



Notice of meeting of

Planning Committee

To: Councillors Williams (Chair), Galvin (Vice-Chair), Ayre, Boyce, Cunningham-Cross, D'Agorne, Doughty, Firth, Funnell, King, McIlveen, Merrett, Reid, Simpson-Laing, Watson and Watt

Date: Thursday, 24 November 2011

Time: 4.30 pm

Venue: The Guildhall, York

The site visit will commence at 9.30am on Tuesday 22 November 2011 meeting on site at The Royal York Hotel

AGENDA

1. **Declarations of Interest**

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

2. **Minutes** (Pages 5 - 8)

To approve and sign the minutes of the last meeting of the Planning Committee held on 22 September 2011.

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 **5.00pm on Wednesday 23 November 2011**. 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 application:

a) Royal York Hotel, Station Road, York YO24 1AY (11/02650/FUL)
(Pages 9 - 24)

Siting of a 53 metre diameter observation wheel to be positioned until January 2013 [*Micklegate Ward*] **[Site Visit]**

5. York Central Historic Core Conservation Area Appraisal: Final Draft for Adoption (Pages 25 - 114)

This report presents the final draft of the York Central Historic Core Conservation Area Appraisal to the Committee for adoption, following extensive public consultation. Adoption of the appraisal will ensure its publication in early 2012 to inform the policies and proposals of the City Centre Area Action Plan and the Local Development Framework.

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

Democracy Officer:

Name: Jill Pickering

Contact Details:

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

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

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

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PLANNING COMMITTEE

SITE VISIT

TUESDAY 22 NOVEMBER 2011

Meeting on site

TIME (Approx)	SITE	ITEM
9.30am	Royal York Hotel, Station Road, York YO24 1AY (11/02650/FUL)	4a

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City of York Council

Committee Minutes

MEETING

PLANNING COMMITTEE

DATE

22 SEPTEMBER 2011

PRESENT

COUNCILLORS WILLIAMS (CHAIR),
 GALVIN (VICE-CHAIR), AYRE, BOYCE,
 CUNNINGHAM-CROSS, D'AGORNE,
 DOUGHTY, FIRTH, FUNNELL, KING,
 MCILVEEN, MERRETT, REID, SIMPSON-
 LAING AND WATSON

APOLOGIES

COUNCILLOR WATT

13. DECLARATIONS OF INTEREST

Members were invited to declare, at this point in the meeting, any personal or prejudicial interests they might have in the business on the agenda. No interests were declared.

14. MINUTES

RESOLVED: That the minutes of the last meeting of the Committee held on 25 August 2011 be approved and signed by the Chair as a correct record, subject to the amendment of Minute 9 (Declaration of Interest by Councillor Merrett) being amended to read:

Councillor Merrett declared a personal non prejudicial interest in relation to Plans item 4a (Holgate Villa, 22 Holgate Road, York YO24 4AB) in respect of the adjacent cycle route as a member of the York Cycle Campaign and Honorary Member of the CTC. *Following the resident's briefing, which both Cllr Fraser and himself had been unable to attend, they had received a briefing from the applicant.*

15. PUBLIC PARTICIPATION

It was reported that there had been no registrations to speak at the meeting under the Council's Public Participation Scheme.

16. PLANS LIST

Members considered the report of the Assistant Director (Planning and Sustainable Development) relating to the following planning application, which outlined the proposals and relevant planning considerations and set out the views of the consultees and officers.

16a Nestle Product Technology Centre, Haxby Road, York YO31 8XY

Members considered a major full application, submitted by Dr Walter Sommerville, for extensions to the existing Product Technology Centre together with associated hard and soft landscaping and a new footpath.

Officers updated that, if members were minded to approve the application, the following words 'and maintained thereafter' would require adding at the end of Condition 7.

Members examined scheme plans and questioned a number of points including:

- Further details in relation to Condition 13 and the reference to 'in the event of contamination being found on site following commencement of works'. Officers confirmed that this was only a warning to the applicants as surveys had already been carried out as part of the application submission.
- Confirmation that at least 10% of the energy demand would be provided from renewable energy.
- Concern at the reference to the design of the building 'drawing the eye of users of Haxby Road'. Officers confirmed that Highways had raised no concerns in respect of the scheme.
- Confirmation received that there would be additional tree planting to replace the 2/3 trees lost by the development.
- Details of disabled, cycle and motorcycle parking.

Representatives of Nestle and their Architects were in attendance to answer Members questions. They confirmed that excess heat from the factory plant would be piped into the Centre to assist with energy generation and that between 50 and 60 cycle spaces would be provided together with 3

dedicated disabled parking bays, motor cycle parking and car recharging points.

Following further discussion members expressed their unanimous support for the scheme which they felt would enhance the area and provide additional jobs for the city.

RESOLVED: That the application be approved subject to the conditions listed in the report and the following amended condition:

Condition 7. Details of the two electric vehicle recharge points shown on the approved plans shall be submitted to and approved in writing by the Local Planning Authority. The electric recharge points shall be installed in complete accordance with the approved plans prior to the approved extension coming into use and maintained thereafter.

REASON: In the opinion of the Local Planning Authority the proposal, subject to the conditions listed, would not cause undue harm to interests of acknowledged importance, with particular reference to the principle of development; design and visual impact; impact on neighbouring amenity; car and cycle parking; and sustainability. As such the proposal complies with Policies GP1, GP4a, GP9, GP15a, SP8, T4, and E4 of the City of York Development Control Local Plan.

17. APPEALS PERFORMANCE AND DECISION SUMMARY

Members considered a report which detailed the Council's performance in relation to appeals determined by the Planning Inspectorate in the 3 month period up to 30 June 2011. The report also provided a summary of the salient points from appeals determined in that period and set out details of the outstanding appeals as at 30 August 2011.

A Member referred to a site which had seen a number of planning breaches over a period of time however no stop

notices had been issued. Officers confirmed that it depended on the issue and level of harm caused as to whether a stop notice was the appropriate form of enforcement. They confirmed that they would examine the issues raised outside the meeting.

RESOLVED: That the appeals performance report be received and noted.

REASON: So that Members can continue to be updated on appeal decisions within the CYC area and informed of the planning issues surrounding each case for future reference when determining planning applications.

CLLR D WILLIAMS, Chair

[The meeting started at 4.30 pm and finished at 4.45 pm].

COMMITTEE REPORT

Date: 24 November 2011 **Ward:** Micklegate
Team: Major and **Parish:** Micklegate Planning
Commercial Team Panel

Reference: 11/02650/FUL
Application at: Royal York Hotel Station Road York YO24 1AY
For: Siting of a 53 metre diameter observation wheel to be positioned
until January 2013
By: Mr Max Carlish
Application Type: Full Application
Target Date: 1 December 2011
Recommendation: Approve

1.0 PROPOSAL

1.1 The application is for temporary permission for a 53m high observation wheel, which would be located within the garden at the Royal York Hotel. Permission is sought to allow the wheel until January 2013. Since the original submission, the position of the wheel has been revised. It would now be 14m further from Westgate apartments at its nearest point; at least 56m from the apartments.

1.2 The Royal York Hotel is a grade 2 listed building within the Central Historic Core Conservation Area.

1.3 Members will be aware that an observation wheel was formerly located at the National Railway Museum on Leeman Road. The wheel was granted permission for 3 years in 2006 (application 06/00599/FUL).

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

Areas of Archaeological Interest GMS Constraints: City Centre Area 0006
Conservation Area GMS Constraints: Central Historic Core CONF
York North West Boundary GMS Constraints: York North West Boundary CONF

2.2 Policies:

CYSP3
Safeguarding the Historic Character and Setting of York

CYGP1
Design

Application Reference Number: 11/02650/FUL
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Item No: 4a

CYGP3

Planning against crime

CYNE6

Species protected by law

CYHE2

Development in historic locations

CYHE3

Conservation Areas

CYHE4

Listed Buildings

CYV1

Criteria for visitor related development

3.0 CONSULTATIONS

DESIGN AND CONSERVATION

3.1 The temporary siting of the proposed 53m high observation wheel in the grounds of the Royal York (Station) hotel would be harmful to the setting of the hotel and its associated garden curtilage as designated heritage assets and also to the setting of the railway station train shed. The wheel would be around twice the height of the hotel building. It is engineered for erection and dismantling and therefore is not nearly as elegant as the London Eye. Subsequently the proposal would also cause harm to the setting of York Minster, the City Walls and the City Centre Conservation area, however, this harm is for a temporary period of 14 months only.

3.2 The proposed wheel does offer an opportunity for a temporary and dynamic vantage point from which the city's special characteristics of dense urban form and medieval street pattern can be appreciated by a wide audience.

3.3 On balance the temporary period as a mitigating factor reduces the level of harm, although there are no lasting benefits and the means of access and details of lighting are insufficiently detailed. Officers ask that the details of lighting are agreed to as a condition if permission is granted.

Countryside officer

3.4 Comments on the supplied bat survey: The first bats were observed early on in the evening around the time of sunset (6:47pm). This would suggest that there is a roost close by, although it is not known where. It is unlikely there is a roost onsite as

bats were not seen emerging from or returning to buildings onsite. The proposed positioning of the wheel does not, according to the survey results, cut across any main commuting routes, and provided that measures are in place once the wheel is operational (as well as during the construction phase) to ensure that any potential impacts on or disturbance to bats currently using the site are minimised, the siting of the wheel in this location should not be a problem.

3.5 Officer's main concern is over lighting in the garden area which is presently dark at night in contrast to the developed areas around the hotel. The original proposal includes the use of LED lighting on all parts of the observation wheel along with four flood lights and arena vision lamps within the general area, which would not be suitable. A more sensitive lighting scheme is required, and the times during which the lights are on should also be limited in order to provide some dark periods, not just for bats but also other wildlife species which may use the site. Officers consider the proposed closing time and switching off of the lights at 9pm would be acceptable with regard to this.

ENVIRONMENTAL PROTECTION

No objection.

3.6 Noise: EPU are satisfied that the proposed wheel will not result in loss of amenity to the nearest residential dwellings due to noise. Use of the wheel will cease at 21:00. The operation of the wheel would be below current background noise levels. Current background noise levels have been measured as being 60.3dB(A) Leq and 46.8 dB(A) L90 at the quietest time periods measured. The proposed wheel produces a sound pressure level of 60dB(A) at a distance of 10m, so the likely sound level at Westgate flats can be calculated as being 46dB(A).

3.7 In terms of noise affecting the hotel it is understood that the application is supported by the hotel and that since the land is owned by the hotel that there will be some element of control for the hotel should any noise problems occur. As a result EPU has not considered the potential impact on the hotel.

3.8 Lighting: Details submitted within the application on the lighting for the wheel does not include information on the likely level of light spill. However details on the proposed lighting would indicate that there are only likely to be 4 x 2kW floodlights used to light the columns and 12 arena vision lamps which may cause issue. At the previous location at the National Railway Museum EPU is not aware of any complaint regarding light and since the wheel will cease operating at 21:00 it is unlikely that the light will result in loss of amenity due to lighting. However details of any light spill are asked for. In order to ensure that the lighting does not cause loss of amenity, it is requested only any required emergency lighting be on after 21:00.

HIGHWAY NETWORK MANAGEMENT

3.9 Officer's preference is for access from Station Rise. Details of how the entrance will facilitate pedestrian movements associated with this visitor attraction are required. With regards construction, the components which make up the Wheel are intended to be delivered by lorry via the Leeman Road access, and in order to minimise disruption to other road users, including the Park and Ride services, the dates and times of these activities need to be agreed with officers in advance.

SAFER YORK PARTNERSHIP

3.10 No objection. Officers are satisfied there would be adequate site security and welcome the commitment to making safety checks on the wheel.

ENGLISH HERITAGE

3.11 No objection. Officers consider the harm on heritage assets (scheduled monuments, listed buildings and the conservation area) in particular the dominance of the Minster on the city skyline would be less than substantial (in PPS5 policy terms) and the harm would be mitigated by the temporary nature of the wheel.

VISIT YORK

3.12 No response to date.

CONSERVATION AREAS ADVISORY PANEL

3.13 The majority of the panel felt very strongly that this was not the right location for the wheel. The wheel would be 3 times as high as the hotel and as such would detract from the setting of this Grade 2 listed building. The panel did not feel that York should be prepared to accept such a mundane 'fairground' attraction which compromised the cultural value of the city. The panel were also of the opinion that if the proposal was approved that no signage should be allowed on the railings. The panel had grave concerns regarding access issues. The panel were concerned that giving the temporary permission would create a precedent for a permanent structure and that the only mitigation for the harm to the Conservation area is that it is a temporary structure. The panel also felt that the orientation proposed was wrong.

MICKLEGATE PLANNING PANEL

3.14 No response to date.

PUBLICITY

3.15 Objections have been received (27 in total) on the following grounds -

- Majority of objections raise the issue of overlooking and loss of privacy to the apartments at Westgate. The apartments have living and bedroom windows which would look toward the proposed wheel.
- Visual impact - overdominant, eyesore, out of character with the appearance of this part of the conservation area, and setting of the city walls. The wheel is incoherent with the historic character, and attraction of the city. Detrimental impact on views from within the conservation area.
- The Minster should remain the dominant building on the city skyline. In other cities where such historic buildings have to compete for attention their impact is reduced. This should not occur to the Minster.
- A similar view can already be achieved from the Minster, why should the wheel be allowed to compete?
- Potential for light and noise pollution.
- Extra traffic on Leeman Road
- Would lead to illegal parking
- Motorists would be distracted
- Concern if the scheme were approved, it would be likely an application would be made for a longer time period.

4.0 APPRAISAL

4.1 KEY ISSUES

- Impact on heritage assets
- Impact on the amenity of surrounding occupants
- Highway safety
- Impact on protected species and trees
- Crime and disorder

IMPACT ON HERITAGE ASSETS

4.2 The Planning (Listed Buildings and Conservation Areas) Act 1990 requires that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority (LPA) shall have special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses. In considering whether to grant planning permission with respect to any buildings or other land in a conservation area, the local planning authority shall pay special attention to the desirability of preserving or enhancing the character or appearance of that area

4.3 PPS5: Planning and the Historic Environment advises that in determining applications affecting listed buildings and conservation areas (heritage assets) LPA's should weigh the public benefit of the proposal against any harm; and recognise that the greater the harm to the significance of heritage assets the greater the justification will be needed for any loss.

4.4 The companion English Heritage guidance note provides further information on public benefit. It advises that where a proposal causes minor harm there will still be a loss of value to society caused by that harm. This is a loss of public benefit that needs to be weighed against any other public benefits the proposal will bring. When change is proposed it is the responsibility of the LPA to consider whether any adverse impact on the listed building/conservation area is out-weighed by heritage benefits, such benefits can be when proposals -

- Sustain or enhance the significance of a heritage asset and the contribution of its setting.
- Reduces or remove risks to a heritage asset.
- Secure the optimum viable use of a heritage asset in support of its long term conservation.
- Makes a positive contribution to economic vitality and sustainable communities.
- Are an appropriate design for its context and makes a positive contribution to the appearance, character, quality and local distinctiveness of the historic environment.
- Better reveal the significance of a heritage asset and therefore enhances our enjoyment of it and the sense of place.

4.5 English Heritage also has a guidance note on temporary structures in the historic environment. The guidance note "Temporary Structures in Historic Places" recognises that events in historic places make a vital contribution to the economic sustainability of our heritage, assisting in securing optimum viable use, in accordance with PPS5. Events generate income and allow visitors to experience historic places/buildings. The guide does warn that temporary structures are not appropriate in every location. In considering whether to grant permission for temporary structures it is recommended physical and visual impact (including any associated signage) are considered. Visual impact can be mitigated, by choosing a location that is shielded from view by other buildings or landscaping, and adverse impacts should be minimised. LPA's are advised to consider; setting, in particular impact from key views, design of the structure, duration of use, public access benefits and financial benefits.

4.6 The Ministerial statement from March 2011: Planning for Growth is also a material consideration. It establishes that the Government's top priority in reforming the planning system is to promote sustainable economic growth and jobs. Government's clear expectation is that the answer to development and growth

should wherever possible be 'yes', except where this would compromise the key sustainable development principles set out in national planning policy.

4.7 Policy SP3 of the Local Plan: Safeguarding the Historic Character and Setting of York advises a high priority will be given to the protection of the historic character and setting of York. When considering planning applications the Council will seek to protect key historic townscape features, particularly in the city centre, that contribute to the unique historic character and setting of the city and protect the Minster's dominance in distant views of the city skyline.

4.8 The draft Core Strategy of York's Local Development Framework (currently at consultation stage) makes the protection, preservation and enhancement of significant views a strategic objective of the city.

4.9 Within the Central Historic Core Conservation Area Appraisal, analysis identifies key views of the conservation area. The analysis considers the character and sensitivity of the skyline and building heights and seeks to protect and enhance views of the conservation area. It suggests building heights within the Central Historic Core do not exceed 5-storey to preserve the setting. The document advises what makes York special, part of this is the diversity of the city and how it has developed and changed over time, however a key townscape elements given is: the relationship between the glorious, dominating presence of the Minster and the scale of the rest of the townscape: viewed from the walls and other high points. The document advises that the city skyline is a vital part of the character of the townscape, because it is largely still dominated by the towers and steeples of the Church and because it is prominent in the public experience from the elevated view points of the City Walls and Clifford's Tower.

4.10 Local Plan polices GP1: Design and HE2: Development in Historic Locations have the intention of respecting historic setting and positive aspects of townscapes in general (considering scale, materials and urban spaces, public views, skyline and landmarks).

4.11 The key views of the Minster from within the Central Historic Core identified in the Central Historic Core Conservation Area Appraisal would largely be unaffected due to the separation distance between the two structures. The wheel would though affect the long distance views of the city; at points along the inner ring road and more distant views from Green Hammerton and Crayke. The conservation area appraisal document seeks to protect such views, it asks that tall buildings in the city centre are not permitted where they would challenge the visual supremacy of the Minster; that the development of tall buildings does not occur to each side of the Minster and that development both within the foreground and the backdrop of the Minster should not challenge the visibility and pre-eminence of the cathedral nor break its silhouette. In the aforementioned long distance views, the wheel would be seen alongside the Minster. Views of the Minster would not be blocked and the

Minster would remain the taller building. The Minster's West towers are a similar height to the proposed wheel, although the wheel would appear lower, as the ground levels at the application site are around 10m lower than those at the Minster. For reference the lantern tower at the Minster is some 71m high, the Cedar Court Hotel is 27m high to its ridge, and Westgate apartments are some 22m high.

4.12 The gardens to the Royal York where it proposed to locate the wheel are enclosed by the hotel building and groups of trees. In addition there are tall trees within the burial grounds and city wall embankment to the SE. The trees will help screen views of the wheel from street level around the site, and from the city walls. However due to the height of the wheel it would still be prominent, in particular from the City Walls, and it would appear out of keeping with the townscape that the Central Historic Core Conservation Area deems as being a positive aspect of the conservation area.

4.13 The Royal York is a grade 2 listed building which overlooks its gardens. The wheel would detract from this setting due to the design and scale of the wheel itself and the associated utilitarian loading platform and ancillary buildings which would not sit harmoniously within the garden. The harm would be in the short term only, there would be no loss of trees, and landscape restoration could be conditioned following removal of the structure.

4.14 Officers consider that in its proposed position the wheel would be an unacceptable addition to the city skyline if it were to be installed on a permanent basis. It would compete with the Minster for attention and detract from the historic townscape which makes the city special. However it is only proposed to install the wheel for 14 months, which as English Heritage point out, is a mitigating factor which reduces the harm on the historic environment. The visual prominence of the wheel can be mitigated by restricting the level of illumination. Lighting should, in accordance with policy in the Local Plan, be subtle. There would be no need to light the wheel after closure at 21:00 each day and this could be secured via a condition.

4.15 There are options for the amount of illumination to the wheel. Officer's preference is for only the capsules and supporting posts to be lit, with white light. The approach would provide subtle lighting which would not unduly detract from the historic setting. It is suggested a condition is imposed to allow the levels of illumination to be agreed as a condition if the scheme is supported.

4.16 PPS5 policy advises that to determine application such as this any heritage benefits are considered. One heritage benefit which applies in this case is when a scheme makes a positive contribution to economic vitality. In addition the benefits identified in the EH note on temporary buildings apply, and the ministerial statement which clearly looks to support economic growth must be given weight in assessing the proposals. Subject to agreement on the method/amount of lighting officers

consider that the impact on the historic environment, as the wheel would be temporary, would not be undue.

AMENITY OF SURROUNDING OCCUPANTS

4.17 Local Plan policy GP1: Design requires that schemes have no undue adverse impact from noise disturbance, overlooking, overshadowing or from overdominant structures. The wheel would be 56m from the nearest windows at Westgate residential apartments. CABE (Commission for the Built Environment, which is now part of the Design Council) document By Design, a national guidance document, advises that in urban locations such as this, a reasonable separation distance for 5-storey buildings is 27m. Consequently a building proposed in closer proximity to Westgate apartments than the proposed wheel could be deemed acceptable on residential amenity grounds. However, unlike windows serving a conventional building, the perception of being overlooked from the wheel would be constant due to the nature of the proposed development.

4.18 The apartments at Westgate are single aspect, with living and bedroom windows looking towards the Royal York Hotel gardens. Windows to living rooms are full height and wide, designed to maximise outlook. There is an intervening group of trees between the wheel and the apartments, although these are not high enough to prevent overlooking. From within the pods, there would be angled views looking toward the windows on Westgate apartments. Throughout the daytime residents would experience a perception of being overlooked due to the scale of the wheel. However due to the angled view, the glazing specification on the large windows on Westgate apartments (darkened glass which limits inward views during the daytime), the presence of blinds and the separation distance between the wheel and the apartments, actual views into rooms would be limited during the daytime. The impact from overlooking is deemed not to be unacceptable.

HIGHWAY SAFETY

4.19 Policy V1 of the Local Plan advises that visitor related development will be encouraged provided; there are adequate servicing arrangements, the site is accessible by public transport, whether highway safety would not be compromised.

4.20 The platform of the wheel has the capacity to accommodate 200 persons waiting to board the wheel. The wheel has a capacity for 1,000 per hour. Based on wheels elsewhere it is expected there would be no more than 200 persons using the wheel each hour. As such queuing will be able to occur on the wheel platform, and would not lead to any conflict on or off site.

4.21 It is proposed to form a new entrance from Station Road into the hotel gardens. This would involve forming a gap in the hedge, removing the edging to the footpath, and creating a temporary footpath into the site. This arrangement will separate

visitors from the hotel car park. Details of the entrance, including any associated signage, and that the hedge and pavement be restored when the wheel is removed from site could be secured through conditions of approval.

4.22 The facility is in a location that is accessible by alternative means of transport to the private car. Guests arriving by car would be expected to use car parks within the city centre; there are a number of car parks within walking distance of the site. There is no evidence that the wheel would generate additional traffic that would have an adverse impact on highway safety.

BATS

4.23 Policy NE6 of the Local Plan relates to species protected by law. It states that where a proposal may have a significant effect on protected species or habitats, applicants will be expected to undertake an appropriate assessment demonstrating proposed mitigation measures. Planning permission will not be granted where developments will cause demonstrable harm to species protected by law or their habitats.

4.24 A bat survey has been undertaken which established that common Pipistrelle bats use all areas of the Royal York Hotel gardens to forage for food. No evidence of a bat roost at the site was found. The survey noted the existing site is well lit, and foraging is limited. Foraging activity was concentrated over the lawn to the north east, the ornamental shrub planting around the fountain, and the cluster of mature trees within the northern corner of the gardens. Peak activity was detected between 19:00 to 19:30.

4.25 The bat survey demonstrates that, in accordance with policy NE6, the proposals would not have a significant impact on protected species or their habitat. The installation of the observation wheel has the potential to reduce the amount of foraging within the gardens. However no vegetation will be lost and provided only low level lighting is used, and at restricted times, there would not be an undue impact. The timing and amount of lighting could be agreed as a condition of approval.

