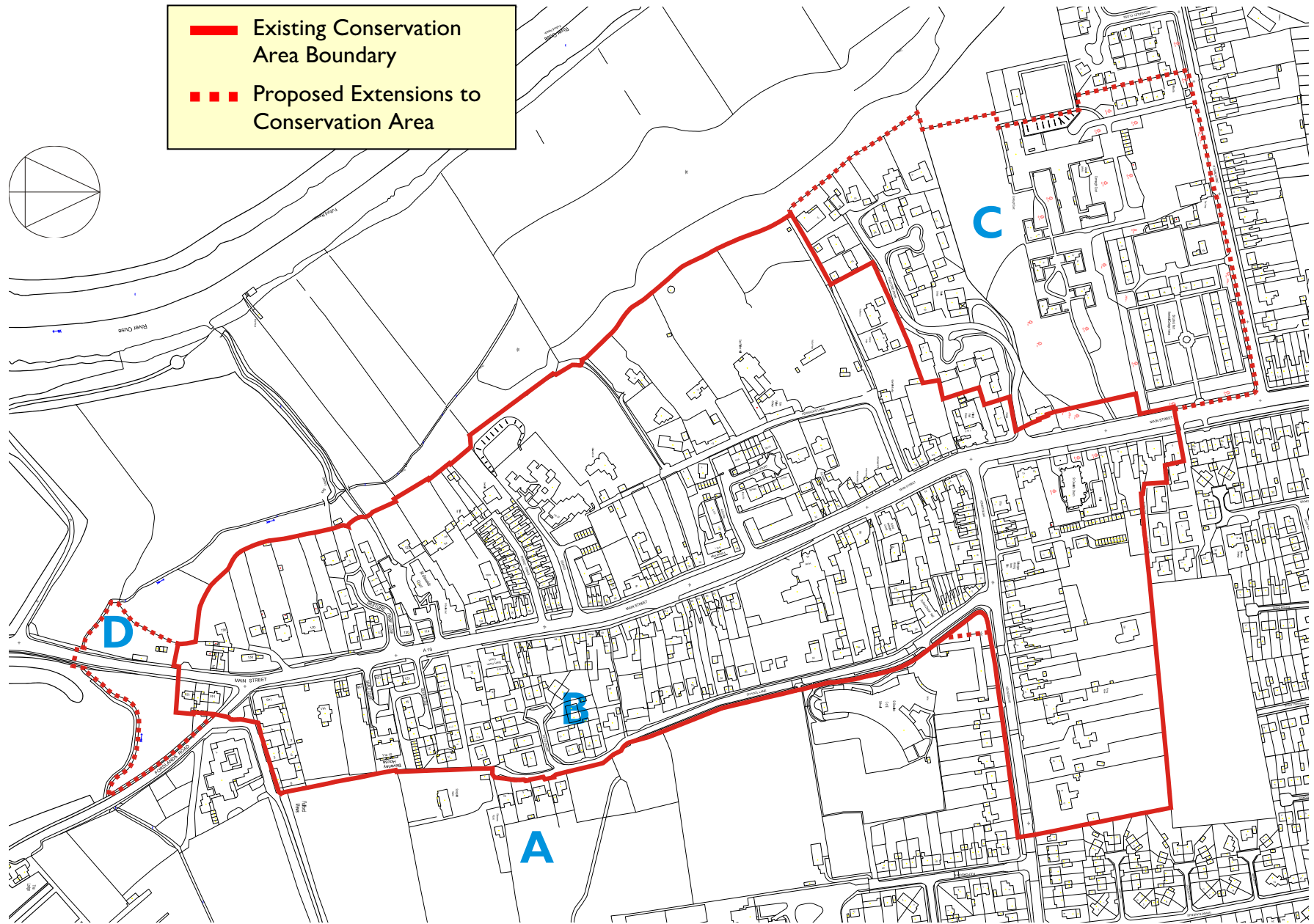
B - Orchard Close, School Lane

5.5 This consists of a mid 20th century development of detached houses arranged around a central access road branching off School Lane towards Main Street. The development has obliterated the historic pattern of burgage plots and ownerships, and the houses do not relate to the character of the rest of the village.

5.6 Since this development is on the edge of the existing conservation area consideration has been given to its exclusion, since there are no features within the area which require special protection. However, it has been considered on balance to be preferable to retain it within the area, in order that any future redevelopment can be more tightly controlled and relate more sympathetically to the older settlement adjoining. Its retention will also help to reflect more accurately the form of the historic village.

C - Almshouses / Connaught Court / Fulford Park

5.7 A proposal has been made that the former area of Fulford Park (now mostly occupied by the Connaught Court housing complex, the Sir John J Hunt Almshouses and the modern Fulford Park housing development) should be added to the conservation area.



Map showing Conservation Area

5.8 There is an historical argument for making this extension, based on the fact that this area was clearly already an established part of the village by 1759, when the Enclosure Map was drawn. Cleared of enclosures and landscaped, it has been a very significant feature at the north end of the village since the early 19th century, as the parkland setting for Fulford Park House.

5.9 20th century development within the park has still left significant large areas of open space, including some fine mature trees, and a margin of parkland between the Main Street and the Fulford Ings which helps to preserve the distinction between Fulford Village and the city suburbs and the open space which encircles the settlement. The Conservation Area will give more comprehensive protection to the trees and their landscape setting than can be achieved through individual Tree Preservation Orders.

5.10 Another argument is based on the merits of the later development. The Sir John J Hunt Memorial Homes of 1955 at the corner of Main Street and St Oswald's Road are of attractive and

eye-catching design, spaciouly planned and well landscaped so that their impact on the former parkland is minimised. They have not been deemed worthy of Listing, but are undoubtedly of local architectural and townscape value.

5.11 The Connaught Court residential development in St Oswald's Road is modern, with few concessions to the character of the historic village, but it is of a reasonably small scale, and spaciouly planned and well landscaped such that it does not destroy the general appearance of being within a park.

5.12 Assuming that the Almshouses and Connaught Court were to be included in the conservation area the remaining issue is the status of the Fulford Park housing development separating these from the village to the south. This development is spaciouly planned, using house designs which suit the context, and the landscaping is approaching maturity. It also includes the former coach house to Fulford Park House, which is a building of interest and character, although not Listed. On balance it is considered that Fulford

Park has sufficient interest and quality to justify its inclusion in the conservation area, and that its inclusion would add clarity and logic to the area boundary.

5.13 It is therefore recommended that the conservation area be extended to include the area proposed on the attached map.



The Sir John J Hunt Memorial Homes

D - Land adjoining Germany Beck

- 5.14 A proposal has been made that the land between the southern end of the village and Germany Beck should be added to the conservation area.
- 5.15 One major historical argument for making this extension is that the crossing point of Germany Beck has played a major role in providing the 'foul ford' from which the village derives its name and in providing the barrier which defines the southern limit of building. A second argument – although not verifiable – is that Germany Beck was the focus of the historic battle of Fulford in 1066, as recently commemorated on an inscribed stone on the south side of the bridge.
- 5.16 These arguments aside, the entrance to the village from the south is enhanced by the bends in the road as it approaches Stone Bridge and then straightens out at the junction with Fordlands Road to form Main Street. The road configuration helps introduce the small scale of the village and may also act as a speed inhibitor. In the

opposite direction the bends provide a visual 'stop' to the Street and a sense of departure. The fairly abrupt transition from the built settlement to open land adds positively to the setting of the village.

- 5.17 The valley of the beck to the east of Stone Bridge is vegetated with low-lying alder carr of a type formerly very common in the Vale of York but which is now rare: many of the alders are large, suggesting that this area has suffered very little from human interference. A very similar but larger area on the west side of the Stone Bridge is a Site of Special Scientific Interest. The original stone bridge still exists on the west side, but has been extensively widened on the east.
- 5.18 The future of this area formed part of a public inquiry in summer 2006, concerning a proposed new residential development to the east of Fordlands Road, which would be served by a new road branching off the A19 between Stone Bridge and the village: this road was found to be accepted in principle.

- 5.19 The archaeological and conservation area issues raised at this inquiry have been considered, and the arguments for extension of the conservation area as listed above are not in conflict with Inspector's conclusions, having weighed up all the evidence submitted. The extension of the conservation area is not intended to thwart the approved development but should ensure a greater degree of control over its design and quality, in order to minimise conflict with the area.
- 5.20 It is therefore recommended that the conservation area be extended to include the area proposed on the attached map.



Stone commemorating battle of Fulford

6 GENERAL CHARACTER

- 6.1 There is no complete break in the built-up area between York and Fulford, but the village has its own sense of identity in the unity of its character, historical form and setting. It forms a distinct community and still retains a tangible rural appearance (- it was described as late as 1892 as being 'amidst some rich pastoral scenery'-), reinforced by events such as the annual Fulford Show.
- 6.2 Main Street has become a busy traffic route, but is still essentially a village street, curving gently between grass verges with occasional mature trees, and flanked by short terraces of houses which either front directly onto the road or are set behind small front gardens. Along parts of the street the grass verges and footpaths are slightly higher than the vehicle carriageway, adding to the village character and giving an extra degree of separation from the traffic flow. These elements are each important in creating an attractive linear village street which is cohesive overall, despite interruptions to its traditional appearance from some recent developments.
- 6.3 The areas behind the Main Street frontage are also an essential part of the village, based on the old burgage plots crossed by the mediaeval back lanes now known as Fenwick's Lane and School Lane. Between Main Street and Fenwick's Lane some of the traditional paddocks remain. Narrow footpaths run between the Main Street and the edge of the settlement, and partly round the perimeter of the settlement. The sudden contrast between the tree-filled gardens along the western edge of the village and the bleakness of the Fulford Ings beyond is a striking feature, defining the edge of the settlement.
- 6.4 Mature trees throughout the village – either individually, as copses or as boundaries – create a strongly rural character, reinforced by hedges, boundary walls and railings. Especially west of the Main Street there are numerous native deciduous trees, poplars planted as visual screens and windbreaks, and ornamental garden trees such as flowering cherry, pine, silver birch, holly, monkey-puzzle and fir. The trees most visually noticeable from public areas are shown on the map attached.
- 6.5 Fulford possesses a wide variety of traditional buildings, from small 18th and 19th century cottages to large and elegant Georgian and Regency houses, several of which are Listed. There are also some Victorian and early 20th century additions of quality and interest. Main Street contains a good cross section of buildings, whilst Heslington Lane is mainly Victorian and Edwardian in character. The majority of buildings are residential, with a scattering of community buildings and a small nucleus of shops (see map).
- 6.6 The predominant building material in Main Street is a pinkish-brown brick, with occasional buildings finished in painted render or pebble-dash. Roofs are almost invariably pitched towards the street with their eaves heights varying from building to building, and finished mostly in clay pantiles or (to a lesser extent) Welsh slate: in some cases there are upstand gable walls.

Brick chimneys, often of massive size or height, break up the roof lines and define party walls. There is an almost complete absence of dormers in the roofs facing Main Street, which adds to the sense of unity, but there are occasional dormers at the rear.

6.7 The buildings are mostly of simple rectangular plan, with any rear extensions being of smaller scale under catslide roofs or with pitched roofs finishing under the main eaves. Front elevations are mostly plain, except for odd instances where there is a projecting brick string course at first floor level, or (in the case of Nos 50-52) remnants of brick hood moulds. No 4 is unique in having string courses at both first and second floor level. Occasionally the higher status Georgian houses have shallow bay windows, which become more distinct canted bays during the Victorian period.

6.8 Most of the older properties retain their traditional four-paned or multi-paned timber sash windows, often set close to the frontage on stone cills and invariably with vertical proportions throughout. Elevations are restrained,

with any decoration confined to entrance doors and doorways. These elements are important in maintaining the sense of scale and detailing associated with a rural village.

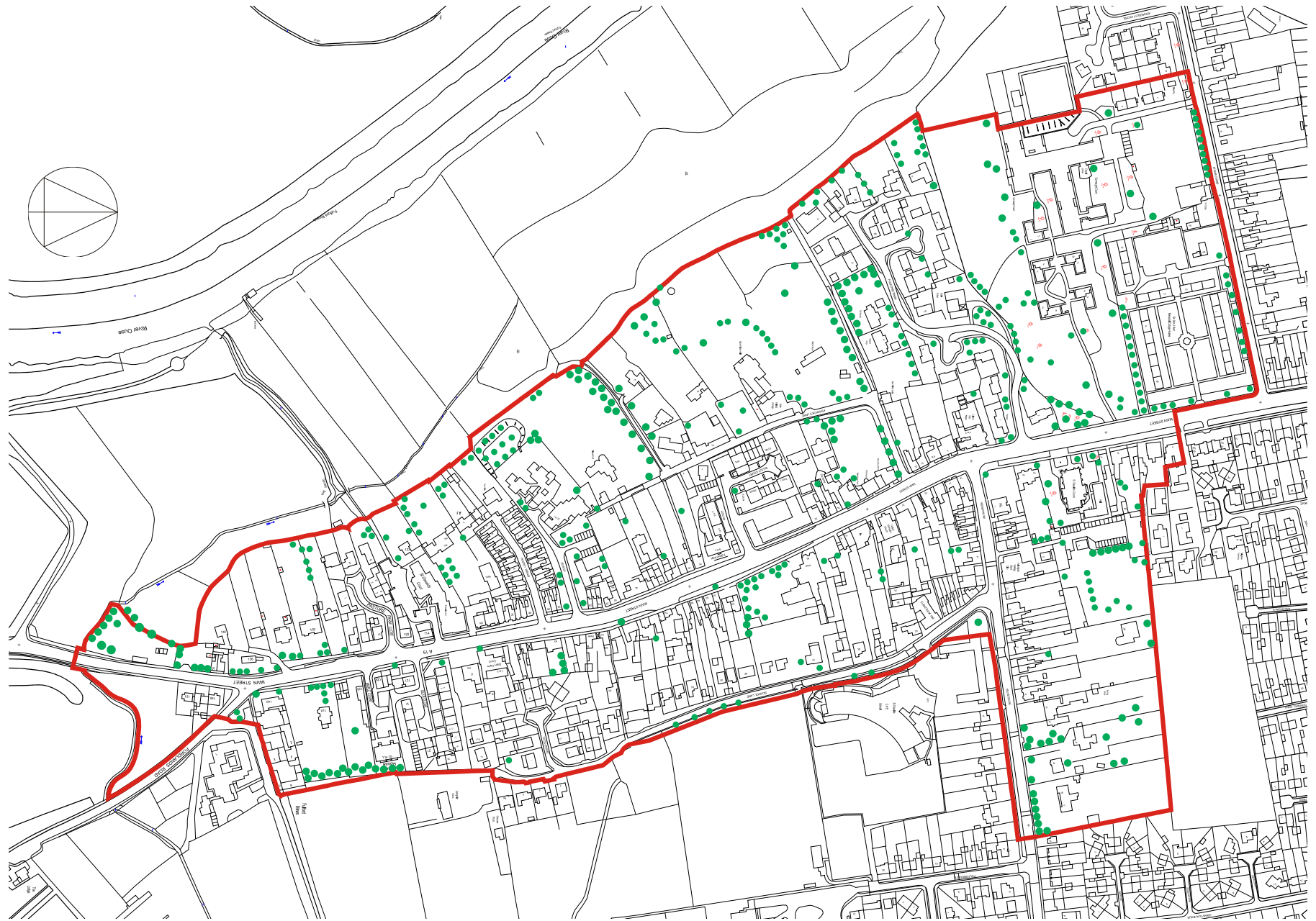
6.9 The village has no village green and virtually no public open spaces, but at the north end of the village the former park of Fulford Park House is a major

feature of quite different character, fronting onto Main Street. It is a spacious landscaped area, with very fine mature trees, and the mid-20th century almshouses within the northern boundary are charmingly picturesque.