CRIME AND DISORDER

4.26 Local Plan policy GP3 advises that crime prevention is a material planning consideration and identifies measures which should be considered in developments in order to create safer environments. The applicants advise that the site would be managed by a security firm on a 24 hour basis.

5.0 CONCLUSION

5.1 It is asked that the wheel be allowed to be installed within the gardens of the hotel until January 2013. Provided that the site is restored to its extant condition after the wheel has been removed officers consider the scheme is acceptable on this short-term temporary basis. A longer period of permission could not be supported as the detrimental impact on the character and appearance of the city and the Central Historic Core Conservation Area, and the setting of listed buildings would then outweigh any benefits arising from the proposals. In addition the perception of being overlooked, which would affect residents in Westgate apartments, would be unacceptable on a long-term basis.

COMMITTEE TO VISIT

6.0 RECOMMENDATION: Approve

1 The wheel and all its associated fittings and fixtures shall be removed from site by February 2013.

Reason: As the proposed development would have an inappropriate impact on heritage assets and amenity on a permanent basis.

2 Approved plans 2671- 01 H and 02 G

3 The wheel shall only operate between the hours of 09:00 and 21:00 hours each day of the week.

Reason: In the interests of visual amenity, and the amenity of surrounding occupants.

4 Details of all lighting shall be submitted to, and approved in writing by, the Local Planning Authority before the development commences. The development shall operate in accordance with the approved details. The details shall include

- Lighting strategy and strength of lighting to wheel
- For lighting on the platform and within the site; the location and design of lighting units and lightspill (shown vertically and horizontally).

Reason: To control the impact on heritage assets and wildlife.

5 The lighting to the wheel and any ancillary lighting shall only be turned on between dusk and 21:00 each day of the week. Any emergency/safety lighting required shall be approved in writing by the Local Planning Authority (to include justification and details of lighting), and shall operate in accordance with the

approved details thereafter.

Reason: To control the impact on heritage assets and wildlife.

6 Large scale details of the proposed customer entrance 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. Details shall include specification of existing and proposed surfacing and any means of securing the site outside hours of operation. Consideration shall be given to preserving any historic fabric. The opening shall be at least 1.7m wide.

Reason: To preserve the appearance of the conservation area and setting of the listed building.

7 A scheme of site restoration (hard and soft landscaping) shall be approved in writing by the Local Planning Authority and fully implemented before April 2013.

Reason: To preserve the appearance of the conservation area and setting of the listed building.

8 Details of any signage shall be submitted to and approved in writing by the Local Planning Authority prior to installation and shall be carried out in accordance with the approved details. All signage shall be fully removed by February 2013.

Reason: To preserve the appearance of the conservation area and setting of the listed building.

9 Before the commencement of development, including building operations, or the importing of materials and any excavations, a method statement regarding protection measures for the trees onsite shall be submitted to and approved in writing by the Local Planning Authority. This statement shall include details and locations of protective fencing; phasing of works; site access for construction and methodology; type of construction machinery/vehicles to be used (including delivery and collection lorries and arrangements for loading/off-loading); parking arrangements for site vehicles; locations for storage of materials; locations of utilities. Details of any new hardstanding/surfacing shall also be included. The development shall be implemented in accordance with the approved statement.

Reason: To protect existing trees which are covered by a Tree Preservation Order and/or are considered to make a significant contribution to the amenity of this area.

10 Prior to the commencement of any works details of the dates and times of deliveries of, and removal of, the components of the wheel shall be agreed in writing with the Local Planning Authority.

Apart from the delivery and removal of the component parts of the wheel, there shall be no other vehicular or pedestrian movements taking place via the Leeman Road access to the Royal Station Hotel, in connection with this visitor attraction.

Reason: In the interests of highway safety.

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 impact on heritage assets, amenity and highway safety. As such the proposal complies with Policies SP3, GP1, GP3, NE6, HE2, HE3, HE4, V1 of the City of York Development Control Local Plan.

Contact details:

Author: Jonathan Kenyon Development Management Officer

Tel No: 01904 551323

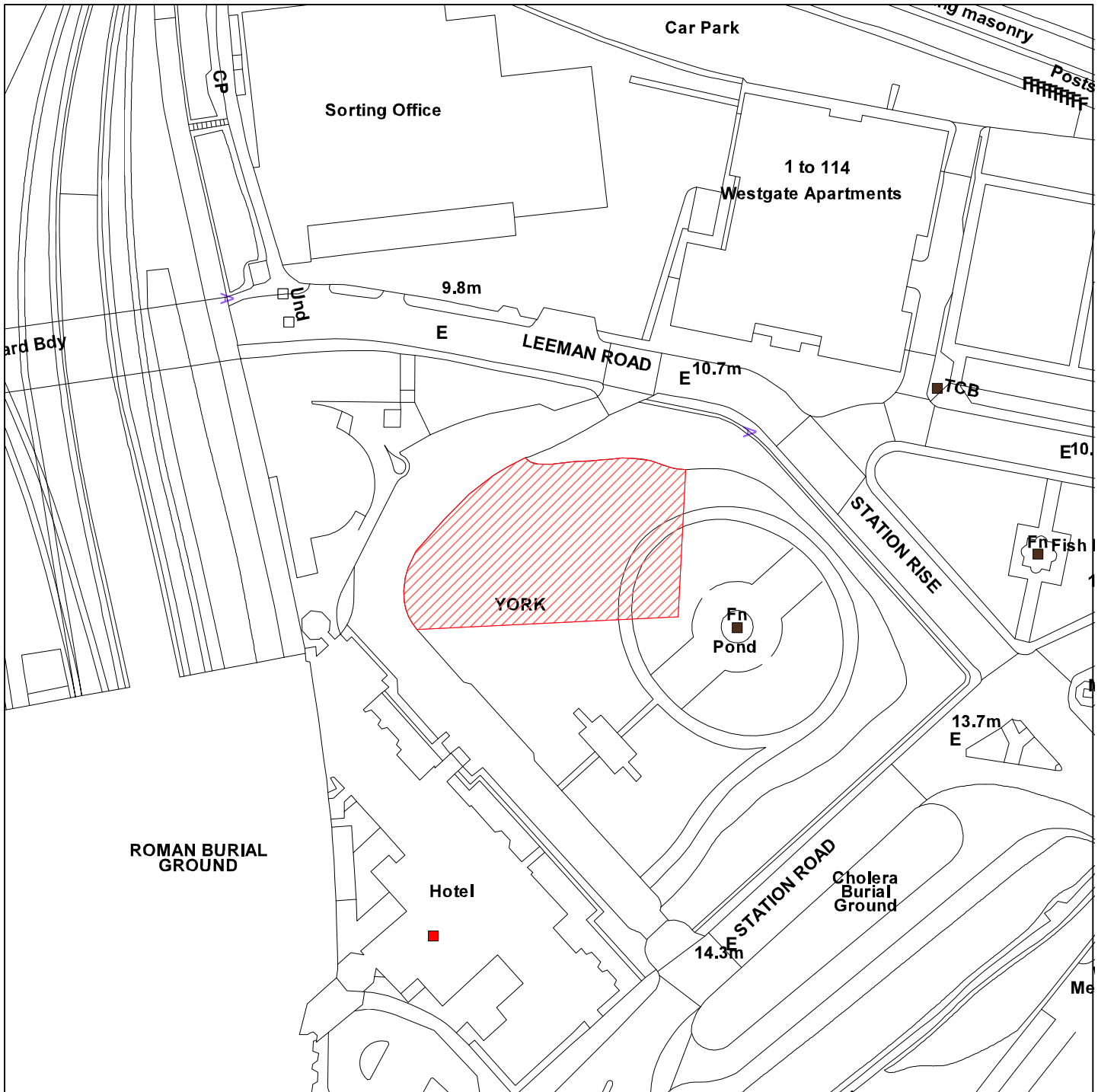
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Royal York Hotel, Station Road

11/02650/FUL



GIS by ESRI (UK)



Scale : 1:1250

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Organisation	City of York Council
Department	City Strategy
Comments	
Date	14 November 2011
SLA Number	Not Set

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Planning Committee

24th November 2011

Assistant Director City Strategy (Planning and Sustainable Development)

York Central Historic Core Conservation Area Appraisal: Final draft for adoption

Summary

1. Conservation areas are 'areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance'. To enable City of York Council to better discharge its statutory responsibilities in this regard Alan Baxter Associates were appointed to undertake a detailed appraisal of the York Central Historic Core Conservation Area; including analysis of key strategic long distance and local views, in December 2010. The appraisal is jointly funded by English Heritage and City of York Council and is an important component of the evidence base for the City of York Local Development Framework. This final draft document has benefited from detailed input from a key stakeholder group, and extensive public consultation. Members are asked to approve proposed conservation area boundary changes and to formally adopt the York Central Historic Core Conservation Area Appraisal.

Background

2. The York Central Historic Core Conservation Area was first designated in 1968 and extended in 1975 following public consultation. The boundaries have not been reviewed since that time and no detailed appraisal of character and special interest has been carried out.
3. 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.

4. 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).
5. The lack of an appraisal of the York Central Historic Core Conservation Area was identified as a key weakness in the evidence base for the Local Development Framework which informs the policies and proposals of the City Centre Area Action Plan and other Development Plan Documents and Supplementary Planning Documents.
6. York's Central Historic Core Conservation Area is a large and complex conservation area. Completing a comprehensive appraisal is a major undertaking and has required a significant commitment by the council. The appraisal has to go beyond mere description in capturing the very essence of special character and interest of the area and has needed to fully explain its value and significance.
7. Funding for this work was formally secured in February 2010 including a 50% grant from English Heritage.
8. Following a detailed tender process, Consultants Alan Baxter Associates were appointed in December 2010 to undertake the appraisal. Work commenced immediately.
9. The project is managed through the Renaissance Team by the Heritage Renaissance Officer reporting to a Project Management Team including English Heritage personnel and officers from Design, Conservation and Sustainable Development and Major Development Projects & Initiatives.
10. The Appraisal is divided into two parts. Part one deals with understanding the City, including a detailed assessment of twenty-four character areas and an analysis of key views and building heights. Part two deals with management recommendations setting out informed proposals for further work and action.
11. The Executive Summary is attached to this report as Annex 1.

12. The consultant's principles and priorities are attached as Annex 2.
13. The report's recommendations contained in part two of the appraisal include:
 - Changes to the Conservation Area boundary at seven locations, five extensions and two reductions;
 - Article 4 directions for a number of streets;
 - Major improvements to the public realm including; gateway streets, bars, traffic and movement.
 - Use of Regulation 7 of the Town and Country Planning (Control of Advertisements) Regulations 1992 to remove for sale and to let signs from the conservation area;
14. The consultation draft report was presented to members of the Planning Committee on the 15th of June with a request to approve public consultation.

Consultation

15. A key stakeholder group, including council officers, has advised the project team throughout. The group comprises: The York Civic Trust; The York Archaeological Forum; The Conservation Area Advisory Panel; and, English Heritage.
16. Two stakeholder workshops have informed the project and a stakeholder draft has generated extensive comment which directly informed the public consultation draft of the document. The consultant's statement of community involvement is attached as Annex 3.
17. Following the 15th of June planning committee decision approving public consultation, the public consultation period ran from the 4th of July to 12th of August with a further extension to the 2nd of September.
18. A summary of the formal consultations and consultation events is attached as Annex 4.
19. The public exhibition at York Explore on the 15th and 16th of July was a success with approximately 100 people stopping by over the two days.

20. All formal consultation responses have been recorded in a spreadsheet matrix showing a clear audit trail from comment through to proposed action. The matrix is attached as Annex 5.
21. A wide variety of people stopped to discuss the city and add sticky notes to a large aerial photograph of the conservation area. These ranged from members of local planning groups and amenity societies to individual residents. A group of Walmgate residents for instance were particularly interested in getting a point across about traffic levels on Walmgate and tour buses in particular. The appraisal was amended to ensure their concerns were highlighted.
22. Only one individual comment expressed negative comments about the conservation area and the appraisal. Apart from this one individual, there was overwhelming support for, and interest in, the appraisal and its recommendations.
23. Two resident groups were specifically visited as follow up from the exhibition. They were: The Navigation Road & Walmgate Residents Association - because it was a highly mixed residential area within the city walls; and, the Bishophill Action Group - because they are a very active conservation group in a residential area of the walled city.
24. Overall, there were no negative written comments and the appraisal has been overwhelmingly welcomed. In particular, the readability of the document, its structure and presentation has come in for high praise.
25. There was some concern raised by a number of commentators about resourcing and the prioritisation of actions. In the consultation document there was an action plan but this has now been withdrawn and will instead be presented to members separately in the near future.

Options

26. Option 1 – approve the document, including the proposed boundary changes, for adoption and publication on the council's web site;
27. Option 2 – approve the document subject to amendments (Members are advised however that at this stage, following extensive consultation, only minor corrections could be accommodated without extra resources being made available) ;
28. Option 3 - do not approve the document for adoption.

Analysis

29. Adoption of the appraisal will ensure publication by January/February 2012 leaving sufficient time for consideration by the City Centre Area Action Plan which is timetabled for delivery of a consultation draft by May 2012. It will also ensure that the appraisal can be fully considered as part of the public examination of the Local Development Framework.
30. Members are asked to note the following issues from the appraisal recommendations:
- Key views - the 26 key views identified in the report are not an exhaustive list and there were many more suggestions through the consultation process. However, the list was agreed by the key stakeholder group. Other key views can be identified at a later date and brought forward on a case by case basis.
 - Boundary changes - following consultation, the Nunnery Lane/Price Lane change that was in the consultation draft has been removed. English Heritage were uncomfortable with this because of the proximity of the city wall and the benefits of continuing to include these areas for conserving the setting of the walls. There were one or two requests to increase the conservation area further around St John's Road but the consultants did not think this was justified. One correspondent queried the addition of the Scarcroft Hill area into the conservation area but the consultants felt that their justification was strong. All other proposed changes have been welcomed by the majority of consultees. The boundary change map is attached as Annex 6.
 - Article 4 directions - there is a strong recommendation for the use of Article 4 directions to remove some permitted development rights from property owners so that the special character of specific streets and groups of streets is conserved and enhanced. There have been few concerns raised during the consultation. Members are advised that implementation of this recommendation would require a separate, and more targeted consultation with individual property owners. The relevant streets are shown on the map in Annex 1

- Advertising - the appraisal makes a strong recommendation to address the use of advertising in the conservation area especially for sale, to let boards as well as 'A' boards. This will require further consideration and consultation.
- Action plan - the consultation draft contained an implementation and action plan that prioritised a work programme for the council and its partner. This has been omitted from the final draft. Delivery of the appraisal's recommendations will be through the City Centre Area Action Plan, the Public Space Strategy, Heritage Strategy and implementation of the Movement & Accessibility Framework.
- Editing - the document has been edited by several individuals and the majority of factual and typographical errors have been amended as well as errors in some of the graphics. There will almost certainly be one or two errors still remaining but they will be of limited consequence. This document has been designed to take account of future revision should it become necessary through our enhanced understanding or the full implementation of its recommendations.
- The document has been informed by over 500 separate comments from largely external consultees. The majority of these have been incorporated into the revised document where relevant and appropriate.
- Many of the recommendations are either part of new council initiatives or are part of ongoing work streams. For instance: the public space (realm) strategy is being currently worked up and the council's sustainability team will be looking into climate change and historic buildings as part of its ongoing work into sustainability.
- Building heights. The report includes a recommendation to, introduce a general presumption against development of more than 4 storeys in the Central Historic Core Conservation Area and 5 storeys beyond it, to help protect and enhance the York skyline. Members are asked to note that this presumption would introduce a much needed default policy position that gives a very clear message to

prospective developers in the context of the six principle characteristics detailing York's special character (Heritage Topic Paper currently being consulted on as part of the Local Development Framework Core Strategy evidence base). Prospective developers will need to clearly explain how a higher building would not detract from York's skyline and would instead enhance its special character.

Council Plan

31. York Central Historic Core Conservation Area Appraisal will deliver against "The Sustainable City". It will also form an essential part of the Local Development Framework evidence base and will complement, "York New City Beautiful: Toward an Economic Vision". It also complements the Movement and Accessibility Framework.

Implications

32.

- **Financial** There are no financial implications involved in the adoption of the appraisal. Responses to delivering the appraisal's recommendations will be managed through re-profiling existing staff and other council resources.
- **Human Resources (HR)** No implications.
- **Equalities** An Equality Impact Assessment (EIA) has been completed for this project and identified that some proposed outcomes such as a Public Space Strategy and Streetscape Manual will require separate EIA's as there will be particular issues around equalities to deal with.
- **Legal** There are no legal implications.
- **Crime and Disorder** No known implications.
- **Information Technology (IT)** The Council web site will be used to host the final document.
- **Property** No implications.

Risk Management

33. There should be no risks at this stage.

Recommendations

34. Members are asked to approve the adoption of the York Central Historic Core Conservation Area Appraisal including the proposed boundary changes and to note the management recommendations to be progressed through the City Centre Area Action Plan.

Reasons:

- The document has adopted a rigorous approach to the assessment of the York Central Historic Core Conservation Area, and is in accordance with relevant guidance documents;
- The document fulfils the council's obligations under sections 69, 71 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990;
- The boundary review has been carried out in accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990 and the latest guidance documents from English Heritage;
- The document has been subject to intensive peer review through the key stakeholder group and an extensive public consultation;
- The appraisal is an essential evidence based document supporting the Local Development Framework and is necessary for the development and implementation of the City Centre Area Action Plan.

Contact Details

Author:

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Heritage Renaissance
Officer
Renaissance Team
City Strategy

Tel No.01904-551329

Chief Officer Responsible for the report:

Mike Slater

Assistant Director City Strategy (Planning and Sustainable Development)

**Report
Approved**



Date 14 November 2011

Specialist Implications Officer(s)

none

Wards Affected: Guildhall; Micklegate; Fishergate and part Clifton.

All

For further information please contact the author of the report

Background Papers:

There are no relevant background papers.

Annexes

Annex 1:

Executive Summary.

Annex 2:

Consultants principles and priorities

Annex 3:

Consultant's statement of community involvement.

Annex 4:

Summary of formal consultations and events.

Annex 5:

Consultation responses

Annex 6:

Boundary change map

Annex 7:

The full report is available on the council's web site as several PDF documents. Please follow the link on the opening page on www.york.gov.uk. A hard copy is also available in the Member's library as three printed volumes. No further printed copies will be available due to the cost of printing.

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York Central Historic Core

Conservation Area Appraisal

York Central Historic Core

Conservation Area Appraisal

Contents

Executive Summary	Introduction	Purpose & Background	Study Area	Authorship, Methodology & Acknowledgements	How to use this document	Terminology
2	12	13	16	17	18	19
Part One: Understanding the City	Overview	Views & Buildings Heights	Character Areas			
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Part Two: Management Strategy	Purpose & Structure	Management Recommendations	Conclusion			
	453	454	514			
Supporting Information	Sources	Gazetteer of Buildings of Merit	List of Detracting Buildings	Statement of Community Involvement		
	519	520	529	530		

Foreword

Cllr Dave Merrett
Cabinet Member for City Strategy

TO FOLLOW

Executive Summary



Aims & Objectives

City of York Council, in association with English Heritage, appointed Alan Baxter & Associates to prepare an appraisal of the city's Central Historic Core Conservation Area. This is the first in-depth study of the Conservation Area – which encompasses the medieval walled city and the early suburbs – to be undertaken since the Area was designated in 1968.

The Appraisal will help the Council to fulfil a statutory duty to draw up and publish proposals to preserve and enhance conservation areas. It does this by defining the unique characteristics which make the historic core of York so special and by identifying the threats and opportunities to its conservation and enhancement. These are the foundations for developing practical policies and proposals for the management of the Conservation Area which will enable it to play a positive role in shaping an economically and socially successful city.

Policy Framework

The Appraisal was commissioned as one of a suite of documents forming the evidence base for the Local Development Framework. It interfaces with other evidence base documents, notably the *Heritage Topic Paper*, the *City Centre Movement and Accessibility Framework* and the *New City Beautiful Economic Vision*.

The recommendations and ideas it contains will inform the policies and proposals of the City Centre Area Action Plan and other Development Plan Documents and Supplementary Planning Documents.

The Appraisal is also intended to aid rational and consistent planning decisions by clearly and publicly articulating the special interest of the Conservation Area. Legislation and government policy, such as *Planning Policy Statement 5: Planning and the Historic Environment*, require all decisions on planning applications in the conservation area to be founded on such understanding.

Finally, the Appraisal is conceived as one of the documents that will form the basis for a World Heritage Site Management Plan if a future bid is successful.

Methodology and Structure

The methodology and structure of the report follow best practice as set out in English Heritage guidance, adapted to the particular demands of a conservation area as exceptionally large and complex as this.

The main body of the report is divided into two parts:

- *Part One: Understanding the City* Here the Area's development and character is analysed first at the level of the city and then by dividing it into two dozen character areas. These character areas allow more detailed analysis to be undertaken.

The purpose of this section is to identify, first, the Conservation Area's special interest, second, those issues that threaten to harm this interest and, third, the opportunities that exist for enhancing its appearance and character.

- *Part Two: Management Strategy* sets out a series of practical management recommendations to enable the Council, its partners and the local community to address the threats and opportunities identified in Part One. Its Conclusion identifies the over-arching Principles for future management and the Priorities for action.

Key characteristics of the project have been:

- *Partnership* with council and English Heritage officers
- *Consultation* with a Key Stakeholder Group and the public, and:
- *Accessibility*, with the intention of producing a readable and engaging document designed for web access that will hopefully neither bore the professional or alienate the general public.

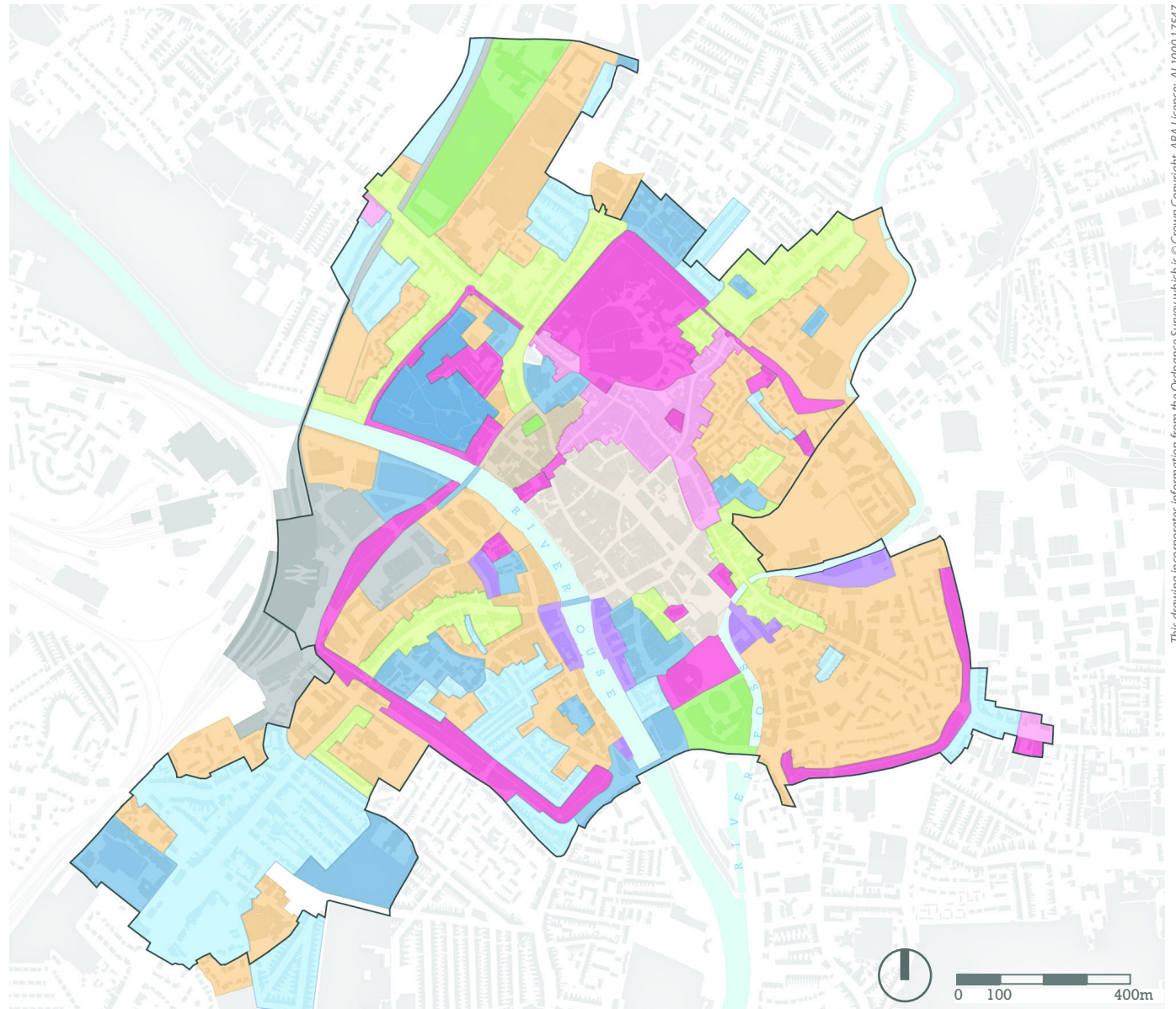
Executive Summary

- Medieval and Tudor shops and houses
- Medieval and Tudor civic and religious

- Georgian shops and houses
- Georgian civic and religious

- Victorian and Edwardian housing
- Victorian and Edwardian civic and religious
- 18th/19th century quayside and commercial
- 19th century railway development
- 19th/20th century shopping area

- 20th/21st century development
- Existing Conservation Area boundary



Prevailing townscape and building character

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What Makes the Historic Core of York Special?