6.10 The character of the area is described in more detail as 3 sub areas, in Chapters 7-9.

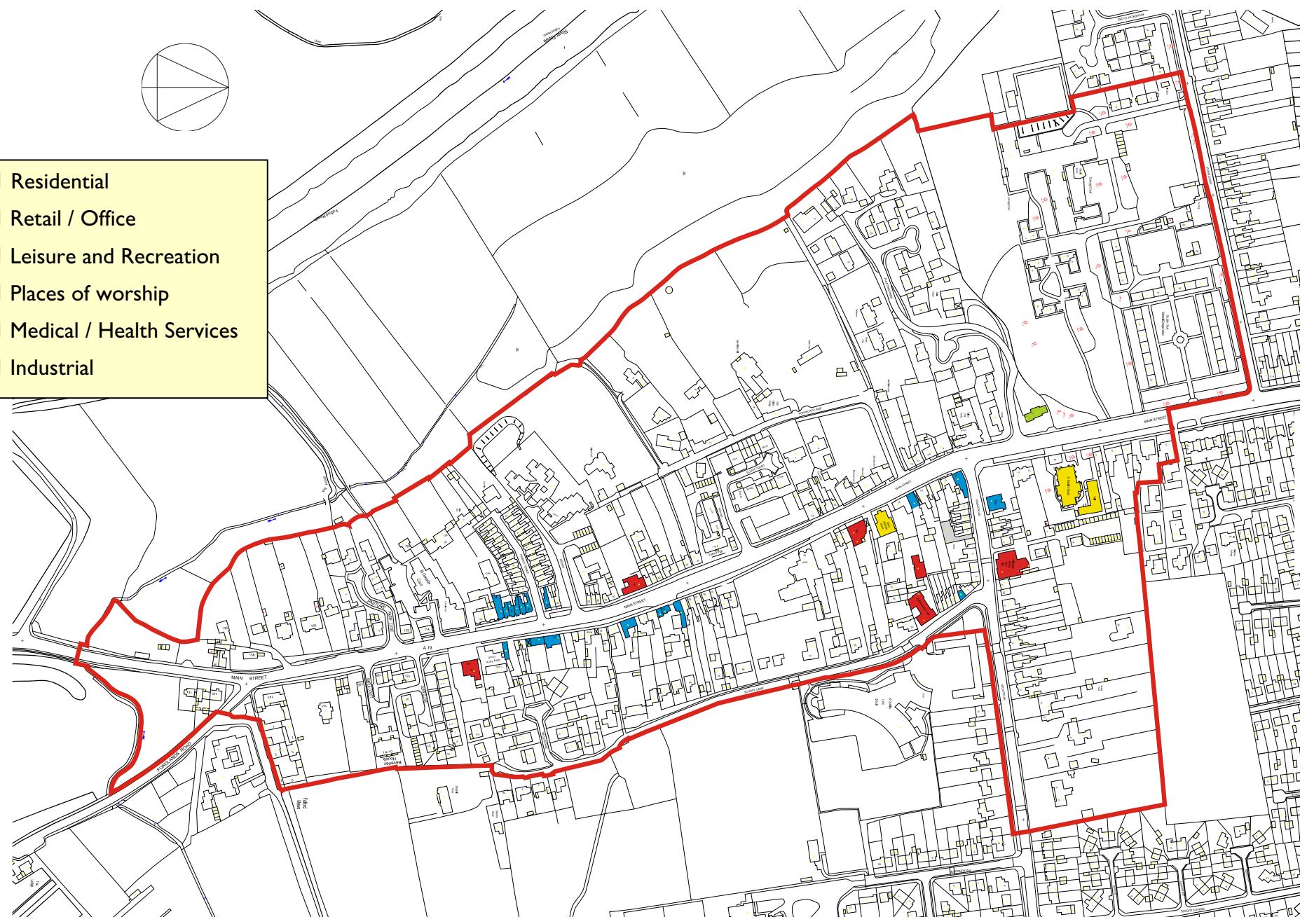


Traditional buildings in Main Street, near Heslington Lane Junction



Map showing visually prominent trees

- Residential
- Retail / Office
- Leisure and Recreation
- Places of worship
- Medical / Health Services
- Industrial



Map showing building uses

7 THE SOUTHERN AREA

(see map which follows)

- 7.1 The A19 road entering Fulford from the south turns to cross the bridge over Germany Beck and turns again to enter the village, which helps to slow traffic and introduce the built-up area. Mature trees and hedges, particularly on the western side, confirm the rural context of the village. The area to the east is vegetated with low-lying alder carr of a type formerly very common in the Vale of York but which is now rare: many of the alders are large, suggesting that this area has suffered very little from human interference.
- 7.2 The crossing point of Germany Beck has played a major role in providing the 'foul ford' from which the village derives its name and in defining the southern limit of building. It may have been the focus of the historic battle of Fulford in 1066, as commemorated on an inscribed stone on the south side of the Stone Bridge. The east side of the bridge retains its original narrow culvert of coursed rubble under a two-centred arch, but has been extended westwards in at least two later phases.

- 7.3 Although the first buildings encountered are not the oldest they quickly establish the scale of the village and the palette of materials, which are a pinkish-brown brick, with white painted vertically or horizontally sliding sash windows, and clay pantile or Welsh slate roofs. There is a mixture of mature deciduous and ornamental garden trees, and strong boundary hedges and walls.



Original pointed arch stone bridge

- 7.4 At the junction of Fordlands Road is one of the few areas of public open space, (formerly containing the village pinfold) which is otherwise largely absent.
- 7.5 The first true section of the village Main Street runs straight as far as The Plough public house, where it curves to the west and changes character slightly. The street is distinctive in having the footpaths and highway separated by grass verges, which are well tended and planted with daffodils and occasional trees. Most of the traditional buildings (to the east) are modest houses and have been somewhat spoiled by modern upvc windows and window alterations. To the west, 20th century suburban houses have been added, but the earlier of these (for example No 132) are of some architectural quality and have long private gardens running down to the Ings.
- 7.6 The Bay Horse public house is a striking detached late Victorian building which is somewhat incongruous in scale and design but whose use is typical of a rural village.

7.7 Several new housing developments have been introduced in this section of the Main Street, with varying degrees of success. The earliest of these – Glen Close, to the east – is an uncompromising complex of flats which does not suit the scale, materials and ‘grain’ of the area. To the north of the Bay Horse the Dairy Farm Court development is of excessive scale for its ‘back land’ context and has inappropriate classical detailing.



Glen Close housing development

7.8 Pasture Farm Close opposite is of totally modern design but is set back from the street and of small scale, and is therefore less noticeable. The St Oswald’s Court development has a frontage which fits in well with the Main Street but which has obliterated much of Halfpenny Row, one of the old footpaths running down to the Ings. Both these developments have left buildings isolated on the frontage, with problems of exposed party walls, illustrating the sensitivity needed in accessing rear development sites.



St. Oswald’s Court housing development

7.9 A small terrace of shops extends up to Prospect Terrace, forming the focus of

Fulford’s small shopping area. Prospect Terrace itself is a narrow road of modest late Victorian terraced housing more typical of the city than its semi-rural context: the shops and terrace appear to have been built together as a speculative exercise. Beyond that, Delwood is another modern housing development which is of a small scale further reduced by variations in walling material, so that its impact is minimised, but it has resulted in the obliteration of the southern end of Fenwick’s Lane (see Northern Area), and in an excessively wide gap in the frontage.

7.10 On the east side of Main Street the age and status of the houses starts to increase after the Bay Horse pub, starting with No 95 and including a terrace of more modest houses Nos 79-89 which form an intact and attractive group where the street curves. The ancient and narrow path Chapel Alley leads off under No 81 towards School Lane on the eastern village boundary, with its two timber posts (to bar animals) a reminder of the village’s agricultural origins.

7.11 The Plough public house is a striking and attractive building of late Georgian or early Victorian origins, painted black and white and fitting its rural context. Beyond that the houses to the west remain modest in scale, terminating in the Listed building No 30-32 (Dick Turpin House) with its steep roof and picturesque bay windows. Between Nos 32 and 34 the ancient narrow passageway of Medd's Lane runs off between hedges and rear gardens to Fenwicks Lane. Fulford Ings flats is a modern complex quite out of character with the area in terms of its scale and design, and has damaged the street frontage by being recessed back: it has left No 24 standing in isolation and is another example of the need to integrate new development sensitively.