The necessary precursor to effective management of any conservation area is the identification and definition of the special character which it is the purpose of designation to conserve and enhance.

York's historic core is an inherently complex place whose character and appearance is the unique outcome of a subtle fusion of many factors: historical development and change, architectural style and materials, topography, spaces and landscape, landownership and uses. The Local Development Framework's Core Strategy *Heritage Topic Paper* has identified six Principle Characteristics which define the qualities, interest and cultural significance of York which sets it apart from other English cathedral cities. As they explain the special interest of the historic core they are:

Strong Urban Form. There are few places in the British Isles where a two thousand year legacy of urbanism can be appreciated in such detail as York. Today's street pattern combines the principal roads of the Roman settlement with Anglo-Scandinavian and medieval streets and building plots and Georgian and Victorian highway improvement. It is relatively little scarred by postwar redevelopment and engineering. The results is a rich townscape of intimate streets, small irregular public spaces and above all contrast and surprises, twists and turns, juxtapositions of forms and materials and sequences of ever-changing vistas and panoramas.

Compactness. York retains a very compact, densely-populated historic core. The City Walls play a significant role in the survival and the perception of this. The centre is therefore a highly walkable place.

Landmark Monuments. The Conservation Area contains historic buildings and structures of the highest architectural and historic interest: in the Minster, one of the greatest Gothic buildings of Europe; in the City Walls and Clifford's Tower, the most extensive medieval wall circuit in England, and one of the best preserved in Europe; in the guildhalls and churches the greatest concentration of medieval civic and religious buildings in the country; and in the Eye of York the grandest group of 18th century public buildings outside London.

Architectural Character. Tremendous architectural variety – from medieval houses and tenements to Georgian terraces, the monuments of the Railway Age, the legacy of industrialisation and redevelopment in the 20th century – creates endless juxtapositions of style and form. Yet there is an overriding harmony of materials – plaster/timber, brick and Magnesian Limestone – roofscape, continuous street frontages and a very humane scale.

Archaeological Complexity. The peculiar sub-surface conditions of York have ensured that archaeological evidence for 2,000 years of occupation and activity survives in a remarkable state of anaerobic preservation which is only matched by a small handful of sites worldwide. The archaeology of the city centre is therefore of outstanding international importance.

Landscape and Setting. A settlement was founded and prospered because this is a good crossing point on the River Ouse and a natural centre for regional communications. The Ouse and the Foss not only play a significant part in defining the character of the townscape, but as a thriving international port were fundamental to the past prosperity and growth of York. Because the Vale of York is a low-lying bowl surrounded on three sides by higher ground, long distance and close quarters views of the Minster are numerous and treasured. Through these views the relationship between the city and its landscape setting is illustrated, and the city reaches into the consciousness of people many miles away.

These six characteristics combine to create a conservation area of extraordinary and perhaps **unparalleled variety and richness**. This is what makes it unique. Moreover, this variety is not limited to built form; it is inextricably linked to the **diversity and the vitality of use** – residential communities, businesses, educational and cultural life – which are as fundamental to the special character of the Conservation Area as its archaeological deposits or medieval monuments.

Character Areas

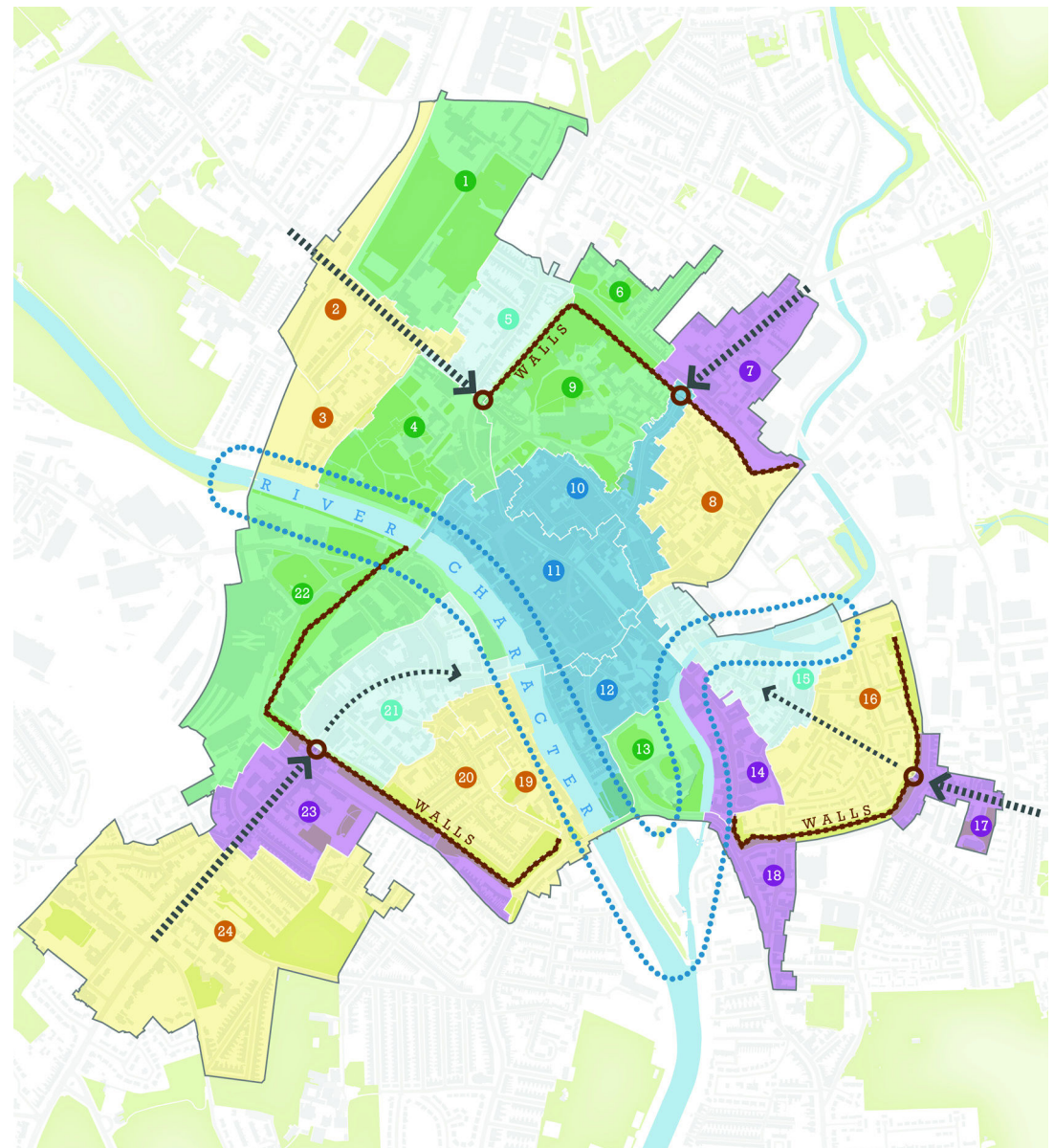
- ① Bootham Park Hospital
- ② Bootham
- ③ Marygate
- ④ Museum Gardens & Exhibition Square
- ⑤ Gillygate
- ⑥ Lord Mayor's Walk
- ⑦ Monkgate
- ⑧ Aldwark
- ⑨ Minster Precinct
- ⑩ The Medieval Streets
- ⑪ Central Shopping Area
- ⑫ King's Staith & Coppergate Centre
- ⑬ Castle
- ⑭ Piccadilly
- ⑮ Fossgate & Walmgate
- ⑯ Outer Walmgate
- ⑰ Walmgate Bar
- ⑱ Fishergate
- ⑲ Queen's Staith & Skeldergate
- ⑳ Bishophill
- ㉑ Micklegate
- ㉒ Railway Area
- ㉓ Blossom Street & Nunnery Lane
- ㉔ The Mount

Character Area grouping

- Grand institutions and monuments set in green space
- The dense historic commercial core – the pedestrian realm
- Edge of centre - independent retail/commercial streets on through routes
- Mixed-use approach roads - often dominated by road infrastructure
- Residential areas - compact neighbourhoods within the city walls and grander suburbs on the city approaches

Over-arching influences

- The celebrated city walls and landscaped ramparts enclose and define the city's core and limit cross-movement
- The Ouse and Foss rivers influence land use and activity, shape public space and access, and further define the central core
- Approaches to the core along the ancient routes into the city, defined by views to the Bars, City Walls, Minster and increasing commercial activity



Character Area summary

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Threats & Opportunities

Having defined the unique character of the Conservation Area, the appraisal considers the threats to its conservation and opportunities for its enhancement. These form the basis for the study's management recommendations.

Overall, the Conservation Area is a vibrant place in good material condition. Nevertheless, there are a number of challenges for the City of York Council and its partners to address if the Area is to play its fullest role in the future economic and social prosperity of the city:

Defining the Special Interest of the Conservation Area

- broadly speaking the existing boundary of the Conservation Area, last reviewed in the 1970s, corresponds to the historic core of the City, but developments since then mean some of minor changes are required (see Priorities plan, below)
- the appraisal identifies buildings which detract from the character and appearance of the Area and unlisted buildings of merit which make a special positive contribution and could be added to the proposed Local List

Conserving its Special Interest

The appraisal identifies a number of threats to the built character of the conservation area, as well as management tools to address them:

- buildings at risk and underused upper floors where concerted action is required
- unlisted residential streets whose character is being eroded by piecemeal change such as replacement doors and windows; Article 4 Directions could be used to control this
- unsympathetic shopfronts and associated signage and uncontrolled sale and letting advertising
- the need for policy direction to regulate the retrofitting of existing buildings to reduce their carbon emissions

Views and Building Heights

- views across and into the Conservation Area and the city's little-altered skyline are some of its most precious but fragile qualities; development could harm them if not carefully managed

- this appraisal identifies 26 Key Views which define the character and image of the core, as well as numerous other views of local significance (see plan on following page)

Development and Design

- there are few large development sites in the Conservation Area, but those and others on its periphery could have a significant impact on its character and appearance
- new architecture should be of a standard befitting the qualities of York's townscape. This requires encouragement, education and co-operation

Streets and Spaces

- public spaces are few in number, mostly small (compared to other cities) and often cluttered, detracting from the functionality of the spaces and setting of buildings
- footstreet surfacing, signage and management is inconsistent and confusing
- parks and gardens are under-utilised and remain unexplored by many visitors; some are not well linked to neighbouring spaces

Transport and Movement

- the pressure of road traffic is a major threat to the character and quality of the Area
- it is particularly bad along the inner ring road and the approaches; gateway streets and Bars are especially compromised
- it has an environmental impact (e.g. in Gillygate), a physical impact (e.g. damage to Bars) and a visual impact (e.g. Exhibition Square and Bootham Bar)

The Rivers

- are an underutilised asset; more could be done to extend access to their banks and improve the quality of public spaces along them

The City Walls

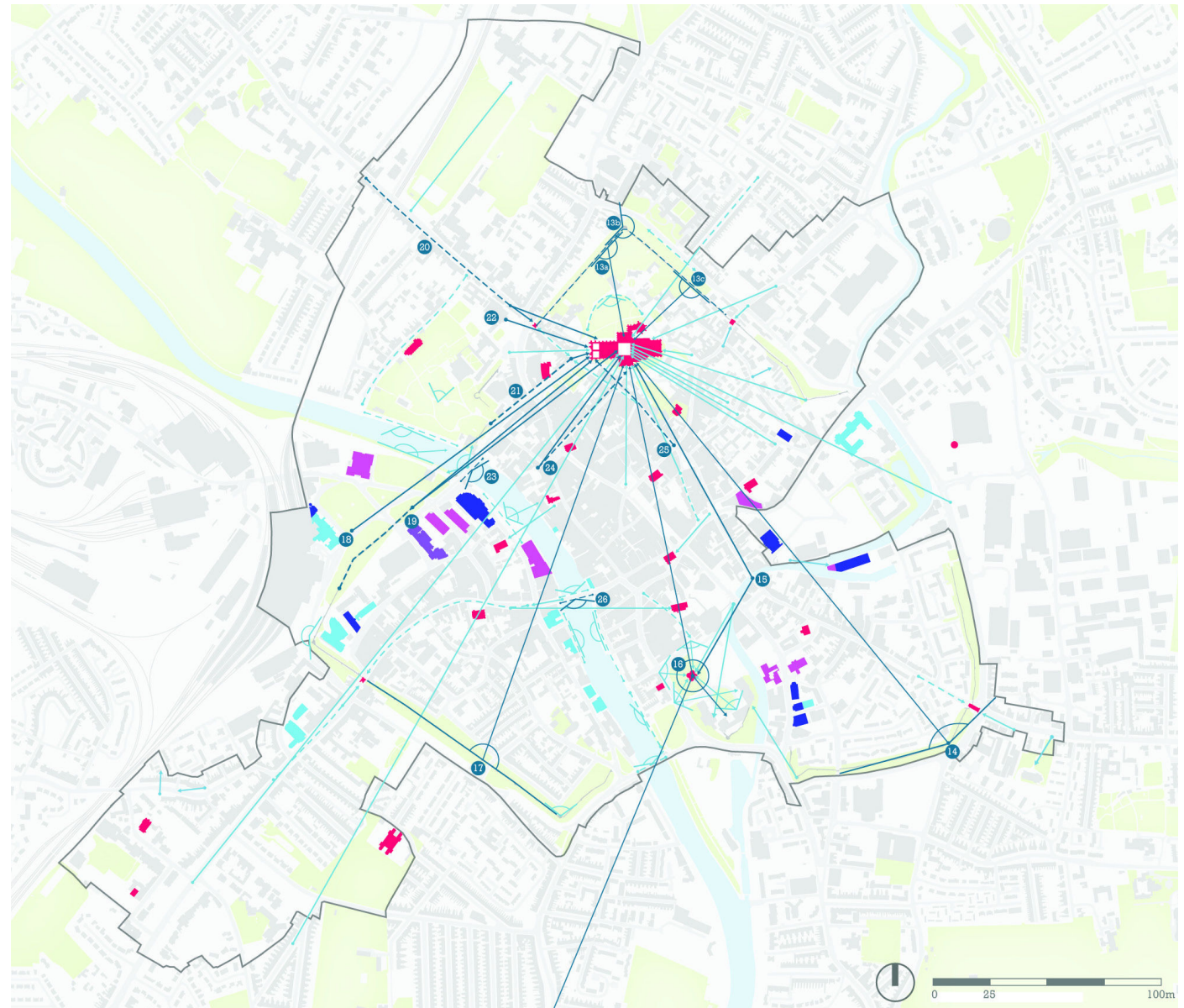
- the setting of these defining elements of the townscape is scarred by the inner ring road and faces further pressure from development
- the full potential of the walls and ramparts as a linear public park is not currently realised

Executive Summary

- | Key Views | Local Views | |
|-----------|-------------|-------------------------------------|
| | | Fixed with focal point |
| | | Dynamic |
| | | Dynamic with focal point |
| | | Panorama |
| | | Panorama with focal point |
| | | Dynamic panorama |
| | | Dynamic panorama with focal point |
| | | Key View reference number |
| | | Existing Conservation Area boundary |

Building Heights

- Towers & spires
- 8+ Storeys
- 7 Storeys
- 6 Storeys
- 5 Storeys



Key and local views and taller buildings in the Conservation Area

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Conclusion: Principles & Priorities

This Appraisal has found the York Central Historic Core Conservation Area to be a place of outstanding quality and, arguably, of unparalleled richness and variety. No other British city can boast such extraordinary evidence of settlement over 2000 years combined with such a range of outstanding important buildings, structures and streets. Whilst the appraisal has also found the Conservation Area to be in generally good health and robust condition, the study has identified numerous ways in which its conservation could be improved and its character and appearance enhanced. These improvements would not only benefit the historic environment, but as this heritage is the foundation of York's present vitality, they would also sustain the city's long-term economic and social prosperity.

There are many recommendations. All have been carefully considered with stakeholders, and all of them would bring important benefits. Nevertheless, at the end of such an exercise it is necessary to stand back and identify the outstanding themes and the key priorities in order to focus energy and scarce resources on the most important management issues facing the City and its partners:

Principles for Management

- 1) Recognise in policy and in action that the future economic prosperity and growth of the city centre is founded on conserving, enhancing and celebrating the significance of the Conservation Area and York's six Principal Characteristics, and work in partnership with stakeholders and the public to achieve this.
- 2) Communicate the remarkable interest and importance of the historic core and the principles and priorities for its conservation and enhancement to all in the Council and to residents, workers, developers, businesses and visitors.
- 3) Maintain and foster the remarkably rich mix of uses and the continued presence of substantial residential communities, which are fundamental to the historic core's social and economic strength and as essential to its special character as the medieval walls and Georgian buildings.
- 4) Rebalance the movement needs of the City in order to reduce the impact of traffic on the character, condition and human experience of the Conservation Area, whilst supporting its economic growth: this should be a city centre first and last for pedestrians.

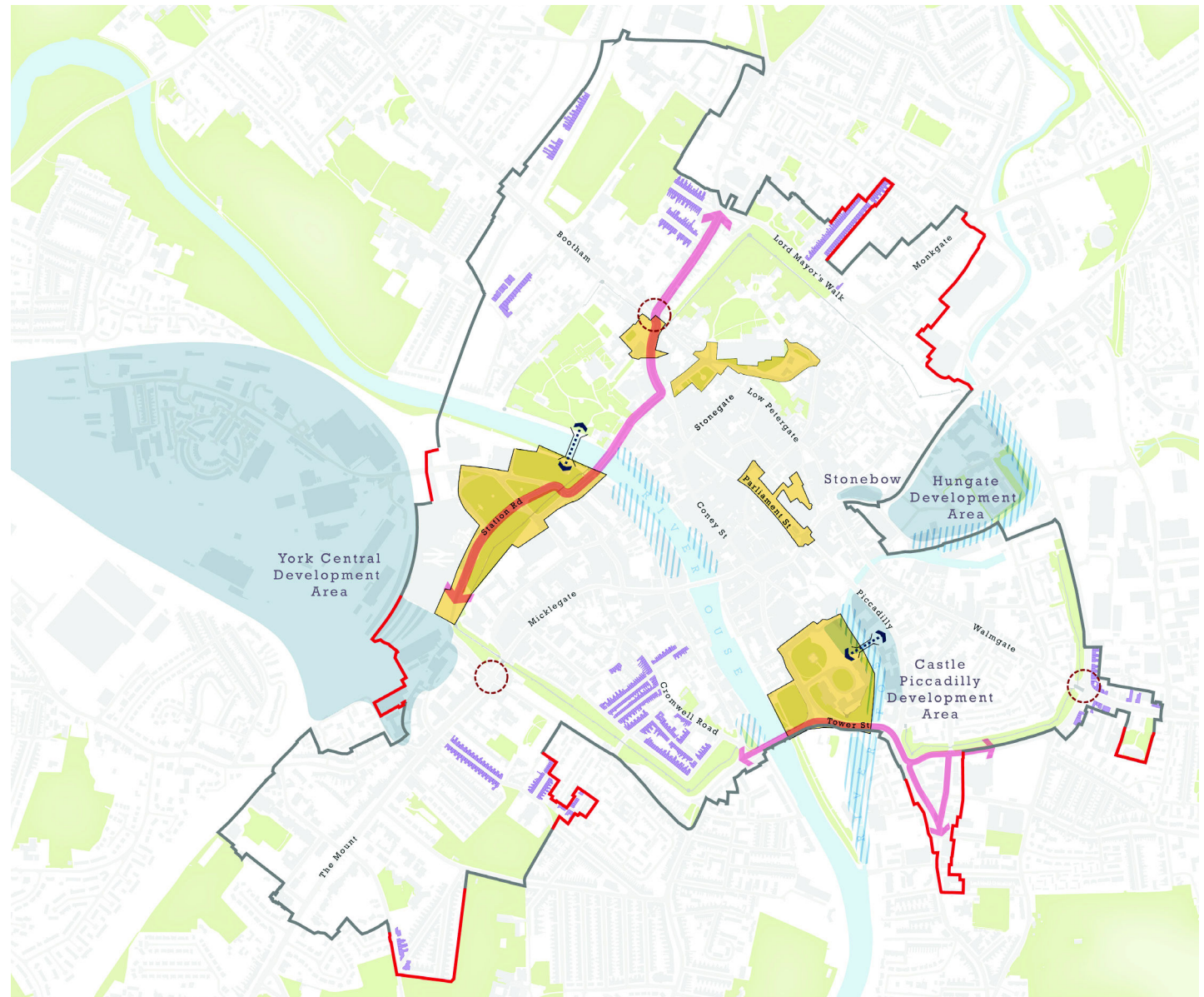
- 5) In recognition of all of the above, City of York Council should identify conservation as a 'first tier' consideration, maximising the potential of the historic environment by using existing resources more intelligently, better co-ordinating its activities, and seeking new sources of funding and partnerships wherever possible.

Priorities for Action

- 1) Develop a strategy for communicating the remarkable values of the Conservation Area and the recommendations of this study to all relevant parts of the Council, and to the residents, businesses, institutions and landowners of York.
- 2) Develop a strategy and working practices to better co-ordinate council activity in order to use its resources more intelligently, make better use of existing partnerships and develop new ones with the people of York.
- 3) Develop a public realm strategy incorporating a streetscape manual to sit alongside the City Centre Area Action Plan, in order to declutter and improve streets for pedestrians, transform signage and wayfinding and enhance the quality and extent of public access to the rivers.
- 4) Commission and implement public realm masterplans for the key civic spaces of Parliament Street and surrounds, the Station approaches, the Minster Precinct, Exhibition Square and the Castle.
- 5) Implement a Views and Building Heights Policy to conserve and enhance key views and the core's fragile roofscape and skyline.
- 6) Reduce the impact of traffic on the most sensitive sections of the inner ring road and the Bar junctions identified on the accompanying plan.
- 7) Adjust the boundary of the Conservation Area to better reflect its special character and apply Article 4 Directions to certain residential streets, as identified on the accompanying plan.