7.12 Buildings of high status continue to appear on the east side, notably Nos 63-67 and No 77. The gables of No 67 are of traditional 'tumbled brick' but the only examples in the village. Finally the two houses Nos 53 and 55 are modern and unrelated to the area.

7.13 On either side narrow yards and passages lead off into the rear areas,

which are the surviving long burgage plots, sometimes containing outhouses and secondary uses, with mature trees visible in the back ground. The west side of the Conservation Area is partly skirted by public footpaths along the Ings: the west side is skirted by a footpath (included in the Conservation Area) extending southwards from School Lane, in which the contrast between the settlement and the open fields to the east is most dramatic.

7.14 The southern end of School Lane is lined with modern houses and bungalows which do not relate to the Conservation Area, and whereas most still stand within the former burgage plots the Old Orchard development has destroyed the plot pattern as well. However, the Conservation Area has been delineated to follow the historic settlement boundary, which is School Lane, and opportunities exist for new development which might restore more of the character of the area. School Lane retains its hedged field boundary on the eastern side, interspersed with trees, which is included in the designated area.

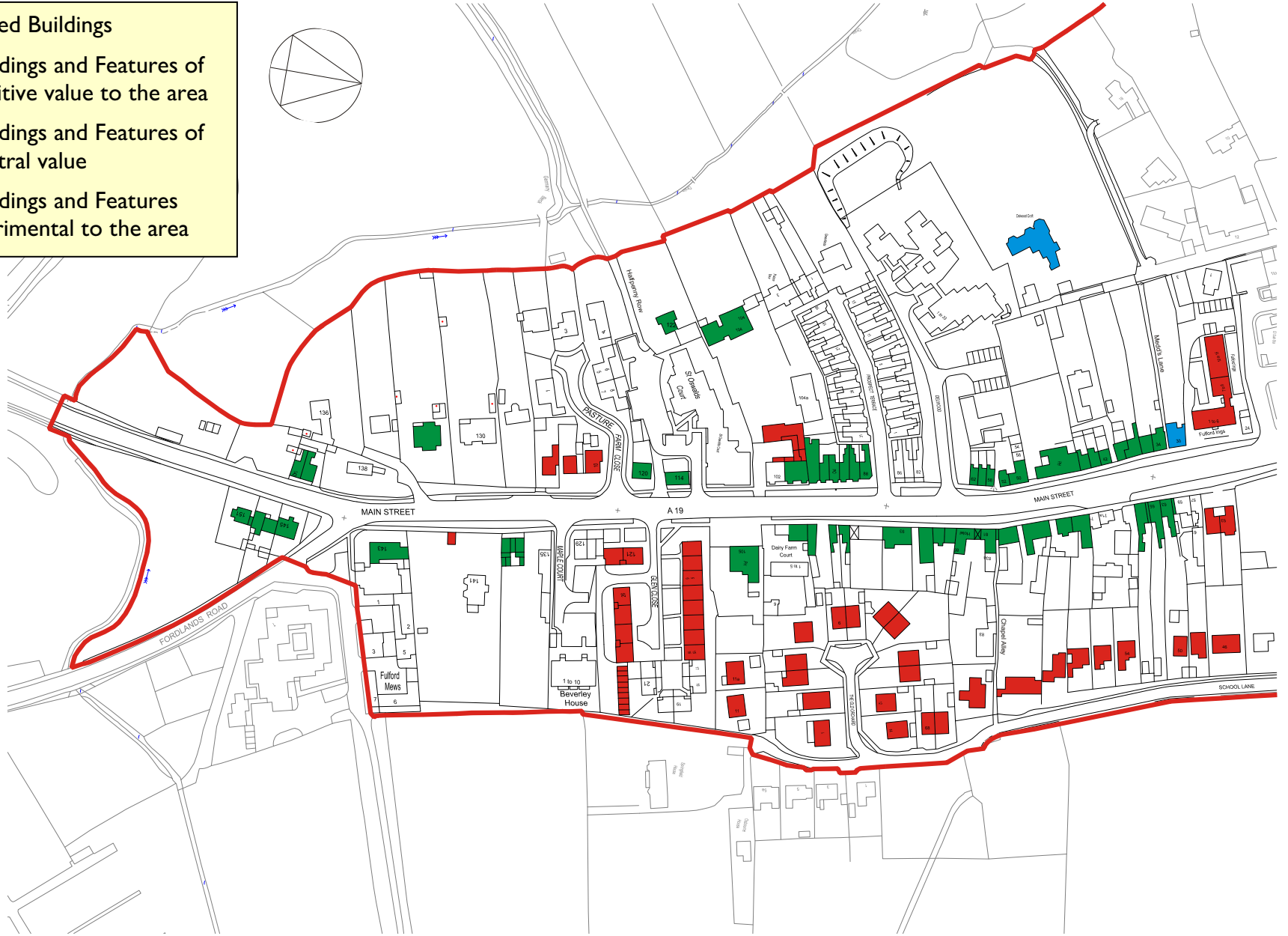


Chapel Alley with animal pos



Dick Turpin House, 30-32 Main Street

- Listed Buildings
- Buildings and Features of positive value to the area
- Buildings and Features of neutral value
- Buildings and Features detrimental to the area



Map of Southern Area

8 THE NORTHERN AREA

(see map which follows)

- 8.1 This area includes the northern part of Main Street, Fenwicks Lane to the west, and the northern part of School Lane.
- 8.2 Progressing northwards from Fulford Ings flats, the Grade II Listed Fulford House (now the Pavilion Hotel) forms a distinct break in the eastern frontage. It is of a much large scale and higher status than the buildings preceding it and its long garden, bounded by a high brick wall and containing a large number of mature trees, is a unique and attractive feature. On the north side of the hotel doors hung on large gateposts with stone ball finials lead into the side yard and another area of greenery. In the grass verge outside stands a 'Type K6' cast iron telephone kiosk designed by Sir Giles Gilbert Scott in 1935, Listed Grade II.
- 8.3 The new development Nos 1-9 Pavilion Row opposite faces the street and integrates fairly well with the street frontage although lacking the variations in eaves and roof height which are typical of the area: the chimneys are invaluable in relieving the roofline and

making the buildings blend in. Behind is another modern two-storey development (Eliot Court) which is reasonably discreet.

- 8.4 Thereafter the character of the street up to the Heslington Lane road junction changes slightly from that described in Southern Area (see above). Buildings are often higher (three storeys), the road widens and the grass verges disappear, to give a more urban feel.
- 8.5 The traditional 18th and early 19th century buildings continue to rise in status, and often in size, resulting in a large concentration of restrained Grade II Listed town houses detached from the activity in the street. On the west side these include No 4 (The Old House), Nos 6-8, and No 14 (the White House). On the east side they include No 17, No 19, No 41 (Holly House) and No 43 (the Old Manor House). Many of the large houses were divided into two or more dwellings, sometimes during construction. The unlisted early C19 Fulford Park House terminates the western frontage and once looked out over Fulford Park.



Nos 1-9 Pavilion Row, Main Street



No 4 Main Street

8.6 More Victorian buildings appear on the east side, with decorative gables presented to the street. They include the Methodist Church (of red brick with Gothic detailing) and the Saddle Inn (which is a lively late Victorian or Edwardian pastiche with subtly tapered chimneys). Standing among them is No 27 (the old Free School) with a plaque recording its foundation and endowment by John Key in 1771. The Edwardian house No 29 (behind the church) is one of several attractive houses in the village discreetly inserted behind the frontage and of surprising quality.

8.7 Fenwick's Lane branches westwards off the Main Street lined with very mature trees and with little indication of its role or destination until it turns southwards and is revealed as a very quiet and private access lane to some of the most prestigious detached houses in the village. The lane benefits from being unadopted and unmetalled, which adds to its rural character together with the predominance of mature trees and hedges: high brick garden walls add to the feeling of exclusivity.

8.8 Most houses in Fenwick's Lane are discreetly hidden from view in very large wooded gardens. The lane derives its name from Robert Fenwick, who acquired Gate Fulford Hall (formerly Fulford Grove) in 1862: the Hall retains some fine unlisted iron gates of that period, and the cobbled access to Gate Fulford Cottage (the former stables) is attractive. Delwood Croft at the southern end is a large late 18th century house Listed Grade II, and its grounds have absorbed the southern end of the lane. At the northern end, Fulford Gate Lodge forms an attractive end stop to the lane, and a public footpath runs down to the Ings between mature trees and buttressed walls.

8.9 To the north of the Heslington road junction the Main Street changes character again: the footpaths are again separated from the highway by wide grass verges, and the buildings to the east are set back behind gardens often fronted by walls or decorative iron railings, to give a much larger sense of space and scale.



The old Free School, No 27 Main Street



Fenwick's Lane looking north

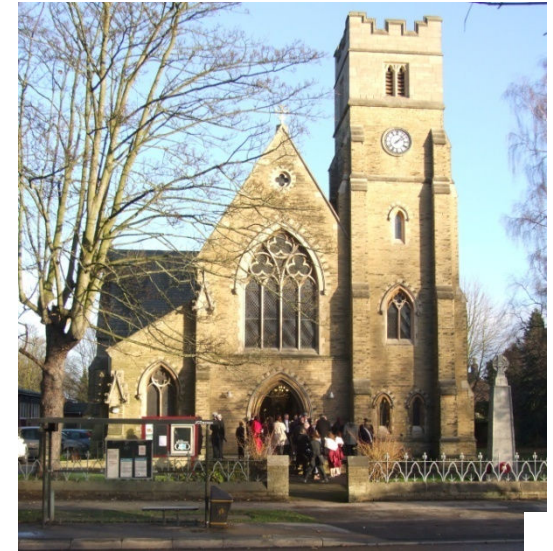
8.10 The Church of St Oswald (Listed Grade II) is attractively located between mature trees: it was designed by J P Pritchett and opened in 1866, but was burned out in 1877 and restored the following year: the spire was removed and the belfry stage rebuilt in 1924. The front boundary consists of open iron arches on a low stone plinth, and a cross behind commemorates the men of Fulford who fell in the Great War. Beyond the church the conservation area terminates with a row of Victorian houses all of different character, which add a final touch of variety.

8.11 To the west building on the frontage ceases, apart from a new doctor's surgery, and the dominant feature is the former park to Fulford Park House, extending up to St Oswald's Road. The park is a landscaped and planted area in existence before 1851 and probably of late C18 or early C19 origin, and is a private oasis of peace and tranquility. The modern Fulford Park housing development occupying the southern area is spaciouly planned, and the landscaping is approaching maturity. It also incorporates many of the old park

trees and the former coach house to Fulford Park House, with its decorative dovecote, roof turrets and finials.

8.12 Otherwise 20th century development within the park has still left significant large areas of open space, including some fine mature trees, and a margin of parkland between the Main Street and the Fulford Ings which helps to preserve the distinction between Fulford Village and the city suburbs and the open space which encircles the settlement. Views exist from the Main Street through to the Racecourse and Knavesmire Wood in the distance.

8.13 The Sir John J Hunt Memorial Homes of 1955 at the corner of Main Street and St Oswald's Road, with their distinctive 'Dutch gables', are spaciouly planned and well landscaped so that their impact on the former parkland is minimised. They are not Listed but are of local architectural and townscape value. The Cottage (Listed Grade II) on the south side of St Oswald's Road is an early C19 gate lodge to the former park, the park gates having been removed in the late 1800's.

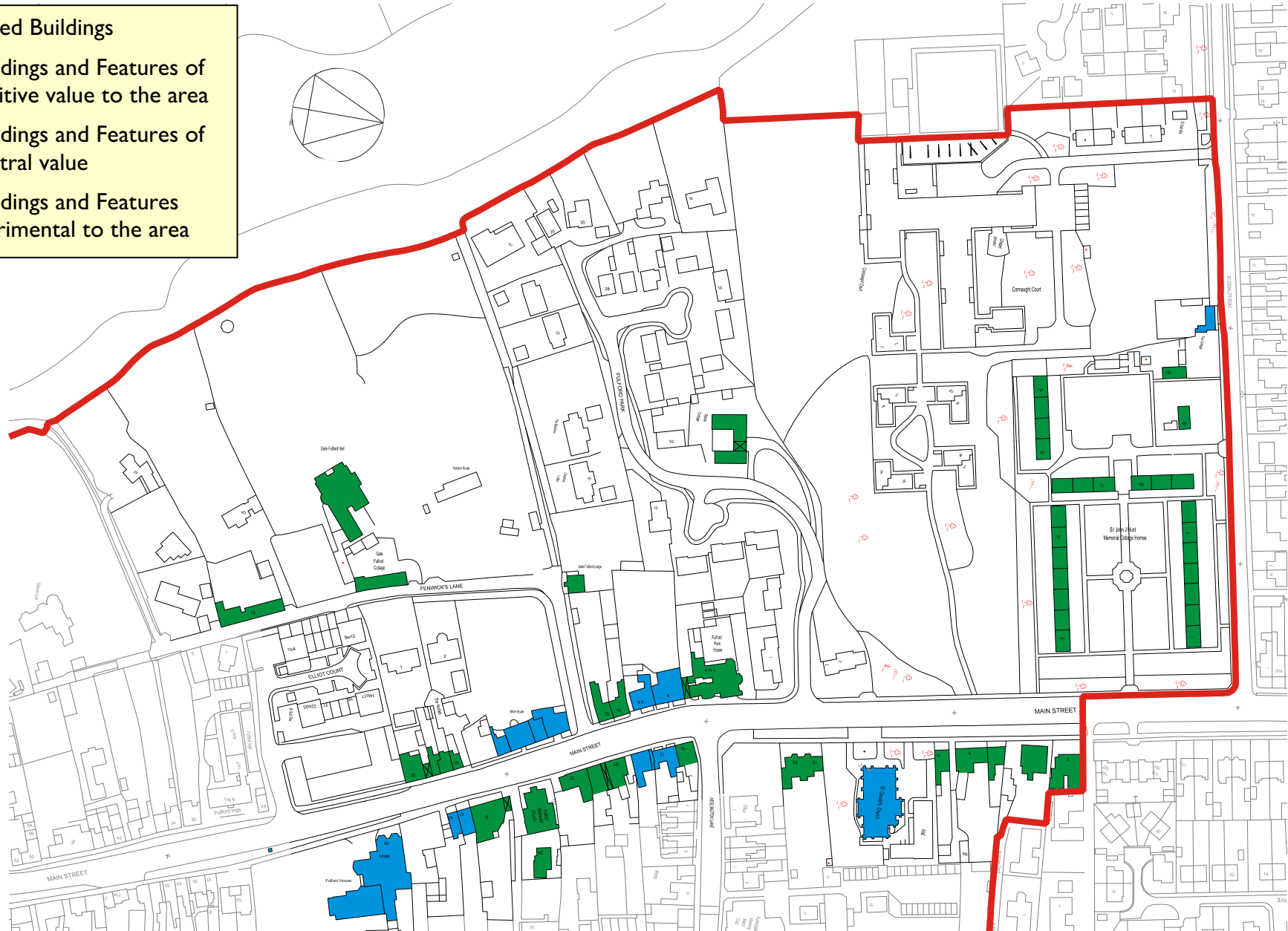


Church of St. Oswa



Fulford Park

- Listed Buildings
- Buildings and Features of positive value to the area
- Buildings and Features of neutral value
- Buildings and Features detrimental to the area



Map of Northern Area

9 THE HESLINGTON LANE AREA

(see map which follows)

- 9.1 The northern corner of the junction between Main Street and Heslington Lane is vacant, having always been the garden of No 1 Heslington Lane until converted to a car park in recent years: building on this open site should therefore be avoided in order to preserve the historic character as well as for visual and amenity reasons. Otherwise the first section of the Lane consists of fairly standard terraces of Victorian and earlier terraced houses set fairly close to the highway, in an unexceptional and fairly busy suburban road, as far as the junction with School Lane. Unfortunately the Fulfordgate Club has been marred by modern windows, dormers and extensions.
- 9.2 Beyond the School Lane junction the character of the street changes, with the highway bounded by a grass verge and field hedge to give a more rural setting. The quality of the houses on the north side rises, with a mixture of early and mid 19th century houses built singly or in pairs in a more or less continuous terrace of considerable variety and increasing in scale. Most are

set back behind gardens which are bounded by decorative iron railings and gates. Here the Victorian houses are the most exuberant with polychrome brick (Nos 33-37), moulded brick, decorative barge boards, and boldly modelled chimneys (Nos 39-41). To the rear are relatively inaccessible gardens and paddocks, with many mature trees, backing onto a large open space known as Fenby Fields.