Executive Summary

-  Priority for public realm improvements
-  Reduce vehicle traffic on sections of the inner ring road which have a significant negative impact on the Conservation Area
-  Priorities for Bar junction improvement and decluttering
-  Potential for new or improved riverside public space
-  Proposed Article 4 Directions
-  Existing Conservation Area boundary
-  Proposed changes to the Conservation Area boundary
-  Significant development sites

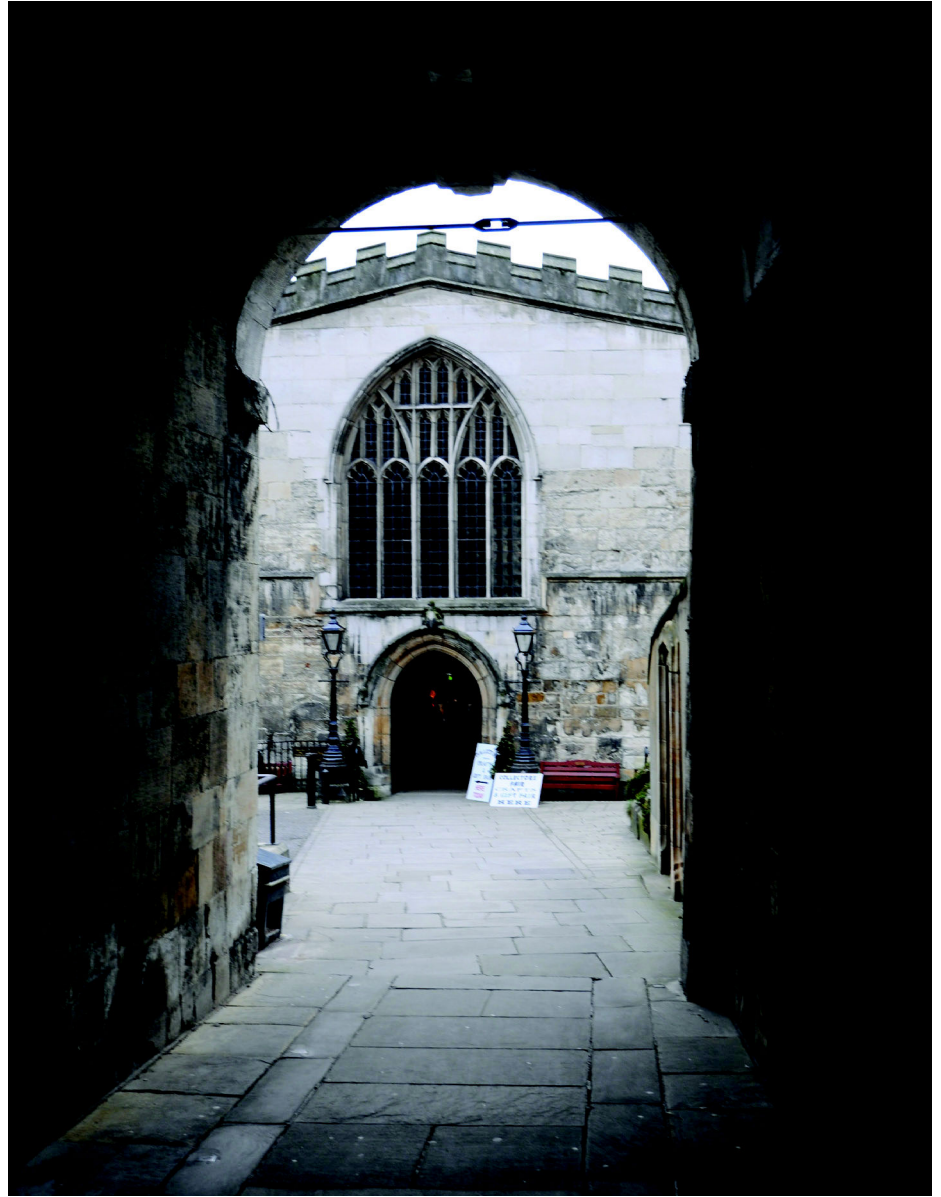


Priorities for action

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6.0 Conclusion: Principles and Priorities



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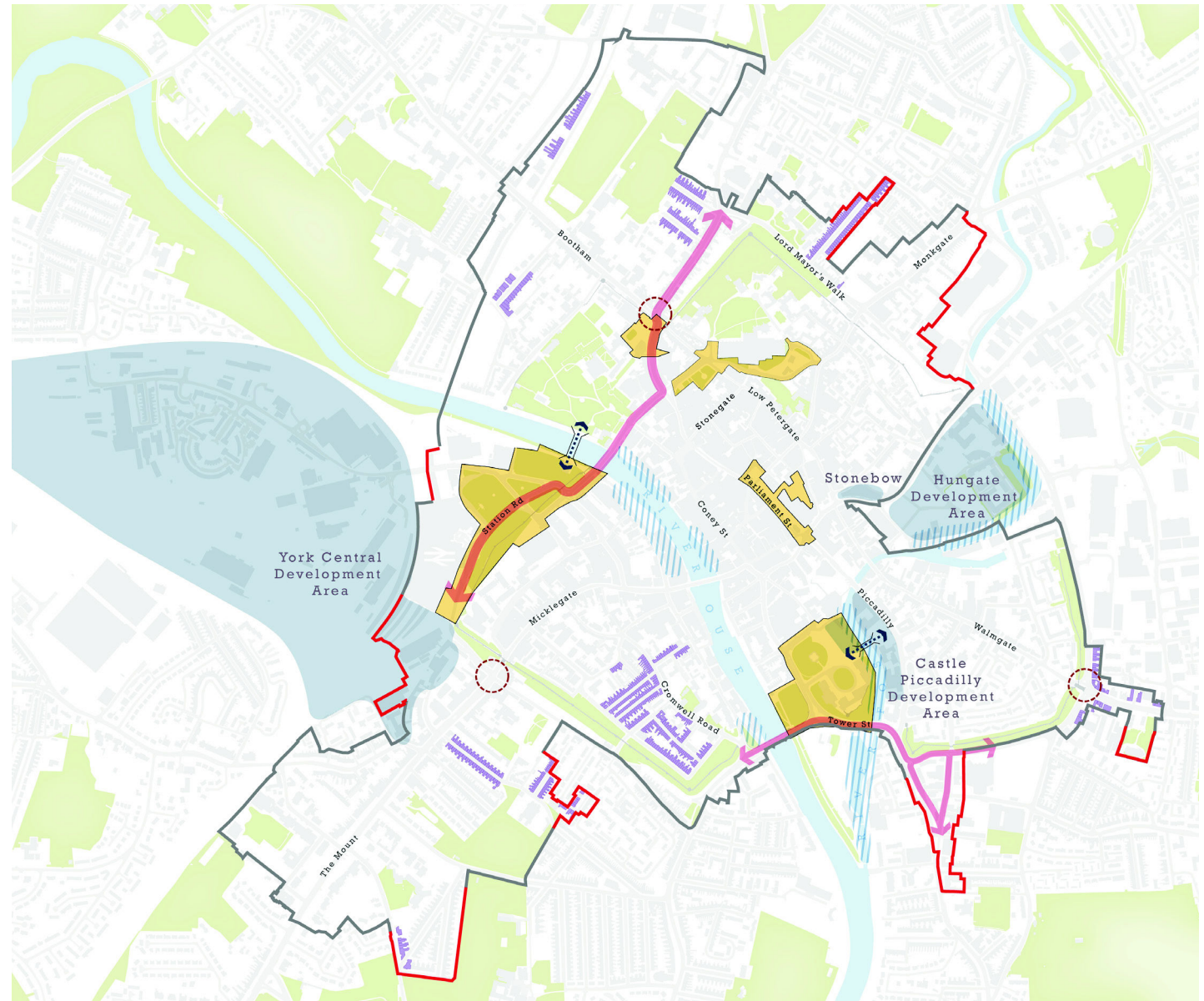
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Priorities for Action

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THE YORKSHIRE HEALD

D:
Statement of
Community
Involvement

Key Stakeholder Workshop 1

Thirteen representatives from City of York Council, York Civic Trust, York Archaeological Forum, Conservation Areas Advisory Panel and English Heritage came together to attend a Stakeholder Workshop on 25 January 2011 facilitated by Alan Baxter & Associates. The aim of this Workshop was to share knowledge and develop initial concepts through group working. The event was an opportunity to bring the key players from the client team together with others to exchange information and allow for different opinions and priorities to be drawn out and discussed. The workshop was extremely helpful in giving the project team a clear outline of the key issues that face York. The day was split into two parts.

The morning session was used to identify the key problems facing the Central Historic Core Conservation Area, future dreams for the city and the solutions/mechanisms for achieving them. The attendees' comments are at the end of this section but the general themes were:

Problems

- the impact of traffic and movement
- poor quality of the public realm
- poor quality design of modern buildings
- the need to improve management of the Conservation Area

Dreams

- high quality modern design suitable to the scale of the city
- better public realm and open spaces

Solutions

- making conservation the basis for decision making
- clearer principles for new design
- looking to best practice in other cities
- more joined-up thinking/ communication between Council departments and other Conservation Area stakeholders.

In the afternoon, the attendees were split into two groups and each walked around a different part of the city to focus on the issues in more detail. Group 1 looked at the Micklegate and Railway and Corporate Quarter character areas. Group 2 looked at the Castle, Piccadilly and Walmgate character areas.

After their walks, the groups reconvened around a large plan of their areas to discuss the issues. Each summarised their findings in words and diagrams and presented them to the other group.

Group 1: Micklegate, Railway and Corporate Quarter

- The station forecourt should be a major public space; this could be enabled by relocating bus stops and car park to York Central
- Better permeability could be achieved between Toft Green and the station if Queen Street bridge was removed
- The route to Lendal Bridge should be freed of clutter and integrating green space should be the priority
- A footbridge from Memorial Gardens to Museum Gardens was enthusiastically supported
- The riverside should be improved through 'greening' and control of building heights
- Trees should be managed to protect views to the Minster.

Group 2: Castle, Piccadilly and Walmgate

- Residential use should be strengthened as it gives areas character and identity; it is a living city.
- Bus routes split the city in two; there should be no through routes and other streets should be utilised (e.g. Piccadilly)
- Streets are cluttered and need a more co-ordinated approach
- York has a unique offer because of its building quality which sets it apart; it is not Leeds
- Parking should be removed from the Castle and hidden underground
- Traffic lanes around Walmgate Bar should be reduced and it given more of a 'buffer' from cars
- Views from the city walls should be protected.

Before the attendees departed they were asked to come up with three words which describe why York is special.

Common themes included:

Complexity and interest - fascinating, vibrant, surprising, unique, rich, variety, complex, juxtaposition, variety

Liveable human scale: compact, low rise, comfortable human scale, liveable, inviting

Distinctive townscape character: irregular townscape, burgage plot scale, variety of materials, variety of scale, minster, walls, a complete history

Walkable city: network, pedestrians are king, more footstreets now – not wait 40 years!

David Warburton (Head of Design, Conservation and Sustainable Development, York City Council) closed the workshop by thanking the attendees for their input.

Stakeholder Comments

What three words describe York: what makes it special?

- Fascinating, complex, liveable
- Compact, varied, surprising
- Variety, human scale
- Burgage plot scale, variety of materials, variety of scale
- Compact, low rise, townscape variety
- Surprising, inviting, vibrant
- Complex, compact, unique
- Network, rich, juxtaposition
- Minster, walls, irregular
- Pedestrians are king
- Comfortable human scale
- A complete history
- More footstreets now – not wait 40 years!

Problems – what is the worst problem in York?

- A city without pride (could be for all, young in schools integrated with community)
- Poor management of street/ highway
- Pride of place/ public realm
- For sale and to let signs all over the centre
- Shabbiness, untidiness
- Uncoordinated signage and street furniture
- Poor pavements, materials, design, non-uniformity
- Traffic

- Buses
- Public space, car parking
- Pedestrian segregation
- Too many people! Overuse of public areas
- Under use of upper floors in the city centre
- Too many poorly designed modern buildings which obscure major historical buildings or aspects
- Out of scale large developments within the walls indicating a recent lack of appreciation of fine grain and material heritage that makes central York special
- Scale of grain
- Lack of unified vision and activity
- No mechanism to realise aspirations (mismatch)
- 'Conservation' as a term being seen as of the past and not the future
- (Lack of) joined up thinking
- It needs a modern landmark?
- Educating designers on conservation
- Educating public on conservation

Dreams – what should the city be like in 20 years?

- A city without restricted public spaces – shared spaces for people
- Need a high quality masterplan, Esher ++
- Vehicle free within walls
- We have continued that character of York where great buildings each of their own time sit comfortably side by side
- Inventiveness of using sustainable materials and techniques
- Economic growth based upon an appreciation of the historic and environmental character of the city
- Having the confidence to learn from comparable European places – York to recognise and believe that it is internationally significant and can set standards
- Greatly improved design, monitored and supported by a more proactive City planning dept which has vastly increased their standards of design – leading to much better setting of buildings
- A clean tidy city of well maintained buildings
- To have a legacy of new buildings people don't want to pull down (but are of their time)
- More public open space with 2nd park around Clifford's Tower andalong approach roads. Quieter place with wildlife.
- Get rid of double yellow lines!
- Better involvement of young people in city programmes
- York has 'built on its strengths', knitting together the gaps in its historic core with correctly scaled buildings which have helped attract small-scale businesses, shops etc that are attractive to visitors and support and sustain its prosperity.

Solutions – how can we solve problems and make the dreams happen?

- More stringent design review process together with increased public awareness
- Be more prescriptive e.g. thou shalt not have any more building in the moat around the city walls
- Car free centre – prioritise environmental concerns as a key objective
- Use conservation area appraisal as basis for developing strategies and plans to bring about a stated overall vision (which might be to develop a world-class city focussing on, and using as a spring board, its heritage).
- ‘World heritage’ status might help get some of the more readily achievable dreams actually done!
- Better training/ education of designers, approvers and developers so their buildings have a York sense of place
- Better communication and education of the people who use and occupy the city centre buildings
- Provide opportunities and resources for young people
- Talk to each other
- Enable more people to do things for themselves – go away from the idea that it is all the fault of the council when things don’t happen
- Restriction of traffic from Leeman Road to Gillygate, allowing expanded green space at war memorial, more pedestrian space over Lendal Bridge, enhanced Exhibition Square and revitalised Gillygate
- A better educated City planning department that works closely with relevant city groups (York Civic Trust etc) and demands and maintains much higher quality design
- Be inspired by European standards of highway management; build on this to create a more beautiful city.

YORK CENTRAL HISTORIC CORE CONSERVATION AREA APPRAISAL

Summary of Consultations July-September 2011

Publicity

1	Article in "Local Link" magazine, distributed to every property in CYC area	July edition
2	Leaflet explaining the scheme and with comments slip to every property in the existing Conservation Area and adjoining areas	Distributed with July Edition of "Local Link"
3	Article in "Your Ward" magazine for Guildhall, Micklegate, Fishergate & Clifton Wards	July edition
4	Article in "The Press"	
5	Radio York	
6	CYC Web-site: specially designed to be easily accessible to users of the site, with interactive comments posting	12 th Aug-5 th Sept
7	CYC Facebook, Twitter & Colin	

Exhibitions&Displays

1	Public Exhibition, with staff on hand, at Explore Museum Street	15 th &16 th July
2	Marks & Spencer's – display stand	2 nd Aug-19 th Sept
3	Display at St Leonard's reception	Throughout consultation period
4	Copies of the Appraisal available at Explore, St Leonard's reception & Members' library	Throughout consultation period

Presentations&Meetings

1	Ward Committees for Guildhall, Micklegate, Fishergate & Clifton – staffed display stand	July round of meetings
2	York Environment Forum	5 th July
3	York Youth Council	13 th July
4	Members' Workshop	21 st July
5	York Open Planning Forum	27 th July

6	Bishophill Action Group	28 th July
7	Navigation Road & Walmgate Residents' Association	10 th Aug
8	Valuing People Partnership Board representatives	11 th Aug
9	Retailers' Forum	27 th Sept

Individual Letters of Consultation

Nb standard letters were sent to the consultees listed on the accompanying spreadsheet

1	Valuing People Partnership Board & Older Peoples' Partnership Board	
2	York@Large	
3	Inclusive York Forum	
4	City Councillors	
5	Residents' Associations (City Centre Area)	
6	Churches Together	
7	York Youth Council	
8	Association of Voluntary Guides	
9	Adjoining Local Authorities	
10	York Schools representative	
11	Retailers' Forum	
12	Built & Historic Environment Group	
13	Economic Partnership	
14	Head of Development Management	
15	Head of Major Development Projects&Initiatives	
16	Head of Integrated Strategy	
17	Assistant Director Strategic Planning&Transport	

Summary of Consultees by Standard Letter

Nb Full list available on the accompanying spreadsheet

1	The Project Team Key Stakeholder Group included: <i>English Heritage, York Civic Trust, Conservation Areas Advisory Panel & York Archaeological Forum</i>	
2	Heritage and Environmental Groups including <i>York Georgian Society, Victorian Society, World Heritage Working Group, Ancient Monuments Society, Friends of York Walls, Railway Heritage Trust</i>	
3	Archaeological Groups including <i>York Archaeological Trust</i>	

4	Natural Environment Groups <i>including River Foss Society, Natural England, Garden History Society, York Natural Environment Trust, Yorkshire Wildlife Trust</i>	
5	Special Needs Groups <i>including Age Concern, York Older Peoples' Assembly, York Blind & Partially Sighted Society</i>	
6	Transport User Groups <i>including Cyclists' Touring Club, York Cycle Campaign, First York</i>	
7	Cultural Groups <i>including York Museums Trust</i>	
8	Social Centres & Groups <i>including Spurriergate Centre, St Sampson's Centre</i>	
9	Safety, Rescue & Police Services <i>including Safer York Partnership</i>	
10	York Universities	
11	RIBA & RTPI	
12	York Minster	
13	Environment Agency	
14	Joseph Rowntree Foundation	
15	York & District Citizens' Advice Bureau	
16	Prof. A.J. Simpson (York Visioning)	
17	Parish Councils & Planning Panels	

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York Central Historic Core Conservation Area Appraisal consultation comments: August/September 2011: General comments					
Theme	Reference	Source	Comment	CYC response	ABA response
Pedestrian zones		James Binns	You are right to emphasise the unique character of historic York, and the way it is threatened by traffic. You say in the *Principles of Management*(4) that the city centre should be *first and foremost an area for pedestrians.		No action
		James Binns	I do not think, though, you have taken account of the fact that the existing pedestrian zone is unenforced. I have just spent ten minutes in Blake Street, and during that time observed fifteen violations of the zone by cars, and two by cyclists. The remedy is obvious, to enforce the zone by rising bollards which only public service vehicles can operate by transponder. This is what is done in Liverpool, where cars are permanently banned from the main shopping area. In continental cities too, --Munich, Nuremberg, Stuttgart, Hanover--it is impossible for a car ever to drive through the historic core. Only commercial vehicles are allowed in for delivery until mid-morning. York is one of the few cities I know to allow vehicles with disabled badges to enter the zone. In so doing it does a great disservice to the genuinely disabled, who more than others need a quiet and tranquil environment.		It is a management issue. New recommendations in strategy are: 1) Footstreets should operate 10-6pm to revitalise early evening economy 2) Speed limits in footstreets should not exceed 20mph, and ideally within the whole walled area 3) Remove yellow lines and alter signage to indicated new restrictions. Bays needed for disabled and loading vehicles.
		James Binns	Based on my observations as a regular pedestrian in the zone, there are roughly 1000 violations of the zone a day; in addition several hundred vehicles with disabled badges use the zone. (But all too clearly the badges are being fraudulently used in most cases.)		See above
		James Binns	As a result the zone is only a very partial success--it works in Coney Street, perhaps, but not in Blake Street, Davygate, St Sampson's Square and so on. And Goodramgate/Colliergate is used as a rat-run at all times		See above
		James Binns	I am sorry to say this as a Yorkshireman, but I find walking in York a most unpleasant experience. Unless transponder bollards are introduced, I fear that this will continue to be the case.		See above
Executive summary		Bernard Spears	My immediate concern is that the oldest church (St Mary's Bishophill Junior) and possibly the oldest house (Jacob's Well) are described as "Victorian and Edwardian Civic and Religious", along with Holy Trinity Church and the adjacent timber frame buildings fronting Micklegate.	I think he is referring to the map on page 2. No action needed as the detail is contained in the full report and the map is not designed to deliver different things.	No action
		Bernard Spears	The Saxon Tower of St Mary's is also not included while the tower of St Martin's is, despite being hemmed in by tall buildings, lower down, and totally invisible from any distance is shown as a prominent landmark.	I have examined both the Micklegate character area and Bishophill character area as well as the exec summary and I am not sure what is being suggested here.	Landmarks are subjective
		Bernard Spears	The proposal to reduce traffic across the Lendal and Bishopgate Bridges without suggesting an alternative is neither realistic nor sensible.	It is not the purpose of the appraisal to examine how improvements might be achieved but to recommend issues that need to be resolved. The proposal to reduce traffic is in the context of the appraisal. The how will be the subject of further study involving highway and urban design specialists.	No action

		Bernard Spears	Traffic on the Bishopgate Bridge barely impacts on the historic core at all, whereas there is a clear conflict between pedestrian and vehicle use of Micklegate Bridge.	I assume Bishopgate Bridge is Skeldergate Bridge and Micklegate Bridge is Ouse Bridge. Disagree with comment on Skeltergate Bridge.	No action
		Bernard Spears	Without having had time to study the report in detail I would seriously question the competence of the people who have produced it.	Hopefully, once the report is studied in detail this view will change. No action required.	No action
General		Bishophill Action Group	A group of over twenty residents attended a public meeting at the Priory Street Centre on Thursday 28th July to discuss the contents of this appraisal and to listen to an informative presentation by Bob Sydes. The opinion of the meeting was that the appraisal was an excellent, well presented and researched document. There was agreement with the general principles of conservation and sympathetic improvement.		No action
		Dr D M Chalmers	I should like to express strong support for this excellent analysis and would agree with the great majority of the suggestions for action.		No action
		Friends of York Walls	Overall the draft was identified as a valuable comprehensive appraisal of what makes York unique. We agree that: <ul style="list-style-type: none"> • the study does define York's historic core. • has priorities of public spaces, pavements, signage. • protecting some of York's skyline views are important (perhaps some key views 7 & 8 are unrealistic expectations). • building heights should be considered in future planning submissions. • schedule 4 should be enforced on buildings identified in the draft. 		No action
		Friends of York Walls	It seems a useful and impressive document but there's a need for corrections of several sorts....typing-type errors...picture selection/captioning errors ...Possible factual mistakes in maps ...Unintentional and possibly misleading omissions ...Exaggerations/highly questionable judgements (examples occur as referenced comments).		They have been addressed
		Friends of York Walls	In places the draft appraisal seems to undervalue the informal, the quietness of the quieter places and the barriers that support these qualities. Examples of this are:		
		Friends of York Walls	a. The informal path in the ditch by Lord Mayors' walk is mentioned as "informal breathing space" but there is also almost a recommendation to "make more of it" by doing what many would think of as spoiling it –making it a "permanent landscaped pathway" –possibly even with lighting [p.185].		The intention for intervention is low key. Cross referenced to feasibility study.
		Friends of York Walls	b. The beauty of the wide rampart grassland by Jewbury is noted but it is also said to be "not used for any particular purpose" [p.194], as if this is sad -but in warm weather I usually see several groups of people sitting there [reading, sunbathing or chatting], in snow this last winter it was a toboggan run and it helps create great views of the walls and the city inside from the road, pavements and wall		Noted

	Friends of York Walls	c. The relative quiet of Deans Park, well used by local people, is noted then it recommends making it more tempting to visitors.		Agree it is a spiritual place - there is a need to conserve the sacred, reflective character so it is a place of rest and reflection
	Friends of York Walls	d. The railings of King's Manor are seen separating its relative green quiet from Exhibition Square, some of its value is noted but the draft appraisal also sees this as an opportunity to unify the open spaces in the area.		We do not advocate removing the railings
	Friends of York Walls	e. The quiet Library lawn should be "enhanced" [p.160] and access made easier with an eye to its being used more.		Agree - see referenced comments on this
	Friends of York Walls	To be fair this undervaluing may be mild and qualified -and it may be popularly shared -but I think it should be guarded against. Otherwise money will be used and carbon emitted in order to spoil what is valued by many -in the belief that a greater number of others will gain something, a belief which may be mistaken.		
	Friends of York Walls	I have focussed on ways I think the draft can be improved but it seems generally excellent in its recommendations on the walls. Its view of the 4 principle issues is persuasive [p.499]. When it suggests a need to improve signage to make a walk of the complete circuit of the City Walls easier and says "current routes are poorly marked, for example, missing street studs along the city wall trail" [p.497] it could have gone even further, pointing out that 3 studs are misplaced and no easily available map or account shows or explains the route of the studs fully. It is properly cautious about the potentially good idea of some information being provided at particularly fine view points on the walls near Robin Hood's Tower [p.84]. It is cautious yet properly enthusiastic for disabled/flat access to and along the much pierced bits of wall between the railway station and the Ouse. It seems properly firm on banning development on the ramparts and ditches around the walls [and banning higher or poor quality buildings where replacement is being considered]. It is right to think that the walls and ramparts have a potential for increasing biodiversity in York and, of course, to see traffic and parking as a major distracter from the attractions of the walls and bars.		Stengthened access to walls text - there is a real need for access and opportunities exist, especially where it is victorian fabric
	Isobel	I found it both interesting and clear (although some of the maps would do with magnification. This a minor quibble although I could not follow the numbering system on page 6).		no action
	John Gough	The Appraisal is easy to use and readable. However, it was tedious to download by being split into so many separate sections. For the future, could you consider offering a single download file (or a very small number if just one were felt to be too large)?	The file size (>300mb) precluded use as a single download. The report was broken down into logical elements to make it easier for the majority.	The whole document wil be offered as a single download for those with broadband access
	John Gough	The Appraisal does clearly explain the character of the Conservation Area		No action
	Dr John Gough	In general, I felt that this was an excellent and convincing document that takes a careful look at the current state of the inner city, warts and all, and has some very sensible things to say about a way forward.		No action

	6.9	John Gough	<p>. York buses are a disaster. They are infrequent, do not run to a fixed timetable, are very slow, and are very expensive for those who have to pay for them. I cannot see how such a slow and unpredictable service can ever attract people out of their cars. And yet I cannot see how the service can be speeded up without more restrictions on motor vehicles in the core area, both to give buses priority through both controlled and uncontrolled junctions and to prevent stationary vehicles (either parked or loading and unloading) from obstructing buses, as, for example, they do all too frequently in Coppergate in the middle of the morning. There is also a problem about serving the inner area. Where I am the nearest buses are 6 or 7 minutes walk away. Is there a case in York for the sort of minibus service that is used in Central Vienna?</p>	Perhaps in appropriate places the report might link what it says about buses with these other issues.	Action as CYC suggest
		John Gough	<p>, I was very much impressed by the document as a whole. But when I came to look in detail at what is said about my own area, I rather wondered how much detailed observation those who drew up this report have undertaken...I am in the Aldwark area. Most of the general points are very well made (and especially the firmly-given view that both the Stonebow buildings and Hilary House are thoroughly inappropriate to the areas in which they stand!...(see further referenced comment)</p>		No action
		Dr John Gough	<p>As to the parking and through traffic, the regulations do work reasonably well, but there is a problem with commercial operators attempting to make deliveries when they know there will be no-one in businesses to receive them, so that they park illegally for lengthy periods, with one particular business routinely abusing parking regulations at its back entrance, and with the problem that seems common throughout York where one sees cars draw up and stop and one or two people then walk happily away, having left a Disability permit in their windscreens (an episode last weekend being when a young couple parked to go and exercise their four dogs).</p>	Strengthen text?	See above
		Dr John Gough	<p>A final point I should like to mention, which again would be missed by people looking at an area only during the day, is street lighting. This city uses in its inner-city residential areas lighting that throws as much light sideways and upwards as downward on to the footpaths, and is thus very intrusive into people's accommodation as well as being environmentally very poor by today's standards because of its light-pollution of the night sky. The buildings in this area are not listed, so there can be no objection to decent modern design, and indeed the city uses lights that throw most of their illumination downwards around the plague burial ground near the station (where there are plenty of pedestrians but no residents) -- so it does have the equipment.</p>	Agreed. Need to have something on lighting as part of the public realm stuff?	Added new management recommendation - CYC should produce a Lighting Strategy to take account of emerging technology, health, safety and equality issues
		Janette Ray	<p>I read with interest Alan Baxter's appraisals and management proposals for the Central Area of York and am pleased to see that such a breadth of issues have been addressed, particularly the townscape. I fully support the removal of the clutter of signage of every kind which, as indicated in some of the German examples given, could be implemented here and would most certainly allow for a more sustainable maintenance regime for the present floorscape, street scene etc.</p>		No action
		Peter Goodchild	<p>The Report gives the impression of being the result of an initial rapid survey that has been based on the designated architectural and ancient monument heritage of the city. The ingredients (or criteria) that have been used to identify and assess the character of the character areas are rather restricted when compared with a more holistic perception and interpretation of the history, character, and heritage of York...</p>	<p>The report has been based on many assessments which have also included ambiance, non-designated assets (buildings of merit), views etc. It was never designed to deliver a complete understanding of York. That would have been an enormous undertaking resulting in a far larger piece of work. Some of the recommendations, such as public realm strategy and streetscape manual as well as the historic characterisation study are designed to provide a further level of understanding.</p>	No action

		Peter Goodchild	The results of the Baxter Report need now to be put more clearly into a wider heritage context. The generic ingredients of this wider heritage context include such things as the following: (i) A deeper and more detailed local knowledge of York and its archaeology and history (including historical associations). (ii) The natural and landscape dimensions of York's heritage. (iii) The potential for improving the presentation, appreciation and enjoyment of central York's history and heritage.	This is covered by many other existing studies in various levels of detail however, it is right to say that we need further in-depth analysis. The recommendations to deliver a heritage strategy, a review of the Ove Arup Development & Archaeology Study as well as the public realm strategy and wayfinding strategy are designed to do just that.	No action
		Peter Goodchild	York has a very rich, complex, and deep history. The documentary and also the physical (archaeological) evidence are exceptionally good. Much has been written about York's history and there is a long standing tradition of people from the city and elsewhere, both specialists and non-specialists, taking an active interest in it and being knowledgeable about it. If the assessment of York and its component areas is to be satisfactory for the purposes of sustaining and improving the 'quality of place' in the city, it is highly important that the rich background information and the local and personal knowledge that are available are added to the assessment and incorporated into it any resulting proposals.	The assessment cannot achieve this finer grain of detail in the time and resources allowed for the project. Some local and personal knowledge gleaned from workshops and consultation comment has been and will be included but only where it adds value or illustrates a particular point. Also, see above entry 38 and 39.	No action
		Peter Goodchild	The ideas set out in the Baxter Report also need to be integrated with the ideas in City's Core Strategy document (January 2011) and the Simpson Report (2011).	They are.	No action
		Edward freedman	Inner Ring Road: Please note that the Civic Trust, referred to in the text as being responsible for opposing the inner ring road proposals of the 1960s/70s, was actually a vociferous supporter of the scheme, along with the York Georgian Society, and both Patrick Nuttgens and John Shannon spoke in favour at the Public Inquiry, prioritising the city centre over the harm to the periphery. It was in response to the support of the primary civic groups that a pioneering pressure group, York 2000, was formed by opponents to oppose the scheme, employing novel techniques to raise the national profile of the campaign and recruiting celebrity members such as Mortimer Wheeler and JB Priestley. In the event, the scheme was probably abandoned because of government budgetary constraints as well as a shift away from grant redevelopment schemes, and the Minister finally rejected the scheme in the mid 70s years after the conclusion of the Inquiry, rejecting the Inspector's decision to support the scheme. I wrote a MSc dissertation on post-war conservation in York with much more detail on that sort of thing.		Corrected text
		Pamela Nyman	In my opinion the biggest problem York faces as an Historical City is the general dirtiness of so many of our city streets. I'm referring particularly to the disgusting state of the pavements that are often vomit spattered - stained with this, chewing gum remains and fast food that has been dropped and left etc. The City Council should seriously consider a service that I saw in Paris a few years ago - the hosing down of the streets on a regular basis, using high pressure water jets. As York's main 'industry' is now Tourism I think that the perception that our city is clean, that we CARE about the state of our streets, matters a great deal. Having travelled in Europe a fair bit, I've not encountered as much general dirtiness in the streets of other towns and cities - it makes me feel rather ashamed of York - and this is NOT a good feeling to have.	Perhaps bring this out somewhere? This is a comment that was made several times during the York Explore exhibition.	Amended text to include references to variable levels of cleanliness and need for litter bins
		Rupert Scott	Insofar as I can understand it (I visited the exhibition at the City Library on Friday last week) I agree with the draft Conservation Appraisal, including the boundary changes and the increased protection for certain streets. But unless I have missed a lot it seems to be very general at the moment - "improve important public spaces" etc. etc. without specifying how. We shall have to wait to see how this turns out in practice.		See above - it is a high level study. Other strategies will implement recommendations.

		North Yorkshire Fire & Rescue Service	Thanks for the opportunity to comment on the consultation document of the above title. I appreciate this was originally sent to Station Manager David Watson, in our Fire Safety department at York, however we have discussed the document together and are in general agreement on our findings. The document appears comprehensive and makes good use of GIS mapping to illustrate and identify the key issues for York's historic core. We appreciate the emphasis of the document is around future planning and therefore deals in depth with issues such as; landscape, development and transport etc.		No action
		North Yorkshire Fire & Rescue Service	We do feel it may be of benefit to consider the risk to York's heritage from fire and we would be happy to provide advice on this in terms of what can be reasonably expected from the Fire Service in terms of our statutory obligations to the community for operational response and the level of advice we can provide for free to owners of buildings and businesses in the York area.	Addition to the text somewhere?	Noted - no action
		Yorkshire Philosophical Society	We do not feel qualified as a society to comment extensively on the other areas, but would like to back the general direction of the consultation particularly with regard to the - dismantling of street clutter, an improvement in the approaches and protecting the city skyline.		No action
		Yorkshire Philosophical Society	We would like to warn of a standardised approach to new paved areas and walkways (see the library forecourt). One of the attractions of York is the close proximity of its multifaceted historic buildings from different eras, and the pedestrian areas and walkways around these buildings should be designed to allow their 'difference' to be celebrated but not 'standardised*' as in a theme park.		Noted - this issue will be covered in Public Spaces Strategy and Streetscape Manual
		English Heritage	We warmly welcome the document and its proposals. We are pleased to have been associated with the study and we are highly supportive of its aims and objectives. It will play a vital role in the future management of the historic core of York, both safeguarding and enhancing the City's special qualities and communicating what makes York special to a wider audience.		No action
			Looking at the overall document and its approach we consider it to be generally very good and competent. It has been well thought out, is presented logically and has flair, making it a good read – vital if it is to be widely read and actively used. It avoids jargon and has a comfortable mix of text with images and it has captured succinctly the comments and feedback from the workshops and as a result we do not have a large number of comments.		No action
		English Heritage	The Character Areas analyse the gentle as well as striking differences in these 24 areas and perceptively describe their attributes and failings. We consider that five in particular are of prime importance to the future development of the city – Castle, Piccadilly, Railway Area, Minster Precinct and lastly Museum Gardens and Exhibition Square.		No action
		English Heritage	We broadly support the Recommendations; however some make clear that they will be implemented by CofYC but what of the rest? This needs to be clarified. Many also start the City of York Council should, but many also do not. This is important as most of the Recommendations do require City of York Council input and leadership. Clarification in this regard is needed.		The action plan will form a separate document. It has been removed from the appraisal and management strategy
Management Strategy		English Heritage	Regarding the wider text, as it is very detailed it would be helpful if the salient points were to be highlighted to make them more readily located in the text.		* what do we do about this?

City walls	English Heritage	regarding the City Walls which are unique in England for their survival and length, we are concerned that in the text and maps in particular, the Walls are categorised as a barrier when more often they are a means of enclosure, creating a sense of place.	?? I see where EH are coming from. Maybe this could be re-visited.	See comments on referenced sheet on this subject
	Keith Daggett	Navigation needs a complete rethink. The 'artistic' contents page is next to useless, with entries 400 pages apart. Page references to each character area should be given. The headings on each page should be expanded to include the topic: for example: 'Part One/ Understanding the City>Character Areas>Twenty Four: The Mount' There are few references in the text to page numbers. References are to sections – but they are difficult to find. The page numbers in Part Two are white on pale green, and cannot easily be seen. The figure and ground layer of mapping is too pale. The sequence of topics within each Character Area should be absolutely uniform. It almost is. A few 'extra' headings need to be demoted typographically. It would be helpful to distinguish pages which introduce topics peculiar to a section – usually 'close-ups' - by a lightly coloured background.	This will all be dealt with in the final web based version.	All character areas have been reviewed and where necessary amended to create identical structures.
	Keith Daggett	Readability can only be considered in relation to an audience. Here the aim is 'to produce a readable and engaging document' York audiences love detail! It would be a mistake to reduce the text further. I have noted many instances where an explanatory or descriptive phrase – just a few words; nothing to compromise the open appearance of the layout - would be helpful, and enliven text which is becoming faceless or superficial. There is nothing interesting in the word 'interesting'!	Okay, but the majority of comments on this subject have been favourable. The balance between detail and legibility is about right considering the strategic nature of the appraisal.	No action
	Keith Daggett	...I hope my responses don't seem too Beckmesserish: I can't see the point in telling experts that they are right, which of course they are - for most of the time. I'd like to thank everyone involved in getting the document to this stage; it promises to be very good, and I hope the final version has a wide circulation...		No action
	Monica Nelson	Many of the observations (in the report) are timely and persuasively put, and the recommendations which relate to the provision of open space and to improving access to the river banks should be adopted.		No action
	Monica Nelson	You have created an important document...this will be to the benefit of visitors and residents alike.		No action
	Monica Nelson	...you make constructive suggestions for putting these ideas into practice within a defined timescale. Let us hope it will not join the other well-intentioned reports which have been welcomed and discussed, but eventually have failed to be put into practice.	The document is designed to be used and will be uploaded onto a web site. Many of the actions and recommendations are obviously dependant on resource but some important ones such as public space strategy and de-cluttering as well as public space improvements are already being advanced.	No action
	CPRE, York & Selby Branch	The appraisal is an important and comprehensive study succinctly presented. It should do much to ensure the healthy development of the City and hopefully discourage the imposition of further architectural monstrosities upon the city. We are in accord that the answer to all four questions in the pamphlet is yes.		No action
	The University of York	This is an excellent document which the University warmly welcomes. It is well-researched, factually accurate and acute in its observations...Overall, we very much welcome this significant contribution to planning within the Central Conservation Area.		No action

York Central Historic Core Conservation Area Appraisal consultation comments: August/September 2011: Referenced comments					
Theme	Reference	Source	Comment	CYC response	ABA response
	5	Isobel	I appreciated the paragraph Conserving its Special Interest. I agree with all four points and especially its emphasis on doors and windows and unsympathetic shop fronts. This is important as many are distinctly displeasing and the shopping area should complement the historic core.		No action
	5	Isobel	I like too the emphasis on Views and Building Heights.... pictures of that ghastly hotel at the bottom of Piccadilly should be engraved on the hearts of those Councillors that allowed it		No action
	5	English Heritage	at Development and Design add potential	Not sure if this is necessary in the context of the appraisal.	No action
	7	K Richmond	With reference to page 7 of the Executive Summary: Principles for Management, the line in item 4: "This should be a city centre first and last for pedestrians" needs to add the words "and with excellent overall access for cyclists". .	amend text?	We do not think this is necessary - there is plenty of support for cyclists in the document
	7	English Heritage	We consider that there is some scope to strengthen the summary especially at page 7, Principles for Management point 5). As we consider that this issues (5) is fundamental to the successful implementation of most of the actions. There is a wide range of Council activities impacting on the historic core and better co-ordination and resource management should be one of the highest priorities for the Council.		Agreed - corrected
	12	English Heritage	suggest map should have M62 and A1(M) in blue not red	agreed	Agreed - corrected
	17	English Heritage	these definitions may be better presented in alphabetical order	agreed	Agreed - corrected
	21	English Heritage	the word "subtle" is being used confusingly here and we suggest that subtle would be better replaced by complex	okay!	Agreed - corrected
	27	Cllr Merrett	Enlarge map	agreed	Agreed - corrected
	28	Cllr Merrett	Enlarge map	agreed	Agreed - corrected
	28	English Heritage	including a map of the strays would be helpful	okay	Names referred to in text
	34	Cllr Merrett	mention foot streets and the refurbishment of historic buildings. Also enlarge Esher's plan	The Shambles for instance was bought by the City Council and restored in 1950's	Text amended and map enlarged
	35	English Heritage	1st paragraph - amend to read "more energy or commercially efficient" and at 2nd paragraph add at Universities an explanation of the arrival of York St John in York	Okay	Corrected
	35	Cllr Merrett	completion of the ring road was late 20th century	correct this	Corrected
	36	Cllr Merrett	19th 20th century shopping area yes, but with older buildings - recategorise?	The map I think is designed to be relatively general so maybe not?	Introduction to plan explains this map is intended to show general and prevailing character; it is not intended to show all richness and complexity
	37	Cllr Merrett	use of word 'spectre' is a bit loaded!	change word?	Corrected
	38	Cllr Merrett	Small area of commercial to add around the hotels on blossom Street	?	?
	39	English Heritage	the interpretation of PPS5 is a little wobbly here. PPS5 discusses undesignated assets and by this it means both buildings and archaeological sites – but could also mean spaces	Suggest adding "...These are buildings, sites and spaces of interest to local communities for historical, architectural or social reasons..."	Agreed - corrected

	40	English Heritage	we are concerned that the document as drafted, suggests that there is a misunderstanding about archaeological deposits and designation. Most of the archaeological deposits in the City are not designated. The application of the Area of Archaeological Importance (from the 1979 Act) is a mechanism for ensuring that archaeological deposits are part of the planning process and in practice this means that the responses to the archaeological deposits are categorised in three broad themes/approaches. These are that either 1) there is no impact on archaeological deposits or 2) a watching brief is required or 3) excavation is required. This is not the same as saying the archaeological deposits in the City are designated and we advise that this should be made clear in references to archaeology across the document.	The Act does state quite clearly that an AAI is a designation. The use of the term in the Appraisal is therefore correct. The majority of archaeological deposits in York are 'designated'. Protection and mitigation are secured through the planning process by reference to PPS5 and Local Plan Policy. Perhaps this latter point needs strengthening as suggested.	Agree with CYC, and amended accordingly
	40	English Heritage	the penultimate paragraph on Scheduled Monument Consent process is inaccurate and should read 'without the consent of the DCMS.'	agreed	Agreed - corrected
	40	English Heritage	The Area of Archaeological Importance conditions in the 1979 Act were effectively superseded by PPG16.	Maybe, but the Act is statute and PPG16 is planning guidance! No change	No action
	44	English Heritage	the drawing is interesting but how much it actually helps the discussion. It might be more useful to have a smaller diagram illustrating the buildings and burgage plots combined.	okay but is there something we can use?	We have searched for an appropriate diagram but have not found one. Please supply if available.
	47	Cllr Merrett	3rd para. Right column: clarify removal of clutter and obstacles to not mean trees	The trees in Parliament Square are not an option for removal but mention should perhaps be made to better management of them by qualified arboriculturists.	Agreed - corrected
	48	Peter Goodchild	Along Lord Mayor's Walk there were iron railings and a gate to separate the public footpath from the city ditch and the ramparts, but as far as is known, the ditch and ramparts were not used as a public park in a conventional sense. It was grazed by sheep	As far as I can tell all the ramparts had railings around them and gates with steps down. They were always used as public spaces/parks.	Noted - no action
	48	Peter Goodchild	In the Report, there is a section that deals with 'Landscape and green space' as part of the overview of the Core Conservation Area (BRcd,39. BRpcd,48). Here, 'landscape' would seem to equate with 'green space'. Neither of these two terms are explained in the section on terminology	redefine?	Noted - corrected terminology definitions
	48	Peter Goodchild	To start the first paragraph with "There is little green space within the densely-packed walled city" is unfortunate because in this context it is open to being interpreted as representing a rather unfocussed, and possibly negative, frame of mind towards the topic of landscape and green space. An evidently more positive response is needed.	This extract and the rest of the paragraph is a factual statement. I don't think this needs to be changed.	No action
	48	Peter Goodchild	I have lived in York for more than 30 years and my experience of the centre of the city, and particularly from the Walls, gives me a very different impression of it. If one adds the River Ouse and the general topography of the city to the picture, the landscape dimension of the centre is actually very significant and it is more than simply the area of land covered by 'green space'. Admittedly, the 'landscape dimension' is a broader concept than 'green space', but they are closely related and green space is a very important component of the landscape dimension. Because of the way in which they present themselves to the public, the green spaces of central York are very noticeable even if one cannot walk on all of them. They are visually accessible even if not physically accessible.	Interesting perspective but York does not have too many green spaces, especially ones that are fully accessible. I think the report makes this point well but still identifies the positives. Perhaps more needs to be made about the walls as a linear park?	Noted - no action
	48	Cllr Merrett	3rd para: add to end, "outside parliament Street".	agreed	Agreed - corrected
	49	Friends of York Walls	Possible factual mistakes in map. The Wall walk (between wall sections) is shown as following the pavement around what I think of as St. George's Gardens [but I think is sometimes called Tower Place or St. George's Field north] rather than going through the gardens on the route of the studs etc.		Agreed - corrected
	50	Cllr Merrett	4th para: Should be Piccadilly not Navigation Road.		Agreed - corrected
	51	Cllr Merrett	2nd para: ...and was the largest in northern England at that time.		Agreed - corrected
	53	Cllr Merrett	Its the silver line not the grey line.	correct this	Agreed - corrected

	54	Peter Goodchild	The ditch and rampart provide a semi-natural habitat for wild flowers and other vegetation, and the birds and insects that are connected with them. They have a modern day role in the centre of the city as a refuge for wildlife and this is something that should be valued and treated as a positive component of the city. The ditch and rampart are part of a network of refuges in the city centre. This idea has been included in the Minster Quarter's study.	Maybe pick this up in the text somewhere?	Covered under recommendations 5.11
	55	Friends of York Walls and others.	typo. "They are well maintained and in the spring they are errupt gl..."		Agreed - corrected
	55	English Heritage	suggest map of wall to illustrate the breaks in the circuit	??	made x-ref to where this is shown in public and green spaces plan earlier in the chapter
	66	Cllr Merrett	The graphic is not very clear or understandable	Rethink the graphics?	Plan enlarged
	67	Cllr Merrett	need another intermediate to pick up strategic views for instance: Railway terrace to station, walls and minster; St John Street from Foss Island cycle path down Heworth Green.	The Railway terrace view is certainly one I have picked up in relation to York Central.	This is a good view - but so are many others. The Key View list was drawn up in consultation with stakeholders as a representative not a comprehensive group. The opportunity exists as part of a City Views Policy Document to review and revise the list of Key Views
	71	Cllr Merrett	Need much better photos to justify this	agreed but how? Need perfect weather.	York Civic Trust are supplying better images which will appear in the final public version of the document
	78	Cllr Merrett	dubious setting - hardly attractive	This is nevertheless a good strategic view of the Minster and one had from a residential suburb via a good wide street.	No action. The contrast is significant and highlights the growth of the city and the changing setting of the Minster. This is why it was chosen
	79	Cllr Merrett	Needs an enhancement section added	agreed	The introduction explains that Enhancements are only suggested where they have been identified. If there are none, there is no sub section
	81	Janet Hopton	Should view 11 not follow view 9? as it is the second eg. of views across the lngs.	Agreed - more logical	The text on these pages was out of sequence and has been corrected. There is only one view across the lngs in the final list
	81	Cllr Merrett	The poplars are definitely a key issue for pedestrians and cyclists down river		This view was removed from the final list of Key Views
	81	Cllr Merrett	2nd para: Key for Kew		Agreed - corrected
	82	Railway Heritage Trust	I generally agree with the entry, but under Enhancements I wonder whether the removal of the trees that is suggested is actually possible, or whether it would meet local resistance as removing a noise barrier between the railway and local residents?		Noted - no action
	82	English Heritage	the text could refer to the sweeping view of railway, town and bridge on the approach to Berwick?	Not sure what is being suggested here. The text seems okay to me.	Noted - no action
	82	Cllr Merrett	Should be another key view 13 added down Wiggington Road from beyond the ring road.	B1363. maybe. I need to check	This is a good view - but so are many others. The Key View list was drawn up in consultation with stakeholders as a representative not a comprehensive group. The opportunity exists as part of a City Views Policy Document to review and revise the list of Key Views