- 9.3 The conservation area culminates with a handful of larger Victorian and early 20th century houses and villas on the north side of the street which are set much further back from the road, with mature trees dominating the street frontage and front gardens. The roofs of Nos 43-45 are embellished with varied eaves brackets, bands of scalloped Welsh slate and decorative fireclay ridges. The long rear gardens are mostly inaccessible and undeveloped, and again interspersed with mature trees, and contribute to the character and amenity of the area: the new houses to the rear of Nos 33 and 43 Heslington Lane are an unfortunate intrusion.



View east along Heslington Lane



Roof detail Nos 43-45 Heslington Lane

9.4 At the junction with School Lane the conservation area is enhanced by an attractive mature oak tree, within the grounds of the St Oswald's C of E primary school, which is protected by a short detour in the conservation area boundary: there may be the potential here for creating an area of public open space using surplus school land.

9.5 School Lane is a quiet and winding back road which branches off to the south to serve the school and private houses. It commences on the west side with a mix of early 19th century houses and Victorian terraced houses set close to the road, with gaps between buildings revealing secondary buildings and trees in the old burgage plots behind. No 2 School Lane is a well-preserved survival from the early 19th century. The old field hedge to the east marks the historic boundary of the village and is included within the conservation area boundary, together with its occasional trees.

9.6 Thereafter the western side of School Lane is increasingly taken up with modern houses and bungalows which are unrelated to the area, and the only historic features to survive are the old brick garden walls, particularly the high wall of Nos 34-38 which formed the rear boundary of Fulford House.

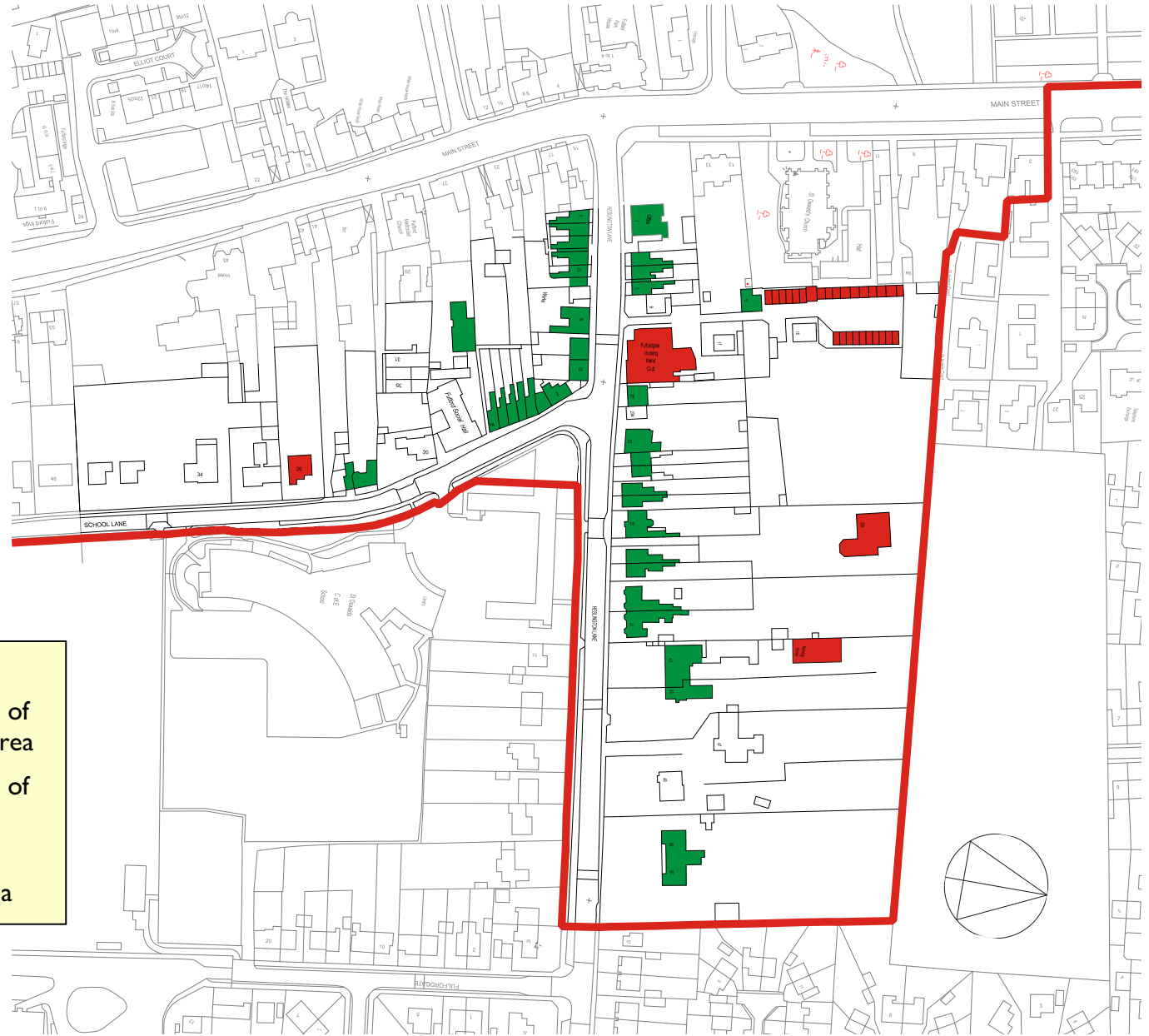


North end of School Lane looking north



South end of School Lane looking north

- Listed Buildings
- Buildings and Features of positive value to the area
- Buildings and Features of neutral value
- Buildings and Features detrimental to the area



Map of Heslington Lane Area

10 FUTURE MANAGEMENT SUGGESTIONS

- 10.1 The high volume and speed of traffic passing through the village detracts from its appearance and amenity, and makes crossing the Main Street an obstacle: measures to reduce and slow the traffic would be very desirable, and the provision of more pedestrian crossing points.
- 10.2 The grass verges have suffered from casual car parking in the past and timber bollards have been installed in most areas to prevent this, which seem to be an effective and reasonably discreet deterrent. More bollards appear to be necessary near the shops (outside Nos 100-102 Main Street and St Oswald's Court), and it would be ideal for the earlier concrete bollards opposite to be replaced in timber to give consistency.
- 10.3 Textured concrete paving flags – some pink and some buff– have been laid at the approaches to the main pedestrian crossing points: it would be beneficial for the colour to be standardised as buff, and for them to avoid disrupting the main footpaths.
- 10.4 The Main Street is vulnerable to intrusion by utility services. Some footpaths are heavily patched by trenching and need re-surfacing (outside Nos 2–8 Main Street) and the introduction of more telegraph poles along the street should be resisted.
- 10.5 School Lane is still lit by a mixture of small scale steel and decorative cast iron lighting columns with attractive 'swan-neck' tops: these should be retained if possible, or new columns chosen with care to suit the scale of the lane. Fenwicks Lane appears to be unlit and any lighting would need to be very discreet.
- 10.6 The design of new buildings needs to observe closely the characteristics of the area and be guided by them: this applies particularly to the scale of development behind the frontages, which should always be subordinate. Development control policies should attempt to restore traditional formal and details where these have been lost.
- 10.7 Article 4 Directions might be worth considering where the buildings and area as a whole are a sensitive composition eg the Sir John J Hunt Almshouses.
- 10.8 Information plaques would be an asset to explain the history of the village, for example on the site of the old pinfold at the junction of Main Street and Fordlands Road, and at the Heslington Lane - School Lane junction. The potential for creating an area of public open space here (using surplus school land) has been mentioned before.