	87	Friends of York Walls	It was surprising that none of the “key views” selected and analysed were of Clifford’s Tower on its motte [to be precise one was valued partly because it contained a small part of it] or of the rampart and city wall with the city & Minster behind [unless you include Bootham Bar as “city wall” or include views from the walls, several of which featured the walls].	Clifford's Tower is actually quite a discrete monument and not really significantly visible other than from Piccadilly and Foss Bridge: the latter is a key view and the former is identified along with the view from Castlegate in the character area description.	See below
	87	Friends of York Walls	As far as the city walls go this omission (above) may not matter as the views are selected mainly so they can be preserved from blockage by building etc. and a. the draft appraisal does recommend a ban on development in ditch and rampart areas, b. a few [very few] valuable local views of the walls on top of their ramparts are identified and c. there are comments suggesting this type of view is valued –eg. when possible lighting for a path in the Lord Mayor’s walk ditch is mentioned and possible remodelling of the Nunnery Lane car park. However, describing the ramparts next to the inner ring road as little more than “glorified verges” [p.48] has an unfortunate tone to it. As they exist at the moment from Jewbury to Lord Mayor’s Walk I think they are truly glorious –but the phrase as it is usually used seems to imply they should not be valued as they are, though it was probably intended more to suggest they are currently an opportunity for “enhancement”. Viewing them mainly as an opportunity may have good effects but it also has dangers.	perhaps think about the wording although in many places grass verges is exactly what they function as. Maybe make the point more forcefully in the various sections?	Text reviewed. Although the ramparts are glorious the impact of traffic on the extent to which they are used as a public park
	87	Cllr Merrett	3rd para: ...and seek the removal of Ryedale House and a low rise replacement	From across the road by Tower Gardens Ryedale house rises above the Women's prison. A low rise replacement will certainly help this view. Amend	Agreed - corrected
	89	Railway Heritage Trust	' I agree with all of this short, but totally accurate section. I fully support the proposed enhancements.		No action
	90	Railway Heritage Trust	' I agree with the description, significance and, partially, the enhancement. However, this part of the document does not bring out the changes in the original station that are currently taking place to convert it to Council Offices. I believe this conversion removes most of the poor features identified against this structure at a later stage of the report.		Agreed - corrected
	93	Cllr Merrett	Agree with paragraph 2 referencing St Wilfrid's.		No action
	93	Cllr Merrett	4th para: ...and demolition of St Wilfrid's	Slightly controversial and at odds with the views of English heritage who stress it is a listed building.	It is a listed building and therefore there is a strong presumption against demolition. Nevertheless its impact on the setting of the one of Europe's greatest buildings cannot be denied
	97	Cllr Merrett	last para: four or five storeys	is this more in line with what is said elsewhere?	Checked and amended. Cobbles on eastern side, paviers on west.
	98	Railway Heritage Trust	we support this section, and the need to minimise the intrusion into the skyline.		No action
	105	Clifton Ward Planning Panel	...(the) Planning Panel welcomes the preservation of, and any necessary measures to improve the Bootham Park Hospital site as a very important green space. Greater public use is to be encouraged.	Can we strengthen this? Maybe as a recommendation under green space? This does seem underused and could it be a place for kicking a ball about for instance? Can't do that in Museum Gardens!	The text already suggests increased public use but it is NHS land and the grounds of a mental health unit
	108	Cllr Merrett	Where is Bootham School assembly hall as a building of merit?	amend graphic	Its actually grade II not BoM. Corrected text
	109	Cllr Merrett	4th para: replace cottages with terraced houses. Not a word Yorkies would use!	amend	Agreed - corrected

118	Janette Ray	I would however like to draw your attention to the boundaries of the Conservation Character Areas in relation to the last 100 metres or so of Bootham as one approaches the Bar and suggest these be redrawn here. I observe the photograph on the front of the "Character Area" section uses the view towards Bootham Bar on the introductory page as if to suggest its significance and yet, the area of the street between Bootham Row and Gillygate taking in buildings on both sides of the road has been included in the Gillygate character area rather than as part of Bootham. This results in this part of Bootham being consigned to the edge of three character areas Bootham, Exhibition Square and Gillygate. Probably as a consequence of the boundaries is not mentioned in any of the texts as having problems. And yet this area, which forms the final moments of the key approach from the north into the city suffers from standing traffic, masses of signs, transient shop uses and blocked out and ugly facades. In appearance it looks exceptionally run down. The report refers to people not wanting to "dwell" ie live here and yet all the upper floors are occupied. I would like to suggest that the conservation character area for Bootham be redrawn to include Bootham to the point where it meets with Gillygate. Perceptionally this seems to me where the area fits within the city and would give an opportunity for this area to be prioritized for improvement whether through the enforcement of Article 4 directions or by some street co-operation led by the Council officers. If the area is not seen as part of the main approach but consigned to an edge of centre place for Bootham, Gillygate and Exhibition Square, I fear as it was when Esher did his report, this approach will be forgotten.	This is a very good point and the boundary does need re examination. And at the very least, the text amended to take these and other comments on board.	This comments seems to misunderstand the nature of character area boundaries. If the city wanted to make improvements to this area, the character area boundaries make no difference. They are just useful ways of packaging information. We have decided not to change the boundary. The character area boundaries are perceptual and subjective, but they have already been agreed by the stakeholder group. However, the entries are now better cross-referenced so that the linkages between these character areas are more clearly expressed.
141	Cllr Merrett	final para: should mention disabled access.	agreed	?
144	Friends of York Walls	Para 5. Henry III rather than Henry II		Agreed - corrected
144	Friends of York Walls	"not much remains from the medieval city defences in this area" [when the area referred to seems to include Bootham Bar, substantial stretches of unwalkable city wall both directions from the multangular tower as well as the Lendal water tower and the city wall north from there];		Agreed - corrected
144	English Heritage	Historical development: This section could be expanded a little, eg: Excavations adjacent to the Library have discovered the remains of the Roman defences and significantly revised their dating. Standing remains of the medieval fabric survive inside the Theatre Royal.	Just a couple of sentences.	Agreed - corrected
150 - 161	Friends of York Walls	Unintentional and possibly misleading omissions eg. around p.150 [when describing the uses, value, strengths, opportunities etc. of Exhibition Square] the use of the square as a pavement café by the Art Gallery and numerous waiting circular-tour-of-York buses.		Agree - corrected
150-151	English Heritage	Streets and Spaces: Exhibition Square: - We suggest some reference is made to the importance of the present City Council car park as part of the open space and the desirability of its retention as such. It has views across it of the city walls in both directions. It includes not only a fragment of the Roman fortress wall but also the line of the demolished section which should remain free of buildings	The car park has been sold along with St Leonard's Place. Worth mentioning this. We have very little control now other than through the normal planning controls.	Agree - Stated in spaces text and strengths 'The open quality of this space adjacent to the city wall and around the wall fragment (which remains in Council ownership) provides them with a setting and views that would be diminished by unsuitable development'.
151	Friends of York Walls	describing the pedestrian/vehicle separating railings around the outside of Bootham Bar as "unnecessary" when many might think them vital for safety	It might be useful to clarify this point somewhere in the document. The point though is surely that such devices belong to an earlier age when clear separation of people and vehicles was the norm. There is increasing evidence that railings are now unnecessary as stated in the report. Maybe point to Blossom Street Junction as an example?	The removal of railings is agreed by many parties as integral to improving the functioning of the street. Indeed research suggests that removing barriers does not lead increased safety issues. However, removed the word 'unnecessary'.

154	Friends of York Walls	Picture caption. "right" and "left" are transposed but, more importantly the picture said to be of the main doorway of King's Manor is of the doorway a little to the west of the main doorway and the picture said to be of the 16th & 17th century Kings Manor seems to be mostly of the headmaster's house [c.1900?] to the right of the Manor.		Agreed - corrected
159	Cllr Merrett	important views of the Aviva building and other lg buildings west of the river.	amend?	This view is picked up on Lendal bridge. No action.
160	Yorkshire Philosophical Society	We agree that:The northern area of the Gardens should be developed. That Access to this area should be opened up from the top of Marygate, but that the thematic of this area should be looked at differently from the current amenity area in the south of the Gardens, and should not draw people to simply use it as a short cut into the city, as this would unbalance the footfall on the already overused paths at the Museum Street end of the Gardens.		See below
160	Yorkshire Philosophical Society	The YPS is concerned that talk of development of the northern River Bank at the foot of the Gardens, and a possible opening up of this area of the Gardens would completely change the ambience of Museum Gardens. We believe that this ambience is the key feature of the amenity that is Museum Gardens and which gives the Gardens their uniqueness. We also believe that an excellent but very delicate balance has been reached there during the past 3 years between man, nature and our heritage in York making the Gardens a real therapeutic experience for both York citizens and tourists, the like of which is not to be found in any other city centre.		Disagree - We do not see that opening further access points will cause fundamental change in use or scale of use, but will simply improve access to the groups who already enjoy the gardens. We have amended text to note special ambience of gardens and that it is important not to upset this balance in the 'strengths' section.
160	Yorkshire Philosophical Society	This unique amenity is probably not appreciated for what it is, but it does have a huge impact on those who visit it. In our view that impact will only be retained if: a) The Gardens are entered by the public as somewhere special or at least 'different'. b) The Gardens can be securely locked at night. c) Increased footfall does not turn them into an all-purpose thoroughfare. d) Any improved access routes either from the riverbank or from the northern area do not jeopardize this 'balance'. e) Management strategy recognizes the current therapeutic value as the Gardens' principal asset and priority; a place where people can connect with the past, without thinking about it, and where they can do it in surroundings in which nature plays a dominant and revitalizing role. Any new development of the north of the Gardens should not be allowed to alter this integral characteristic of the current Gardens area - otherwise York will have lost a truly unique asset.		Included most points in the 'Opportunities' section.
160	University of York	The University occupies King's manor within Character Area 4. We note the ambitions to create a legible public/semi-public area around Exhibition Square. The gates, although correctly noted as lockable, are in fact never locked to ensure 24 hour access for fire tenders. The public can and do use the front lawn area. We have recently completely refurbished the railings and gates, which are listed in their own right as Grade II. We have discussed better use of the area with the York Museums Trust.		Agreed - corrected
160	Cllr Merrett	Council car park - check facts. Not appropriate for development - opportunity to restore the setting of the walls?	The car park has been sold along with St Leonard's Place. Worth mentioning this. We have very little control now other than through the normal planning controls.	Agreed - Corrected text - 'It should be noted that the small section of Roman wall within the car park is still under Council ownership and any new setting needs careful planning.'

	161	English Heritage	the walls around museum gardens are shown as a barrier to pedestrian movement. We question what point is being made here. Surely this is a positive quality as it maintains the sense of Museum Gardens being 'a place apart' in a busy city centre and maintains its security out of hours	This is a comment that has come up before from EH and others. I think this point needs addressing. The walls are a barrier to movement certainly but also provide a sense of enclosure that reflects the historic importance of the walls. The Bars then have greater significance as entry points. This reinforces why improvements to the Bars and their approaches should be prioritised.	Partial agreement - Changed graphic keys. The point remains that the walls are a barrier but only from urban design perspective so we have now said they 'define' movement.
	163	Janette Ray	I noticed that in the cases of the Blossom Street approach and Hull road approach, both which are similar in function to Bootham as it meets Gillygate, that they are included in areas dubbed "priority for public realm improvements". I would be very happy to help in anyway I can toward co-ordinating visual improvements to the city end of Bootham. The old Jackson's shop with its fabulous cast iron shop front, has blanked out windows and has been empty for a year, there is a blanked up shop opposite used as the Private shop. The City Council own the gaudily painted Bodrum take away shop which is one of the poorest maintained in the group which backs onto St Mary's Abbey Wall and most recently have let slip below the radar the repainting in "post-it note yellow" highlighted in bright orange of the Tandoori Nights opposite. Small improvements to keep privately owned shops painted up and looking nice are marred by the condition of these buildings. (see above entry 14)	Perhaps a rethink of how this might be resolved (see entry 14)?	Agreed - expressed issues of secondary shopping streets in text; amend plan pg 491 by increasing 'priority for public realm improvement' up to Marygate Tower. (check character area plan)
	163	Cllr Merrett	2nd para: and air pollution and has inadequate footways.	amend	Agreed - corrected
	174	David Randon	Gillygate. A similar problem to Bootham and again a radical; solution is to demolish the property on the east side to create volume and space and open up views of the City walls. This action could also make sense if the Union Terrace/Clarence Street car/coach park was closed because there would be reduced foot fall and retail business.	??	Disagree - No action
	177	Peter Goodchild	In the Baxter Report, the road known as 'Lord Mayor's Walk' is divided between 3 components areas, namely: 5. 'Bootham Bar and Gillygate'; 6. 'Lord Mayor's Walk'; and 7 Monkgate. This three-fold division does in fact reflect the character of the Lord Mayor's Walk but if the separateness of the 3 character areas becomes too firmly entrenched in people's thinking, it will lead to Lord Mayor's Walk being treated as if it is (1) only a component of the one character area that bears its name, or (2) that it is divided into 3 separate and isolated experiences rather than also being one overall experience made up of the 3 parts as one moves along it. The two perceptions of Lord Mayor's Walk as being on the one hand made up of 3 components and on the other of being one united entity can co-exist and are not mutually exclusive. Together they represent a landscape and townscape way of thinking. From the point of view of improving Lord Mayor's Walk, it is necessary to think of it as a whole. It is also necessary to think of it as being the link between Gillygate and Clarence Street at one end and Monk Bar, Goodramgate and Monkgate at the other. This is the approach taken by the Minster Quarter's study. The basic idea of the significance of the relationships between character areas is present in the Baxter Report, but it needs further development when the concept of character areas is used in practise.	Comment noted. Perhaps a reference to the report, 'Lord Mayor's Walk: Enhancement. A feasibility study for the Minster Quarter Committee' (8 February 2011) that was prepared by Peter Goodchild and funded by The City of York's Guildhall Ward. Also perhaps to note that Lord Mayor's Walk extends outside the character area?	Noted - amended text in character area introductions. Emphasised that LMW is longer than a single character area and has a role as one significant space. Referenced the feasibility study in 'opportunities section'.
	177	Peter Goodchild	One aspect of the natural and historical heritage of central York is the fact that in the Middle Ages and into the 17th century, the Royal Forest of Galtres came right up to the city walls along Gillygate and what is now Lord Mayor's Walk. (i) Prior to it being formally declared a Royal Forest, Galtres may well have been a forest in the sense of an extensive area of largely uncultivated and well wooded land, rather like the present New Forest in Hampshire. One link that still connects Lord Mayor's Walk with this aspect of the history of York and its landscape is the natural and semi-natural vegetation and the rural character of the city ditch and ramparts.	I don't think this is quite correct. The City's administrative boundary was much further to the north. The landscape would have been farmland throughout the medieval period.	No action

	179	Cllr Merrett	4th para: together form a very distinctive framing view of the Minster	add?	Agreed - corrected
	179	Joe Callan	As a resident of St John Street I am content that the street be brought within the bounds of the conversation area.		No action
	180	Cllr Merrett	as above, add view to graphic	add?	Disagree - views only go on issues and opps plans see pg187
	183	Cllr Merrett	last para: Bile Beans has been specifically retained as a local landmark. Also does it need formal protection? It certainly needs a refresh.	amend text for first part but not sure on second.	Agreed - Added buildings to the Article 4 direction plan. Also table Management Strategy section (pg 471).
	185	Peter Goodchild	is how will 'creating a permanent landscaped pathway' with adequate night time lighting be interpreted in practice and by whom, and what are the implications, particularly as the report has already referred to the ramparts as having been "public parks with railings and gates". Such treatment runs the risk of destroying the historical character and significance of the ditch and ramparts along the best surviving stretch of the ditch. There is no doubt that the ditch and rampart, along with Lord Mayor's Walk as a whole, could be better presented but a deeper and wider knowledge of Lord Mayor's Walk and more careful consideration is needed in order to find a satisfactory way of doing it. The Minster Quarter's study has given thought to this matter and put forward some suggestions.	Noted. Perhaps mention the study?	Agree - Referenced the study. Took out specific reference for permanent pathway but suggested there was potential for lighting
	185	Friends of York Walls	The informal path in the ditch by Lord Mayors' walk is mentioned as "informal breathing space" but there is also almost a recommendation to "make more of it" by doing what many would think of as spoiling it - making it a "permanent landscaped pathway" - possibly even with lighting	With LMW I think there is a case for the kind of interventions suggested in the report.	Toned it down - see above.
	185	Cllr Merrett	Solar panels are dark which makes them more acceptable.	worth adding to text.	Listed buildings are already controlled so it is only the unlisted that have no control. The number of Article 4s suggested represents a tiny percentage in the context of the whole housing stock of the city. Wider objectives regarding energy efficiency can still be met.
	189	Peter Goodchild	The location, on Lord Mayor's Walk, of the site of the Roman gateway, the 'porta decumana', is described in the Baxter Report in connection with the character area 7, 'Monkgate'. The report states that "'Monk Bar lies 100 yards south east of the porta decumana of the Roman legionary fortress, the line of Monkgate running close to that of the Roman Road to the north east.'" (BRcd,140. BRpcd,189). This is true but misleading because it suggests that there is a closer visual and historical connection between the porta decumana, Monkgate, and Monk Bar than there is. Clearly they are not unrelated but both visually and historically they are distinct. It must also be noted that the site of the porta decumana is actually within character area 6 'Lord Mayor's Walk' and not in area 7, 'Monkgate'. Monk Bar, itself, which is a key feature of Monkgate and an important landmark in relation to Lord Mayor's Walk is located by the Report in character area 10, 'The Medieval Streets' and not in character area 7, 'Monkgate'.	amend text?	Partial agreement- corrected fact about the porta decumana. Monkgate is still within Medieval Streets character area due to its stonger spatial relationship with Goodramgate.
	190	Vanessa Lindsay Smith	2 nd para. In 1977 the hospital became the headquarters of Yorkshire Water.		Agreed - corrected.
	190	Vanessa Lindsay Smith	The former hospital is now privately owned residential flats	Source was very keen to ensure that the area was recognised as predominantly residential.	Agreed - corrected.
	190	Vanessa Lindsay Smith	Para. 3 mention development of St Wilfrid's Court - very good.		Agreed - corrected.
	191	Vanessa Lindsay Smith	Area 1 is now almost entirely residential and there are no offices in area 3	As above.	Agreed - corrected.

	192	Vanessa Lindsay Smith	2 nd para. Add Tap and Spile Pub to buildings of merit	This is listed Grade II. So no need.	No action
	192	Vanessa Lindsay Smith	Last para. How will any future redevelopment of Sainsbury be controlled to ensure that it did not detract. But happy for the boundary to be altered	Proposed views and building height policy will help.	No action
	193	Cllr Merrett	Retain the bridge in the conservation area and get rid of the hideous concrete railings	need to give this some thought	Disagree - it is not listed and has no architectural or historic merit (1960s). We appreciate the point but in the context of the purpose of designation there is no justification for including it.
	194	Vanessa Lindsay Smith	2 nd para. Query whether cobbles survive on both sides of the road and query where the brick paviers are.	Will check.	Checked and amended. Cobbles on eastern side, paviers on west.
	194	Friends of York Walls	The beauty of the wide rampart grassland by Jewbury is noted but it is also said to be "not used for any particular purpose", as if this is sad -but in warm weather I usually see several groups of people sitting there [reading, sunbathing or chatting], in snow this last winter it was a toboggan run and it helps create great views of the walls and the city inside from the road, pavements and wall	Amend text?	Agreed - corrected
	195	Vanessa Lindsay Smith	Picture of churchyard very out of date and needs changing. It is totally overgrown now.	Will take new photo.	Only if supplied locally. We cannot change pictures every 6 months!
	195	Vanessa Lindsay Smith	1 st para. Delete 'of'.		Not sure what this refers to
	195	Vanessa Lindsay Smith	2 nd para. The mature trees are along the city wall side of the road and so do not screen the carpark from road or pavements. Need to clarify this in text.	Agreed, the trees screen the carpark from the wall but will check.	Agreed - corrected.
	195	Vanessa Lindsay Smith	5 th para. Mention security concerns. Area used by drunks and drug addicts	Need to check but seems that this should be mentioned.	Agreed - Mentioned anti-social behaviour.
	196	Vanessa Lindsay Smith	Photo of Middleton House – can there be a new one without the To Let sign	Maybe?	Only if supplied locally. We cannot change pictures every 6 months!
	196	Vanessa Lindsay Smith	1 st para. Non of the ground floors have been converted into shops and only one building has been converted into a pub – The Brigadier Gerrard, extensively rebuilt C 25 years ago. Shops are only at the Bar end of the street apart from former post office which is now a kitchen shop.	Will check.	Agree - corrected
	196	Vanessa Lindsay Smith	Please note as part of character, a series of archways reflecting former access for carriages. Some blocked but some still in use.	Good point and worth amending the text. Photo of Middleton House shows an example.	Agreed - corrected.
	196	Vanessa Lindsay Smith	Caption to photo – add that Manchester College was located at no 13 Monkgate (demolished 1939)	Need to check.	Not sure what point is being made
	197	Vanessa Lindsay Smith	Add reference to the Tap & Spile pub, formerly The Black Horse, rebuilt in 1897 with a fine Victorian façade.		We are not mentioning every building. They are grouped by type where there are a sufficient number of them.
	197	Vanessa Lindsay Smith	Monkgate Cloisters designed by David Crease not built by them. Built by Wimpey Homes.		Agreed - corrected.
	197	Vanessa Lindsay Smith	Add reference to St Wilfrid's Court – sensitive redevelopment of former men's accommodation (?)		Not sure where this is
	197	Vanessa Lindsay Smith	Add reference to restoration of nos 42 – 46 in last 5 years – formerly Garbutt & Elliot.		Not sure how this fits with text
	197	Cllr Merrett	1st para: last sentence add, "and marred by inappropriate signage"	agreed	Agreed - corrected.
	198	Cllr Merrett	add to end, "and its removal would be welcomed"	amend	Agreed - corrected.