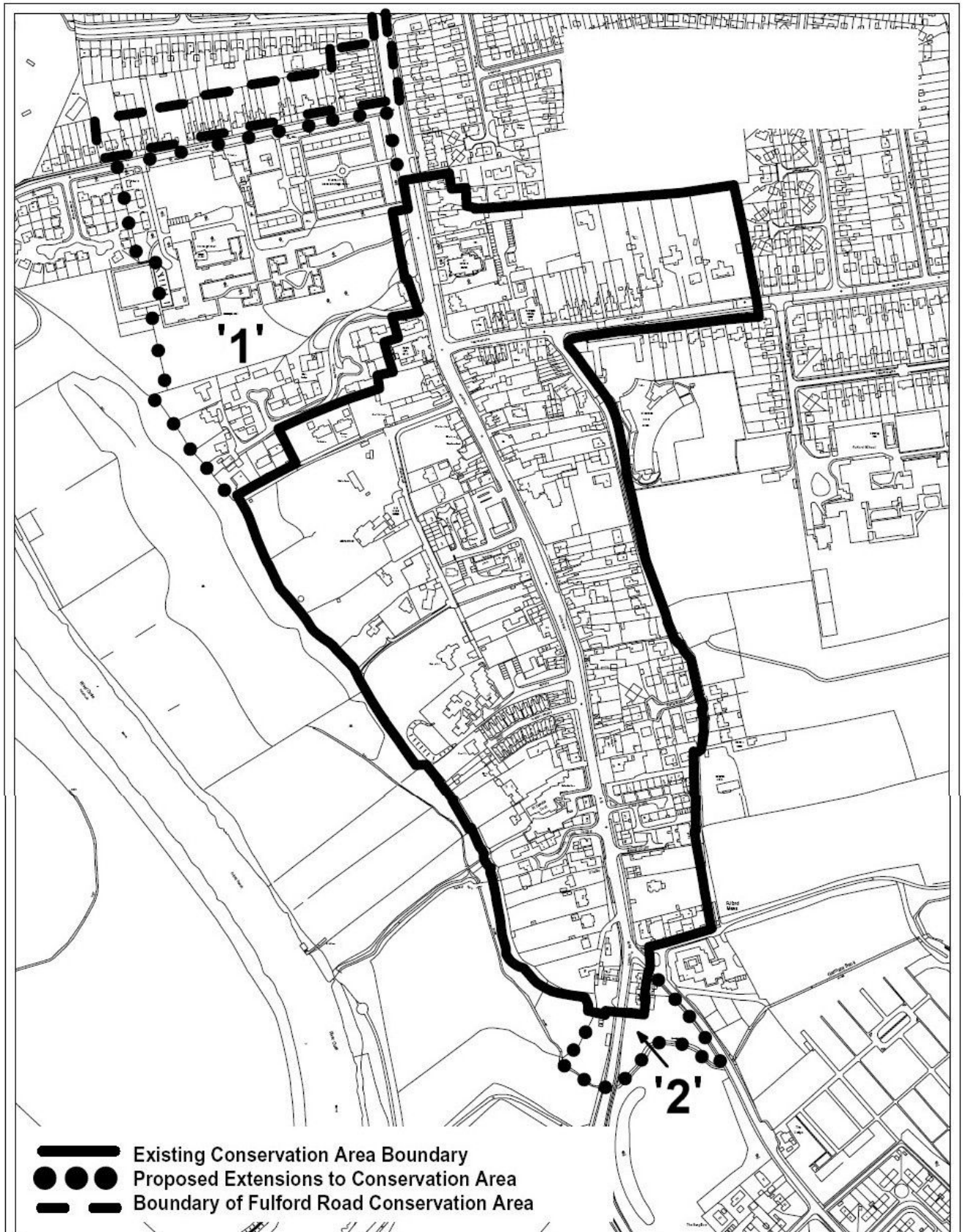
APPENDIX (C) LIST OF CONSULTEES

NAME	ORGANISATION	ADDRESS	ADDRESS	ADDRESS	ADDRESS	EMAIL	TELEPHONE
Michael Slater	CYC - Assistant Director City Strategy	9 St Leonard's Place		York	YO1 7ET	michael.slater@york.gov.uk	01904 551604
Jonathan Carr	CYC - Head of Development Control	9 St Leonard's Place		York	YO1 7ET	jonathancarr@york.gov.uk	01904 551303
Simon Glazier	CYC - Team Leader East Area Planning Team	9 St Leonard's Place		York	YO1 7ET	simon.glazier@york.gov.uk	551642
Karen Streeton	CYC - Support Services Manager	9 St Leonard's Place		York	YO1 7ET	karen.streeton@york.gov.uk	01904 551740
Pete Audin	CYC - Head of Local Land Charges	9 St Leonard's Place		York	YO1 7ET	peter.audin@york.gov.uk	01904 551658
Martin Grainger	CYC - City Development Team	9 St Leonard's Place		York	YO1 7ET	martin.grainger@york.gov.uk	01904 551317
Kristina Davey	CYC - Neighbourhood Pride	Guildhall		York	YO1 7ET	Kristina.Davey@york.gov.uk	01904 551816
Quentin Baker	CYC - Head of Legal Services	Guildhall		York	YO1 7ET	quentin.baker@york.gov.uk	01904 551004
Cllr Keith Aspden	Fulford Ward Councillor	Guildhall		York	YO1 7ET	cllr.kaspden@york.gov.uk	01904 659028
Mrs J M Fletcher	Clerk to Fulford Parish Council	Eppleworth Main Street Deighton		York	YO19 6HD	parishclerk@fulford39.fsnet	01904 659028
Chris Newsome	CYC - Community Planning Officer	9 St Leonard's Place		York	YO1 7ET	chris.newsome@york.gov.uk	01904 551673
Esther Priestley	CYC - Landscape Architect	9 St Leonard's Place		York	YO1 7ET	esther.priestley@york.gov.uk	01904 551341
John Oxley	CYC - Archaeologist	9 St Leonard's Place		York	YO1 7ET	john.oxley@york.gov.uk	01904 551346
Bob Missin	CYC - Countryside Officer	9 St Leonard's Place		York	YO1 7ET	bob.missin@york.gov.uk	01904 551662
Verlie Riley	CYC - CAAP	9 St Leonard's Place		York	YO1 7ET	verlie.riley@york.gov.uk	01904 551671
Beki Burns	English Heritage	37 Tanner Row		York	YO1 6WP	beki.burns@english-heritage	01904 601901
Lynne Walker	Council For British Archaeology	St Mary's House Bootham		York	YO30 7BZ	info@britarch.ac.uk	09014 671417
Peter Brown	York Civic Trust	Fairfax House Castlegate		York	YO1 9RN	peterbrown@fairfaxhouse.co	01904 655543
FOR INFORMATION							
Paul Edwards	CYC - Assistant Community Planning Officer	9 St Leonard's Place		York	YO1 7ET	paul.edwards@york.gov.uk	01904 551694

The Appraisal Leaflet (Appendix D) will be distributed to all properties in Fulford Parish, and St Oswald's Road.

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APPENDIX (B)



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

PROPOSED EXTENSIONS TO FULFORD VILLAGE CONSERVATION AREA

SCALE 1:5000
Originating Group

DRAWN BY PSL
Project

DATE 15/5/2008
Drawing No.



PFC/AE

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Fulford Park



18th & 19th Century Buildings Main Street North



St Oswald's Church

APPENDIX (D)

A SUMMARY OF THE ADDITIONAL PLANNING CONTROLS IN CONSERVATION AREAS

In conservation areas, any new development should preserve or enhance the character of the area. It is also important to ensure that conservation, quality of life and the economic well-being of the people who live and work in the area are all taken into account. Extra planning controls in conservation areas include:

- Planning permission is required:
 - to demolish buildings of over 115 cubic metres in size, or walls above a certain height
 - for house extensions of above 50 cubic metres in size or 10% of floor area, whichever is the greater. (This means that planning permission is needed in some additional cases, compared with outside a conservation area)
 - for free-standing buildings over 10 cubic metres in size
 - for alterations which may affect the character of the area, such as dormer windows, cladding of buildings or satellite dishes.
- Six weeks notice to the Council of plans to fell, lop or prune any tree with a trunk more than 75 millimetres in diameter.
- There are additional planning controls upon signs and advertising, and notably upon illuminated signs.

This is only a summary. Please contact us about whether planning permission is needed in specific cases. We will be pleased to help you.

Paul Edwards, Assistant Community Planner
City of York Council
9 St. Leonard's Place, York, YO1 7ET
Tel: 01904 551694
paul.edwards@york.gov.uk
www.york.gov.uk

This leaflet is also available in large print.

This information can be provided in your own language.

我們也用您的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (ہولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

☎ (01904) 613161



Fulford Village Conservation Area Appraisal



Main Street Fulford

This leaflet summarises the appraisal findings, which include proposals for boundary changes, and invites your comments

CONSERVATION AREA PROPOSALS FOR FULFORD VILLAGE

The City of York Council is suggesting that the existing conservation area in Fulford Village should be reviewed.

Before any final decision is made, full consultation with local people is being carried out. This leaflet invites you to give your views.

WHAT IS A CONSERVATION AREA?

The first conservation areas were created in the 1960's. There are now about 8,000 of them in England, ranging from town centres to groups of rural buildings. In the York Area there are 35 conservation areas at present, 21 of which are in villages.

A conservation area is defined by Law as “*are of special architectural or historic interest, the character or appearance of which it is desired to preserve or enhance*”.

There are a number of safeguards, which help protect the character of a conservation area:

- a requirement on local authorities to involve people in proposals to protect and enhance the area
- extra publicity for planning applications to allow public comment
- some extra planning controls.

YOUR COMMENTS

Please let us know what you think of the proposals on the form overleaf, and send your replies in the enclosed **FREEPOST envelope** by **** Please feel free to include any further comments or to contact us to discuss the proposals (see details overleaf).

There will be an **EXHIBITION** of the proposals at ***** on ***** and the proposal will be an agenda item on Fulford Parish Council meeting scheduled for *****

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THE SUGGESTED CONSERVATION AREA EXTENDED BOUNDARY IN MORE DETAIL

The Fulford Village conservation area was designated by City of York Council in 1998 (No. 30) Generally the existing boundary describes the historic village settlement with limited extension north and east along Main Street and Heslington Lane. The village is experiencing increased pressures - such as traffic travelling into York through the village from the south and increased development pressure - which conflict with its village character.

The village has its own sense of identity, in the unity of its character, historical form and setting. It retains a tangible rural appearance and is set amidst some rich pastoral scenery. Main Street has become a busy traffic route, but it is still essentially a village street, curving gently between grass verges with occasional mature trees. The areas behind Main Street Fulford are also an essential part of the village, based on the old burgrave plots created by medieval Back Lane, now known as Fenwicks Lane and School Lane. Fulford possesses a wide variety of traditional buildings, from small 18th and 19th century cottages to large and elegant Georgian and Regency Houses, several of which are listed.

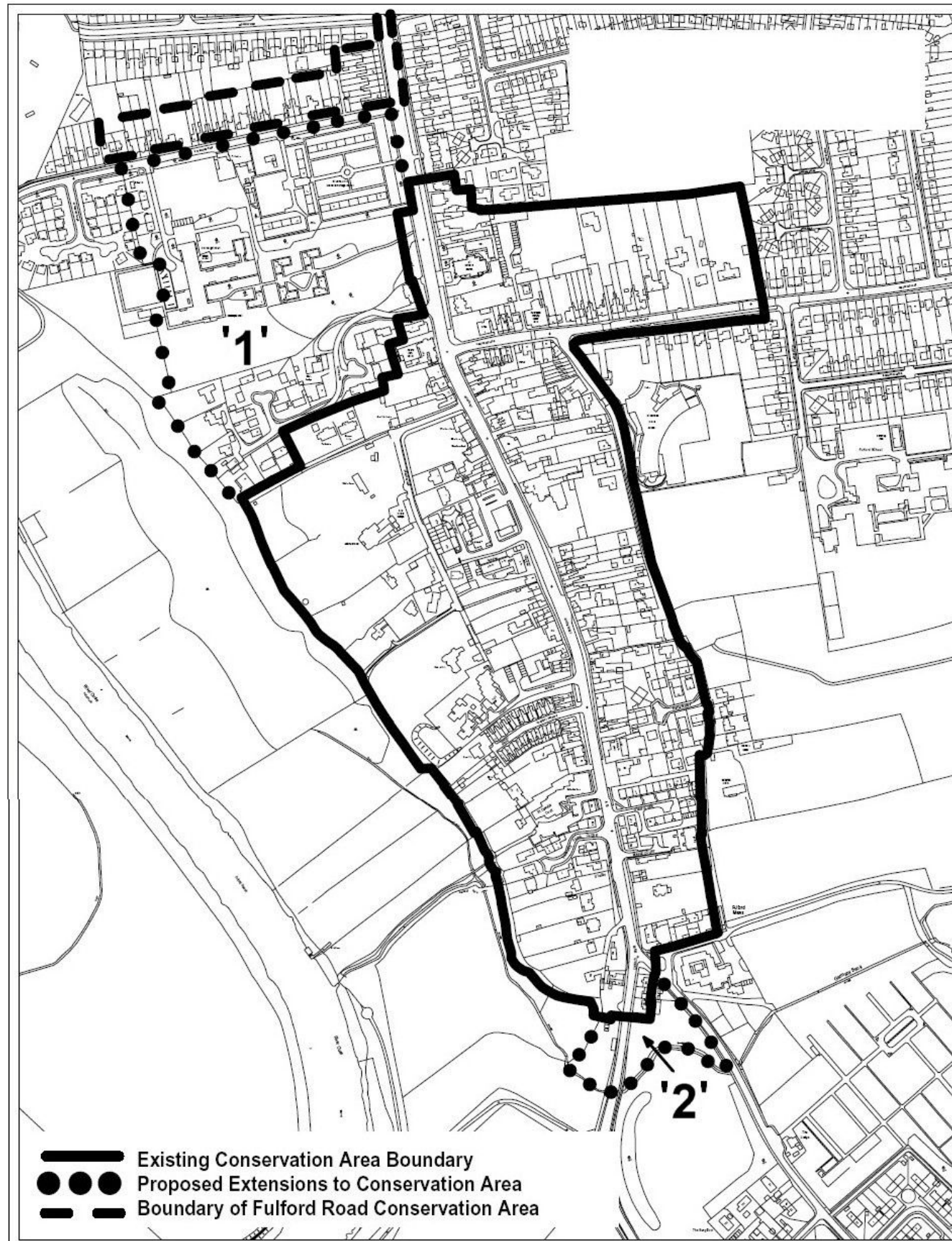
Two areas have been considered worthy of inclusion in the conservation area. These are:

Area 1. (to the north) – “Almshouses/Connaught Court/Fulford Park”

Area 2. (to the south) – “Land adjoining Germany Beck”

Historical arguments support the inclusion of these areas which are considered to be integral to the development of the village and of sufficient quality and special interest to be included within the boundary of the conservation area.

PLAN OF THE PROPOSED EXTENDED CONSERVATION AREA



<p>CITY OF YORK COUNCIL</p> <p>9, St Leonards Place, York, YO1 2ET Telephone: 01904 551550</p>	<p>PROPOSED EXTENSIONS TO FULFORD VILLAGE CONSERVATION AREA</p>		
	<p>SCALE 1:5000 <small>(Origining Group)</small></p>	<p>DRAWN BY PSL <small>Project</small></p>	
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WHAT DO YOU THINK?

Fulford Village Conservation Area Review

1. Do you agree with the proposed extensions to the conservation area? Should the Conservation Area remain unchanged? Do you have any alternative suggestions?

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2. In your opinion, does Fulford Village have any other qualities not mentioned in the appraisal

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3. Please tell us your name and address. This will be kept strictly confidential.

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