	199	Vanessa Lindsay Smith	1 st para. Incorrect. There is a one way system which means one side of Monkgate has a lot of traffic as cars have to travel down Monkgate to access Foss Bank and Foss Island.	Need to clarify how this system works. Lord Mayor's Walk is two way; St Maurice's Road is one way but two lanes of traffic. Monkbar therefore gets the right turn from St Maurice for traffic heading on to Heworth and New Earswick/Haxby and the left turn from Lord Mayor's Walk heading for the same locations as well as Foss Island and beyond. See my illustration of system. Generally though, Monkgate is not that busy out of peak times. St Maurice's Road is very busy as is Lord mayor's Walk.	Agreed - corrected.
	199	Vanessa Lindsay Smith	2 nd para. There are plenty of pedestrians between Monk Bar and Sainsbury car park and Love Lane.	This is all relative. Compared to other bars this is light footfall.	No action
	199	Vanessa Lindsay Smith	3 rd para. The popular pedestrian cut through to Sainsbury is actually via Monkgate Cloisters between Monkbar and Love Lane.		Agreed - corrected.
	199	Cllr Merrett	2nd para: add very busy and unpleasant stretch.		Agreed - corrected.
	201	Vanessa Lindsay Smith	iii) add..removal of bushes to give better visibility of the area.		Agreed - corrected.
	201	Vanessa Lindsay Smith	iv) add danger for pedestrians and cyclists at the north east end and the roundabout.	Yes, this is a poorly designed traffic management feature that is very difficult to use as a cyclist.	Agreed - corrected.
	202	Vanessa Lindsay Smith	Need to highlight the York enterprise site as a development opportunity.		Best described as enhancement not development opportunity because there is no opportunity to demolish existing buildings. Corrected graphic key to apply to other sites in this category.
	202	Cllr Merrett	need to show Love Lane on the graphic key	agreed	Agreed - corrected.
	202	Vanessa Lindsay Smith	Please note that Jewbury and Lord Mayors Walk has a high volume of traffic at significant times of the day. Note Foss bank is one way.		Agree-mentioned in text.
	204	Dr John Gough	But when I read on page 204: "Aldwark is a pleasant place to live and surprisingly quiet considering it is so close to the bustling city centre. Well organised traffic restrictions and off-street parking make it a haven for pedestrians and cyclists." I find myself beginning to have doubts. Bedern - the part of the Aldwark area in which I live - is indeed quiet and pleasant during the day. But did the reporters ever visit in the early morning or during the evening when it is anything but quiet and peaceful? On three mornings each week the City Council ensures that one is awakened around 5:30 a.m. (usually a little earlier) by industrial waste collections carried out with the maximum of noise and thoughtlessness by council staff. On a fourth morning at the same sort of time a newspaper deliverer uses an extremely noisy trolley to carry his wares, and this has the same result. A good night's sleep is not something to be had in this "surprisingly quiet" residential area! And in the evenings the city council allows unrestricted use of the area by the various Ghost Walk operators, who bring often large crowds of people around, keep them standing directly outside houses, and talk to them at the tops of their voices. The operators block the roadways, allow their clients to trespass, and make not the slightest effort to vary their routes, so it is always the same group of residents who are plagued by them. (And now there seems to be one at 22:45 in the evenings -- surely far too late for a quiet area!).	Rethink the text?	Agreed - Amended character area text to explain the areas is a good example of the challenges of managing of city centre living

	206	Cllr Merrett	St Crux sits better in Area 10	review	Disagree - It was thought important to have the whole of St Crux and Whip Ma Whop Ma and outside Stonebow House in one character area for management reasons (Similar to Bootham Bar)
	206	Cllr Merrett	Add Black Swan to this area	review	Disagree - it is an isolated building but listed therefore protected. There are no others in the Hungate area that meet criteria for the designation of a conservation area. It is mentioned in the introduction along with information about the woolmarket/Peaseholme Green.
	207	David Randon	Stonebow. I think that everyone is of the same mind:- "whatever possessed the City Fathers/Planners to allow this monstrosity to be built." One can imagine the huge benefit its removal would bring and allow the magnificent frontage of the Methodist Church to be revealed. Again it would remove the "canyon" effect and enable a pedestrian massive gain as well as creating space for the bus stops.	The Methodist Church was never designed to be seen beyond the opposite side of St Saviour's gate which was until the 1950's built up on both sides. Stonebow House has actually revealed views of the Methodist Church and St Saviour's Church that previously never existed.	No action
	208	Cllr Merrett	Need to comment on areas facing this zone which aren't in the conservation area but affect it. The BT building as a significant detractor. Also the hideous view of the BT building down Stonebow. Also should the areas of the zone which take in Stonebow be a separate fringe area, quite different in character.	I wonder whether it is worth creating a new character area for Hungate specifically to deal with, and capture a number of comments about setting and the Foss etc. Although outside the CA we have asked for it to be considered.	Partial agreement - We have included some information about the setting of character and conservation area. However, it has been agreed by all parties already that the Hungate area does not qualify for designation.
	209	Cllr Merrett	Need to be careful here. Cycle racks serve a useful function - the planters were put in to brighten up a dreary corner. If we take out cycle parking ...we end up with sterile elements of conservationist purism creeping in when you have previously recognised York as a living city not like Bath!	Rethink this and the language used	Agree with the need for cycle provision in the city. Amended text to state that design and siting (city wide) must be carefully considered
	214	Cllr Merrett	1st para: last sentence, in comparison to the south side bus stops. Bus congestion at busy times	need to reword this. The bus stops on the north side of the street create narrow pedestrian passage and prevents this side of stonebow house having an active frontage. The bus stops on the south side are different. There is more room and no need for active frontages.	Agreed - corrected.
	214	Cllr Merrett	last para: offset by bus fumes!		Not sure what point is being made
	215	Cllr Merrett	3rd bullet largely successful...add about fumes?		There may be fumes but what can be done about this apart from moving the bus stops or using electric buses?
	216	Cllr Merrett	6th bullet: including the inadequate bus-stop footpath situation. Also, how can you comment on this place and ignore the monstrosity behind! (BT exchange)		Agree - we have mentioned the BT exchange as a detractor

	224	English Heritage	1st Paragraph – There seems to be a contradiction in the following sentence: ‘No detractors are identified, though the tower of St Wilfrid’s Catholic Church detracts from one of the finest views in the city – up Duncombe Place to the Minster.’ This statement about St Wilfrid’s is open to question and we suggest it is omitted altogether...	See also 226 below. Perhaps this should read something like, "Although St Wilfrid's Catholic Church resonates with particular groups and is a grade II listed building, it detracts from one of the finest views of the Minster..."	It is a matter of balance - as explained in a comment above, the building detracts from the view but nevertheless there is no reason why it should delisted
	224	Cllr Merrett	St Wilfrid's Church should be shown as a detractor on the graphic.	And see above.	Disagree - no action
	225	Cllr Merrett	5th para: and is used by cyclists and horse drawn tourist carriages.		Agree - corrected.
	226	English Heritage	reference to St Wilfrid’s as ‘a sadly lumpen and uninspiring intruder into the superb view of the west front of the Minster...’ Again we suggest this reference is omitted. The church is listed Grade II and the Roman Catholic Church is committed to looking after it. We would not wish to see it demolished.	See above. I don't agree with taking this reference out but perhaps the language could be toned down.	See above.
	227	Cllr Merrett	last para final sentence: How did this happen?	Do we know?	Check - ask Janine - a bit of pressure on the Minster wouldn't go a miss. Strengthen text
	228	Cllr Merrett	pedestrians and cyclists		Agree - corrected.
	229	Cllr Merrett	Graphic should include more well enclosed streets surely. Petergate, Ogleforth, Chapterhouse Street and Precenters Court.	amend	An error - remove 'enclosure' from graphic key
	233	Cllr Merrett	Add st Crux to this zone		Disagree - See above
	235	Cllr Merrett	add detractor off Kings Square - the modern building shown in photo on pg 238	Agreed	Agree - it is the gateway to the shambles so has been made a detractor on plan. Also Kings Sq labelled.
	236	Cllr Merrett	word jumble at bottom of page.		Not sure what point is being made
	238	Cllr Merrett	add, and replacement of detractor modern building on west side	This is being put into use as a chocolate experience/museum. I think some work will be done to improve its appearance.	See above
	243	Cllr Merrett	Opening line: No, the north end of Goodramgate is outside the foot streets.	amend	Agree - corrected.
	243	Cllr Merrett	end of last para: Access and car parking remain issues in the two parts of Googramgate.	amend	Agree - corrected.
	244	Cllr Merrett	mention possible extension of footstreet further up Goodramgate.		Information added to section 6.9
	244	Cllr Merrett	Weaknesses and opportunities 45th bullet: No. Too rigid. Look at rear of Borders Bookshop.	??	Not sure what point is being made here
	247	Cllr Merrett	4th para: add & Micklegate (area 21)		Agree - corrected.
	248	Cllr Merrett	3rd bullet St Michael's church & churchyard		Agree - corrected.
	250	Cllr Merrett	add Area 8 to the location plan. Add St Martin's church and the admiral clock to landmark? Under 5 on the key it is redevelopment.	okay	Agreed - updated graphics.
	252	Cllr Merrett	Rear of M&S in Newgate market should be a detractor as well as M&S entrance on Pavement. Also Woolwich building fronting onto Parliament St on corner with Pavement should also be a detractor.	Agreed. Mention should be made of the M&S roofscape - too high by far and containing inappropriate structures. Also, the Woolwich building is shown as listed grade II which it isn't. Amend.	It is the Halifax building, not the Woolwich. Corrected listing error. Disagree with M&S as detractor but two other buildings facing market and toilet block have been added. Updated plans and text to reflect this.
	253	Cllr Merrett	Query Betty's Tea Room as landmark - only to the middle class?	Well, it is one of those iconic businesses that everyone knows. No change.	To visitors it is a major landmark. No action.
	269	Rupert Scott	The building on the North-East corner of Ouse Bridge currently occupied on the ground floor by Coalters Estate Agents is a major eyesore and a disgrace to the city. Would it be possible to make a compulsory purchase order and demolish it. Almost anything put in its place would be an improvement!		It is already a detractor. No action.
	271	Cllr Merrett	Add local view from M&S tea room on top floor?	??	Disagree - it is not a public place. No action.

	280	Cllr Merrett	2nd paragraph: The road is traffic dominated & inadequate footpath widths at bus stops.	I am not convinced the road is traffic dominated through the day but the pavement widths are an issue that has cropped up elsewhere. Need to reflect this. The FTR and P&R buses in particular are too long for the spaces allocated on the pavements.	Partial agreement - Corrected to reflect pavements being too narrow at bus stops in the 'traffic' section. Otherwise traffic is relatively light.
	280	Cllr Merrett	4th para: & the scale of the buildings over dominates with the elevated Piccadilly and the Merchant Adventurers Hall opposite.	Yes, need to mention this.	Agreed - corrected.
	284	Cllr Merrett	penultimate para: east? Not south?		Agree - corrected
	285	Cllr Merrett	Add well enclosed streets to the key. Beginning of Castlegate should be shown as well enclosed. White Swan should be shown as building at risk. Pavement bus stop improvements should be shown on Clifford Street.	agreed	Agreed - corrected text and graphics. Extend junction improvement colour down Clifford Street.
	287	English Heritage	William constructed two castles, one on either side of the river	amend	Agreed - corrected.
	289	English Heritage	clarification needed regarding whether or not the whole castle destroyed by fire or just the keep.	Just the keep was destroyed. Amend	Agreed - corrected.
	289	Cllr Merrett	1st sentence. "...and is extended to what is now Tower Street...		Agreed - corrected
	296	River Foss Society	We welcome the initiative of the York Museums Trust in opening up access from the Castle Museum to the river bank under the Castle walls beyond the Rainham Water Mill. We hope that in future it might be possible to link this extension with a continuous footpath to the Castle Car Park, accessible at all times. The future of the Castle Car Park itself provides a once in a thousand years opportunity to make an outstanding contribution to York's heritage. The Draft notes that "public spaces are few in number". Here is an opportunity to create a public space that would enhance the setting of Clifford's Tower and "the grandest group of 18th century public buildings outside London" while providing a thrilling venue for events such as markets, open air music and theatre, son-et-lumiere etc. as well as a space where people could just sit and absorb their history		RP to look into
	296	Monica Nelson	The vast crowds in Parliament Street, many of them looking for somewhere to sit down, point to the need for a city centre area (grassed), a view of the river, and plenty of benches...new civic park in New York City Beautiful... (the Castle Area) should not be seen as a significant riverside development area...this is an historic and sensitive area, and could be a real asset to the long overdue redevelopment of Piccadilly...a large commercial development is not appropriate in this conservation area (the castle/eye of York).	Well, there is an adopted planning brief that sets out the principle for development.	Agree with CYC planning brief. No action
	296	Castle Area Campaign	The Castle Area Campaign group believes that there should be no development on the Castle Car Park which would separate Clifford's Tower from the River Foss.	The planning brief has set the principle of development and the appraisal carefully avoids making excessive judgements.	See above
	296	Castle Area Campaign	Redevelopment of the Castle Car Park as a public open space, a new park which would enhance the setting of Clifford's Tower would be welcome.		No action
	297	English Heritage	top bullet point - The route between Castlegate and the Eye of York is not lost – it is entirely capable of being walked. The issue here is the need to clear it of cars in order to reveal it better make it more pleasant. Suggest it should read 'This would create a more legible, direct pedestrian route	Well, I would disagree. Although it is capable of being walked you pass through and around rows of parked cars. The concept of a 'street' has indeed been lost for over 150 years. Agree to the suggested wording though.	Partial agreement - corrected using suggested wording
	297	Cllr Merrett	4th bullet. Add that this is an historic green space/common/and a fair site.		Agreed - corrected
	298	Cllr Merrett	add on key additional public space and amend the graphic?	??	Agreed - St George's Field is outside the conservation area but text has been amended to include it as 'setting' for the Castle

	300	Cllr Merrett	The boundary of Piccadilly needs to shift up to avoid the castle surely.	agreed.	Agreed - amended graphic
	301	Cllr Merrett	Under ambience. Ryedale House dominates the east side of the castle.	agreed. Need to mention.	Agreed - corrected
	303	English Heritage	is it a reasonable assumption that the future opportunities to enhance this area will be 'predominantly based on retail'??...	Amend to "are likely to be predominately..."	Agreed - corrected
	304	Cllr Merrett	Tram depot is a complete mess and is a detractor	See comments from others and Richard Taverner. Will re-examine.	Disagree - 1) conditon is not an issue for designating BoM as explained in section 6.4.3 2) historically the garage is interesting as it reflects former light industrial uses in the area and is associated with well known person 3) designation as a BoM does not preclude demolition or reuse.
	306	Roger Jennings	There is a building which has a notable heritage a the south end of Piccadilly on the east side . This is known as the tram shed (Reynards Garage) and this probably dates from the days of horse or electric trams, early 1900. In more recent times during the 1939-45 war it was an aircraft component factory. For years the building has deteriorated and no action has been taken to preserve its exterior. This building is surely due some recognition and probably as it is in a development area as well as in a conservation area.	It is highlighted as a building of merit.	No action
	309	Cllr Merrett	2nd bullet> Disagree with comment on need for continuous walkway. There has been previous potential for a walking and cycling route. This should be flagged up at least south of any bridge to west bank path.	Agree. The Foss study and other studies has always aspired to a continuous access. Better might be if the report stresses this aspiration.	Disagree - Referenced Foss Walkway Strategy concerns of ecological damage caused by intensive use of footpaths
	310	English Heritage	last sentence add to 'concrete bollards, an over-wide roadway and ...'	agree	Agreed - corrected
	310	Cllr Merrett	Should the tram depot be retained at all!	see other comments. Maybe need to redefine on graphics. B@R certainly but maybe not BofM.	See above
	312	Cllr Merrett	Graphic should so potential walk/cycle rout from new bridge along Ryedale House bank through under Castle Mills Bridge.	agree	Agreed - corrected text and graphic by adding green arrow.
	316	Cllr Merrett	Graphic needs key for orange buildings.	What are the orange buildings? Rowntree Warf is not at risk so???	Agreed - added 'historic warehouse' label to ke,
	317	Cllr Merrett	final para: wrong. There is one detractor on the map on pg 318. Also there should be a second next to building of merit on fossgate.	agreed. Amend.	Agree with first point - amended text
	319	Cllr Merrett	in fact not in tact.		Disagree - it is actually 'intact'
	323	Cllr Merrett	last para. Partly one-way route		Agreed - corrected
	324	Cllr Merrett	weaknesses and opportunities		Agreed - corrected
	330	Cllr Merrett	2nd para. There are two buildings of merit shown on the graphic on page 331.	amend	Agreed - corrected text. Added BoM to key.
	330	Cllr Merrett	What about the Navigation Road estate as buildings of merit? Somewhat special council house design - semi-classical.	From our walk about we did comment on this and admired the space and design. Worth proposing.	Discussed with Bob and decided it was slightly below level for BoM. Amended text to reflect its positive qualities.
	331	Cllr Merrett	buildings of merit to add to key.		Agreed - corrected graphic for this. Also wall has been recoloured.
	331	Cllr Merrett	suggest more logical boundary for area includes the barbican and rampart.	Thoughts?	Disagree - there are significant issues for the barbican as part of the highway outside. Historically its function was to control flow from outside to inside the wall. Amended text to explain decision to include it in Walmgate Bar character area.

	335	Cllr Merrett	1st para. Arguable, then the buses would litter the ring road all along Fishergate Paragon Street sections of Bar Walls!	Okay but this has emerged as a real issue for residents exacerbated by tour buses, a pet hate. Residents have complained of an increase in standing traffic since the central gate was closed. Need to add about tour buses and state more forcefully that this needs to be resolved. This is a predominately residential area.	Disagree - Explained in text the concerns of local residents relating to tour buses in particular
	337	Cllr Merrett	1st para. Is this really a weakness?	Agreed. The text suggests this as a strength. Amend.	Agreed - corrected
	338	Cllr Merrett	extend wall barrier graphic across George Street down.		Disagree - no action
	342	Cllr Merrett	The wall and bar is logically in area 16.	Thoughts?	See above
	345	English Heritage	the Scheduled Monuments are not marked on the map	amend, two to add.	Agreed - corrected graphic by adding designations for wall and grass.
	346	Cllr Merrett	1st para. The very narrow pavements are only at the bar - widens eastwards.		Agreed - corrected
	348	Cllr Merrett	last para. Damage not as much as when traffic used to go through! Only a few years ago.	need to mention this. But reflect that the down side of closure has also been increase in standing traffic that affects residents.	Agreed - Amended text to explain risk has been lowered but residents say that closing central archway causes traffic to back up
	353	Cllr Merrett	Is this really city centre? - don't see the case.	I am happy that the 1st para on pg 352 explains why this is being proposed.	Disagree - no action
	356	Cllr Merrett	listed building on Fawsett street/Paragon St. Is wrong	Yes, the listed element is shorter. Needs amending.	Agreed - corrected graphic for this plus added SAM. Key also rearranged.
	356	Cllr Merrett	Are the buildings on Fishergate/Paragon detractors?	We could amend - they are not brilliant!	Disagree - The Festival Flats were part of design competition to celebrate Festival of Britain
	361	Susan Towle	Reading through your leaflet, I find it ironic that following recent road works in the Fishergate/Fulford Road area, the multiple signage, shaded road areas, additional lines and patchwork pavements have anything but improved the look of the locality - quite the opposite. The view of the road when approaching from town is now one of confusing and abundant markings, and certainly not what would be expected in an area covered by "conservation of heritage". I won't mention the ugly, mismatched bollards at the top of Grange Garth, nor the completely unnecessary speed restriction signs - anyone driving down Grange Garth would be hard pressed to reach 20 mph given the narrowness and curved nature of the road. What next - speed bumps?	Amend the text to take this new development into account. This is the 20MPH traffic calming. There is more to follow connected with improving the gyratory for cyclists!	These works have taken place since our report was written and we cannot re-write retrospectively for all small changes. We have amended the plan key to make it clear there is still room for improvement. Rearranged key to put 'junction improvements' under opportunities heading.
	362	Cllr Merrett	local view down Fishergate. Barriers to pedestrians around the corner Escrick Terrace Fishergate.	agreed.	Disagree - no action
	366	Cllr Merrett	Bishopgate street would be better fit in area 20	Thoughts?	Partial agreement - it is indeed an awkward street to characterise but it forms the entry point to the Skeldergate area and is therefore part of the management issues there. It is totally divided from Bishophill by the wall. No action.
	367	Cllr Merrett	last para. Nor do the higher level Lady Ann Middleton's ones. Also these need adding as detractors on the graphic on page 368	Need to check.	Not sure what point is being made here

368	Virginia Shaw	Tuke House (2 1970s blocks of flats, built by Tuke Housing Association using public grant funding called Housing Association Grant made by the Housing Corporation through the 1974 Housing Act) is labelled a "Detractor". Whilst certainly not of any particular archaeological merit, this label ignores the voluntary effort contributed by trustees and the synergy of the whole site, Tuke House and the Burial ground together, both of which are important aspects of the area's history. It is proposed to be excluded from the character area boundary. Considering the above, I request that it is included....Please delete Tuke House as a Detractor. The suggestion that funding could be acquired in the current economic environment for replacement or indeed any changes to the appearance of these two blocks shows a complete lack of understanding of the financial realities of providing decent homes to rent for people in need.	In architectural terms it is nevertheless a detractor? Is this in the Bishophill character area? Not sure.	Disagree - the relevance of the label 'detractor' is based on contribution of a particular building to the character of an area. The special interest of a conservation area is architectural and/or historic so in this instance, the label is justified since the architecture of Tuke House is not sympathetic to the character and appearance of the area. The burial ground is wholly within the Queen's Staith and Skeldergate character area already. No action.
370	Virginia Shaw	...Quaker Burial Ground in Character Area 19. It is referred to as "a rather hidden space - a small walled garden once used as a Friends' Burial Ground". In fact, the land is owned by York Area Quaker Meeting and is maintained by the Tuke Housing Association, a charitable housing association run by voluntary trustees...	Slight amendment to the text	Agreed - corrected
370	Virginia Shaw	Another feature whose character seems to be more a matter of opinion than fact is the triangular area at the southern end of Cromwell Road. Though its present state does not allow views of the castle from the position of the photographer, its overgrown trees could be seen as a more natural and attractive habitat, improving the bio-diversity of the area, compared with the historic photo which is arguably over-formal (and possibly prohibitively costly to maintain in that state given the city council's current budget and responsibilities).	Okay but the report is making an historic point. Not a judgement on biodiversity.	Disagree - there is another comment in this grid which remarks on this and has a contradictory opinion. No action.
371	Cllr Merrett	last para. an not and		Not sure where this comment refers to
372	Roger Jennings	The proposal to enhance the riverside area on the west bank of the Ouse to the north of the road bridge (Skeldergate Bridge) is welcome. The most prominent feature of this area is the Bonding Warehouse...with modern techniques it must be possible to re-employ this prominent structure to the advantage of the riverside area with plaques and mention in guide books...It would be a pity to ignore the building as it could be the focal point of the development.	The warehouse is listed and is a landmark building. Ownership has changed	No action
373	Cllr Merrett	1st para. So put them in different section!	see comment on entry 205	See above
375	Rupert Scott	Some 20 flagstones have recently (i.e. within the last 6 months) been replaced on Queen's Staith in front of the Queens Hotel car park. These are quite the wrong colour and stand out like a sore thumb. They should be replaced.		This is a matter for Highways. The emerging Public Space Strategy will address these sort of issues. No action.
378	Cllr Merrett	1st para. Mention the gaol by the old Norman motte.		It is already in the text - see page 379.
378	Bishophill Action group	With regard to the section on 'character areas' - there was initially some confusion about the area designated in the plan as Bishophill. For example we would have included Dewsbury Terrace, Priory Street and Skeldergate within Bishophill. Perhaps this could be reconsidered or explained within the text.		Disagree - The character area boundaries were agreed with the stakeholder group. They are necessarily subjective and are explained as far as possible. Lots of elements were taken into account when drawing notional boundaries - geographical, historical, architectural elements, as well as use and ambience. No action.
379	Cllr Merrett	2nd para. Main Buckingham House had burnt down.		Agreed - corrected.
379	Cllr Merrett	final para. ...around the edges as a result of closing through routes towards the city in the 1990's and controls at the Bars.	amend	Agreed - corrected.
380	Cllr Merrett	check area boundary. Albion street is in Skeldergate!	amend. This does seem slightly wrong.	Agree- corrected graphic
382	Cllr Merrett	last bullet. However, the conservation area has stopped the ripping out of Nunnery Lane island gardens for parking!	see EH comments on continuing to include this area. It probably needs to be kept.	Agreed - cut out text related to boundary changes here. corrected all drawings to show original boundary. Re-named character area 23 as Blossom Street and Nunnery Lane

	383	Bishophill Action group	There was concern that both Smale Street and Prospect Terrace were not included within the buildings of merit designation. George Pace's 1974 study of Bishophill for the Civic trust describes these streets as – 'fine Townscape'. We tend to agree and request that these areas are included.		At the time of surveying it was thought that these streets were slightly below the architectural quality of the others designated as BoM. However, we have included those facing Bishophill Jnr for setting of church. We are also recommending Article 4 for consistency. Text and graphics corrected.
	384	Tim Gates	some conservation measures should be applied to surviving York stone pavements in Bishophill (as originally identified by George Pace in his 1974 report)		The Public Space Strategy and Streetscape Manual will be the mechanism for this. No action.
	384	Cllr Merrett	last para. As does the retaining wall along the north eastern side of the former churchyard and inner portions of Lambert Court.		Agreed - corrected
	387	Bishophill Action group	Traffic calming measures including street closures have created artificial dead ends which are unattractive and a poor use of space. We would be enthusiastic about creating a well designed space around the bollards on Lower Priory Street.		This is a specific local issue but this document cannot contain this level of detail. The Public Space Strategy can deal with this.
	388	Bishophill Action group	The views from the City walls are greatly appreciated by residents and tourists. It was felt that consideration be given to including streets overlooked from the walls within the conservation area.		Noted - no action.
	388	Bishophill Action group	The significance of attractive views within the city is greatly valued. Unfortunately some of these views are now obstructed by trees that have vastly outgrown a size in keeping with their situation. The area by Skeldergate Bridge is a good example.		See above comment 370. The management of trees is an issue. It will be dealt with by the Council's forthcoming Tree Strategy. No action.
	391	Cllr Merrett	Shouldn't Toft Green & Tanner Row (even Rougier Street) be moved to Area 22 as much developed....	No, because current area boundary makes sense historically. Toft Green was back plots to Micklegate properties etc. Amend last part.	Disagree - no action
	392	Cllr Merrett	arguably North Street and area around All saint's should be in Skeldergate because of river character. Also add to key under 2, previously linked to railways	Thoughts?	Disagree - no action. See other comments on this.
	393	Dr D M Chalmers	It should be noted that this area of Micklegate is becoming increasingly residential		Noted - no action
	394	Cllr Merrett	Priory Street should go into Bishophill because of its 19th century character...	Thoughts?	Disagree - different phases of historical development, architecture, building type and use. No action.
	395	Cllr Merrett	Toft Green. Northern side being the site of....station, much of which was redeveloped.		Agreed - corrected
	395	Cllr Merrett	Toft Green last sentence. Disagree - go behind Toft Green buildings - which are better linked to the railway than Micklegate for the reason you state.	see comments to entry 226	No action
	401	Dr D M Chalmers	I would agree that 69-71 Micklegate has been poorly maintained (page 401) and a building at risk - it clearly could be converted to residential use.		Agreed - corrected graphic
	401	Cllr Merrett	Weaknesses and opportunities. Also flag up potential long term pedestrianisation and short term eg cafe build outs.	amend	Agreed - corrected graphic to illustrate improvements to subtly draw people across the river. Text indicates increased activity is the key to longevity of street; potential to rebalance pavement and tarmac to increase outdoor activity.

	401	Cllr Merrett	Really should flag up that more could be made of Micklegate's ghastly junction with George Hudson Street - the traffic is too dominant. Potential for more pedestrianisation from there to the Micklegate Bar Junction.	mention?	
	402	Cllr Merrett	add buildings at risk eg 69-71 M'gate	?	Agreed - corrected text and graphic
	404	English Heritage	statement 'Significant levelling of the land next to the city wall removed all vestiges of its history'. This is not true, as attested by the very recent finds in the West Offices archaeological excavations that have uncovered parts of a Roman bath house. It needs updating in the light of these finds.	Yes, update the text. Press release is available but no report exists yet. Remains of Roman bath house in better condition than previously thought.	Agreed - corrected
	406	Cllr Merrett	Rougier St is busy and polluted Also add to photo caption, " with small sections retained for posterity." and was largely demolished		Agreed - corrected
	407	Railway Heritage Trust	I would agree with the paper about the height of George Stephenson House relative to the City Walls: it is most regrettable that such a tall building obtained consent so recently		No action
	407	Cllr Merrett	disagree that GSH is a detractor - looks rather fine above walls like a Japanese castle...Also, so what if GSH is higher than the walls so are NER HQ and other buildings.	GSH is hard up against the walls unlike other buildings so makes the over height more obvious and detracting.	Disagree - See above. No action
	409	Railway Heritage Trust	I support the extension of the Conservation Area, subject to recognising that the railway must be allowed to develop as the needs on it vary. The inclusion of the rest of the station in the conservation area allows such developments to be discussed in a heritage way, which I support.		No action
	410	Railway Heritage Trust	The map on page 410 does not make mention of the recent demolitions in the old station, which has removed most of the building labelled Detractor at the old station, and exposes the remainder much more satisfactorily.	Update text	Agreed - corrected drawings
	410	Cllr Merrett	Add Norwich Union and riverside bit to Skeldergate area.	thoughts?	Disagree - see above. No action.
	411	Railway Heritage Trust	I also agree that the substantial amount of open and green space is a benefit, but that benefit is limited by the inner ring road dominating the area. If this traffic flow can be moved then it might be possible to improve access to the green areas, and to improve mobility between the station, the green areas, and the town. This desirable outcome is also referred to in the Traffic and Movements section of this chapter.		Noted - no action
	412	Cllr Merrett	last para. Add about ugly intrusion of the rowing club building.		Agree - corrected.
	414	English Heritage	referring to City Wall: 'it can be disorientating to visitors as it is the first thing they see on leaving the station'. We disagree with this and suggest this is omitted – why should it be disorientating to them? Do we have evidence that it is?	I think the whole experience is disorientating from my own personal experience but it is true that we do not have empirical data to support this. It is not the walls themselves but...How do you get onto the walls?	Partial agreement - the forecourt, trees and walls are disorientating and it is not intuitive to find the way into town. Amended text to suggest better wayfinding would be helpful.
	418	Railway Heritage Trust	– I find it sad that the report does not recognise the railway to move people into York in large numbers, both workers and tourists. However, I strongly support any move to remove traffic from the current inner ring road in the vicinity of the station.	Amend the text?	Agree - Amended text to illustrate usefulness of railway
	418	Cllr Merrett	1st para. Add, "...and the area outside."		Agree - corrected.
	419	Cllr Merrett	3rd bullet point. " And the opportunity taken to improve"		Agree - corrected.
	420	English Heritage	referring to the landscaping around the NER war memorial: 'A scheme for re-surfacing in natural materials has been agreed.' We have not seen such a scheme at LBC stage, or is this meaning the repaving of Station Rise which will form part of West Offices?	I believe it is Station Rise.	Agree - Amended to 'A scheme for re-surfacing in natural materials has been agreed as part of the Council's new West Offices within the former railway station'.

	421	English Heritage	Plan on page 421 (showing issues and opportunities) shows the City Wall as a barrier to movement. This is untrue. It is a good conduit for movement in a NE/SW direction. Furthermore, it is not impermeable as the diagram suggests. Indeed this is recognised elsewhere in the document, contradicting this diagram: - The plan on page 405 contradicts that on page 421, showing 'punctuation' in the City Walls. Also, on page 404 it is described as being 'highly permeable' whilst page 414 notes that 'there is a sense that both sides of it are linked'. Therefore the plan on page 421 needs amending to break up or remove the barrier marking on the City Wall. We have commented in the letter that the Walls as a barrier is an issue which runs through the document and needs clarification/amendment.		
	421	English Heritage	Queen Street presumably counts as a 'barrier to movement' as far as pedestrians crossing it are concerned. Should this be shown on the diagram on page 421?	See above entry 50.	Agree - corrected
	423	Cllr Merrett	1st para. electric tram or now bus or car		Agree - corrected.
	424	Cllr Merrett	need to touch on Nunnery Lane car park and setting of the walls as well as Bar Convent grounds.	agreed	Agree - corrected.
	425	Cllr Merrett	Treat whole of Bar Convent as 2, important historic green space.	agreed	Agree - corrected.
	426	Cllr Merrett	3rd bullet. No uglier than side of bar convent and back of M'gate buildings, though too high. & what about the CAB building next to bar or shop on corner of Blossom St & East Mount Road or much of All Saints School? Also should not the car park be shown as a detractor?	It is a question of degree and to some extent personal preference but I agree with the definition of Old Priory Court as a detractor through both design and height. Nunnery Lane carpark as a detractor is interesting. Perhaps this should be.	Disagree - these buildings are detractors rather than others because of their sensitive locations The car park is already a detractor. The school hidden from view of the street. No action.
	428	Cllr Merrett	Type C. South Parade is actually a public right of way exiting at the end so not a dead end. Also Type D, Moss Street not Terrace		Agree - corrected.
	429	Cllr Merrett	graphic shows landmarks in key but not on map? Also Moss Street not Terrace in key.		Agree - corrected graphics
	430	Cllr Merrett	1st para. End with, "...;if not reduced or removed."	agree	Agree - corrected.
	431	Cllr Merrett	3rd para. Are you sure. Catholicism was still illegal then and for some considerable time after.	amend text. The following should help: "The community took its inspiration from the ideas of Mary Ward (1585-1645) who created the 'Congregation of Jesus and the Institute of the Blessed Virgin Mary'. Mary Ward was a pioneer of women's education and the Convent ran a school for Catholic girls, known as the 'Ladies at the Bar'... Even in the 1760s, when the present elegant building was constructed, Catholic places of worship were illegal. The nuns flouted the law and built a beautiful chapel, but one hidden from the outside. In preparation for raids by magistrates the chapel was complete with eight exits and a priest hole, in which to hide. The school was taken over by the Church in 1985 but the community is still active and the Chapel is used every day. It is open to visitors, as is the Museum that opened on the site in 1987."	Agree - corrected.

	433	Cllr Merrett	1st para. 5 lanes not 6, 2 out 3 in.		Agree - corrected.
	434	Cllr Merrett	3rd bullet. The street has lost the trees back to The Mount and some of the attractive cobbled margins of Bootham.		Agree - corrected.
	434	Cllr Merrett	4th bullet. Add to end: ..., if it can't be reduced or removed. Also note Moss Street not Terrace.		Agree - corrected.
	438	Cllr Merrett	no logic to including st james mount in the CA - take out.	review.	Disagree - St James Mount is not in the boundary anyway. Handful of buildings adjacent are behind historic wall and therefore boundary has been left as it is.
	439	Cllr Merrett	Detracting buildings - The garage on the Mount & the hotel? Also garage in Holgate road adjacent to Mount Elphrain & the hideous 1960's shop front about 6 buildings along towards town...	The garage on the mount is surely an original 1920'/30's structure? Still being used for its original purpose. Good vernacular? Holgate road garage is I think Holgate Road Tyres. Not a good building but low impact I think in the context of this study. Ditto, shop front which I think is Cameo Engraving. No change.	Disagree - no action
	439	Cllr Merrett	2nd para. Suggests that none of the semi's along Scarcroft Road really fit, ditto in Park Street. They do detract.	They certainly don't fit but are they significant detractors? I don't think so.	Disagree - they are a good Edwardian group in the same way as Bishophill is a Victorian planned development. It is true they are unlike anything else in the area but that does not mean they cannot be included.
	440	Cllr Merrett	Not convinced by including Scarcroft Hill and Telford Terrace etc in the conservation area. Also not convinced by buildings of merit on Albermarle Road.	I think the consultants have made a good case. Also the buildings of merit on Albermarle Road are particularly fine and very visible from the Little Knavesmire.	See above - no action.
	440	Cllr Merrett	Exclude St James Mount from conservation area.	Agreed that this group of 1960's houses offers very little to the conservation area. Can they be removed without creating issues for the existing and proposed boundary?	See above.
	442	Cllr Merrett	Doesn't adequately cover problems of traffic & associated street clutter & air pollution issues at the bottom end of Holgate Road.	agreed. Need to bring this out. It is a serious issue.	Agree - but this junction is actually covered in character area 23 - see page 433. Cross referenced it on this page.
	443	The Mount residents (30 signatories)	We are proposing that the green space enclosed by Mount Parade and The Mount is the subject of an article 4 Direction. Our specific objective is to protect the character and appearance of the rectangle of green enclosed by the front building walls of 1-18 Mount Parade; the rear building walls of 136-144 The Mount; the curtilage walls of 146 The Mount and 1-3 Dalton Terrace; and the building walls of 20-21 Mount Parade. We note that this area has not been included as a green space in the maps on pages 438 and 449 of the Appraisal and urge that this be rectified. This area, consisting almost entirely of gardens, forms a green oasis, of significant size in comparison with many others within the central historic core conservation area. Effective safeguards are in place to protect buildings and curtilage walls within the historic core from undesirable developments; we are writing to ask that protection from inappropriate developments is extended to these gardens...(see full response)	I think this is a good point. The green space they are referring to and Mount Parade perhaps should be included on the map pg 438 and the text on 443 added to. Also think about the article 4 issue	Agree - Described as charming space significant to character of area in the text. There should be a presumption against development of this space. Updated plans on 449 and 438.
	443	Cllr Merrett	1st para. Some negative features at the town end.	could mention clutter etc. Domination of traffic?	Agree - mentioned the decline in condition of buildings and townscape. Traffic junction in area 23.
	445	Cllr Merrett	caption for photo. Not homogenous!	Agreed.	Agree - corrected

	447	Cllr Merrett	1st para. It is arguable that traffic does not dominate the street. Also add that Blossom St junction is also a big problem and an air pollution hot spot.	agreed to both. Blossom street is very car dominated for much of the day.	See above
	447	Cllr Merrett	2nd para. The busiest periods are commuter peaks.	agreed. Amend.	Agree - corrected
	448	Cllr Merrett	5th para. This is actually the least busy of the three junctions in the area.	Agreed. Need to amend text.	Agree - corrected
	453	K Richmond	This is fine provided that the World Heritage Site status (if achieved) allows flexibility and does not become a millstone around the neck of the City of York as a functioning city. It is to be hoped that CoYC has been taking advice from other European cities that already have WHS status based on their experience.	noted - no change proposed	Noted - no action
	455	K Richmond	There are elements that can be adopted from other European cities, especially with regard to the design of the foot streets area (present and future extended).	noted - no change proposed	Noted - no action
	455	English Heritage	include a comparison with an historic city such as Chester as well as Leeds	okay...?	Agree - included reference to Chester
	456	K Richmond	This should link in with the promotion of tourism: (a)to create among the local population a culture of empathy and appreciation of and respect for visitors to York and what they bring to the city; and (b)to avoid duplication of some activities. After all, tourism is an educational as well as a leisure experience	Wayfinding link?	Action as per CYC comment
	456	English Heritage	suggest that in Recommendation, the school curriculum is included as part of the outreach/education role and it should state who would do this	okay but I am not sure who would deliver this. We do not have such a person in the Council. Perhaps another recommendation?	Noted - no action
	457	River Foss Society	It is proposed to remove the small triangle of riverside between Foss Bank and Monk Bridge, currently managed by the Joseph Rowntree Housing Trust, from the Conservation area. This area is an important staging post in the River Foss wildlife corridor and we would not support its exclusion if the consequence were to be to remove a level of protection.	?	Noted however, legally, Conservation Area boundary must be defined by architectural or historic special interest special interest. Wildlife is important but not relevant to designation.
	457	K Richmond	The boundary changes are broadly acceptable. There is no point in keeping Sainsbury's (Foss Islands) in the conservation area. The boundary has to be relevant especially where large buildings are concerned or the whole CA concept would lack credibility.		No action
	457	English Heritage	We support the boundary review process and its Recommendations with the exception of No 7 Prices Lane and consider it should be retained in the Conservation Area. We consider that although many cottages within this island group have been altered, their collective character is positive, contribute to the setting of the City Walls and thus should remain within the CA.		Agree - see above. Table and text amended.

	457	Edward Freedman	<p>Proposed boundary extension to include St John's Street: I support the intention to extend the boundary in this area which clearly has high townscape quality. I would like to see the boundary slightly extended to a) include the former Ann Harrison's Almshouses site (now also Groves House) which faces the St John's Crescent terrace as well as Penleys Grove Street. The site has significant historic interest due to the fact that this was the first site in the vicinity to be developed in the nineteenth century, and was developed as almshouses on what appear to be gardens and garths. The Royal Commission book gives further information about the development of the area, Penleys Grove being a corruption of Payne Laithes Crofts. I believe. Penleys Grove Street was the next street to be developed, in typical piecemeal fashion, through the nineteenth century, with St John's Street following and St J's Crescent last in the 1880s/90s. Although the Almshouses site is considerably marred by the 1970s Groves House it retains valuable characteristics that contribute strongly to the character and quality of the area, in the form of the undeveloped grass surroundings and the mature trees. The site is vulnerable to redevelopment in the future in the light of changes in social care and disposal of Council assets and the open nature of the site and mature trees which survive from its layout as charitable housing would be at risk if the site is not included in the conservation area because there would be likely to be pressure for pavement-edge development to maximise the value of the site. If the physical assets of the site were all that it contributed I realise that preserving the setting of the CA would be a material consideration but in this case the fact that it has its form because of its almshouse origins also means it has a contribution to make in terms of the historical character of the area and hence I feel this could justify inclusion...</p>	Amend the boundary?	At the time of surveying it was thought that Penley's Grove was slightly below the townscape quality of the others designated. It was not as coherent as St John Street and there was modern intrusion. The best buildings are already listed therefore protected. A possible candidate for future boundary reviews.
	457	Edward Freedman	<p>... b) I imagine that Penleys Grove Street has been considered for inclusion but would comment that the terrace facing down St John's Street dates from the 1840s, prior to construction of St John's Street, and has significant architectural quality, incorporating two listed buildings, and although built separately most if not all of the terrace was designed by JB & W Atkinson (see RCHM book). The terrace, particularly 29 & 31, contribute very strongly to the character of the St John's Street enclave, and it retains elements of similar quality to St John's Street in the form of forecourts, railings, bay windows and quality architectural detailing.</p>		See above
	459	Peter Goodchild	<p>It would appear from the plan on page 53 of the Consultation Draft of the Baxter Report that the area that was removed from the 'central historic core' Conservation Area in 1975 was large and included the site of the King's Fish-Pond. Apparently it is now considered to be "devoid of historic character or buildings". This line of reasoning is very questionable and particularly from the perspective of 2011. This is because it would appear to have been based only on a narrow conception of architectural heritage. It seems not to have taken the archaeological, natural, or landscape dimensions of the heritage of this area into account. It would also seem that it did not address the issue of any addition that the 20th or 21st century might have been able to make to York's heritage in this area. Nor does it address the idea of improving the setting of the remaining Conservation Area. In terms of World Heritage Sites, the setting of the Conservation Area is called the 'buffer zone'. The King's Fish-Pond was a major historical feature of York of which traces survive in the form of the River Foss, Wormald's Cut, and the general landform of the area and its surroundings. Had it remained as part of the Conservation Area, perhaps the redevelopment on the eastern side of Foss Island's Road, between Layerthorpe Bridge and the Red Tower might have achieved an interesting 20th or early 21st century addition to York's heritage.</p>	Response?	Disagree - The point is noted, however. The area does not meet the criteria for designation as a Conservation Area because of the lack of special architectural or historic interest. The below ground significance is protected by virtue of the Area of Archaeological Importance designation. A This has been discussed and agreed with stakeholders. No action.
	459	Friends of York Walls	Agree, Sainsbury multi-storey car park should be excluded from the boundary.		No action
	459	Friends of York Walls	the boundary from Love Lane to behind the old nurses home should be extended to include the listed building on St Murices Road.	Check	It already is - no action

				Check	Disagree - this is outside the walled city and does not form part of the setting of the City Walls, nor is it an historic approach or early suburb. These are the criteria established with the Steering Group and stakeholders for defining the boundary of the C conservation Area
459	Friends of York Walls	the boundary at the Clifford Street walls should be extended to include St George's Field, both Tower Gardens and the coach & car park. This area has not been identified as a green space and is of historic significance. The Knights Templar chapel foundations are a significant factor, and the whole of St George's Field is of importance to the citizens as a recreational facility as their right by charter.			
459	Friends of York Walls	the Foss Islands should still be included in the core boundary, due to its 20th century history. this area in the future is prime for enhancement as it is close to the walls, red Tower and the grassy ramparts. The Victorian chimney is also a historic embalm of York's 20th century history.		Not sure here. Surely it was never in?	See above comment 459
459	Cllr Merrett	amend boundary to exclude St James Mount		consider	See above
459	Clare Baldwin	I agree with the Appraisals' recommendations to increase the boundaries of the conservation area & to better protect the character & history of the buildings.			No action
461	English Heritage	the text here should refer to locally important assets. What they have written is a slight misinterpretation of PPS5 and is confusing		amend!	Agree - corrected
462	K Richmond	To those of us who have been fortunate enough to visit Napier in New Zealand (see: http://www.bbc.co.uk/dna/h2g2/A293285) there may be a case (albeit not a very strong one in the overall context of York) for the Art Deco buildings of Piccadilly (or their frontages at least) to be embraced by CoYC and recognised and protected as Special Interest 'Art Deco' buildings rather than being regarded as 'detractors' (as some of them appear to have been depicted in the map on page 462.) Perhaps the present uses of some of these buildings makes them seem less endearing, but controls like those in Napier (e.g. the requirement for pastel shades for colour schemes) could be applied here (at least while the buildings remain standing). Since the last CA review (in the 1970s) the Art Deco era has receded twice as far into the past and its style has become more highly regarded although some of its buildings do not appear to be very energy efficient. If you are going to remove the Art Deco buildings then the '1960s Ugly' building in nearby Stonebow should also be removed.		I think the frontages are mentioned but?	Updated plan on pg462 to show garage as BoV Error on our part.
463	English Heritage	we suggest that the detractors should be individually named as the map is too small a scale to be able to identify them clearly. We also suggest that this section include spaces which detract. There is scope for CofYC to undertake its own S215 review of street clutter etc... and serve S216 Notices?.		Agreed. This would be helpful. I really do not think that CoYC will be in the business of undertaking a S215 review let alone serve S216 notices! However, audits of street clutter are in the pipeline. The York Civic Trust are driving this.	List of Detractors added to the Supporting Information CYC to send list of detractors' addresses. Cannot see how this comment relates to this page specifically - s215 mentioned on page 468. Public space strategy review of clutter added as comment part of section 5.10.
464	English Heritage	the 1st bullet point is a little erroneous. It should say 'vulnerable to dewatering'. Similarly it is not correct to say that Scheduled Monuments 'cover a substantial part of the City'. This is only true if one accepts that the archaeological deposits are designated – which they are not.		Accepted. Delete "and the Scheduled Monuments which cover a substantial part of the City". And amend 1st bullet point.	Agree - corrected
465	English Heritage	this text is all about Public Value and should be incorporated as part of the key principles		I am not sure I understand the point in the context of the page. But maybe there should be a key principle dealing with public value?	Principles 1 and 5 amended
465	Cllr Merrett	final recommendation. As and when resources are available. Could YAT help?		All the recommendations have resource implications in one way or another. The action plan will define this better.	No action
466	English Heritage	1st paragraph refers to maintenance 'burdens' but we prefer maintenance issues. It is a matter of how complex sites are used and managed and we not agree with the assumption that they are expensive to conserve and maintain. Regarding Merchant Adventurers Hall, it does have a conservation plan although it may need updating.		accept the use of issue instead of burden but disagree with the second point. Complex sites are expensive and complex. 3rd point add clarification.	Agree - corrected

	467	K Richmond	The Wesleyan Chapel building at the junction of Haxby Road and Wigginton Road looks rather tired and run-down, as suggested in the report. This, the first historic building of central York to be seen by tourists in the many coach parties that pass by on their way to the coach park when arriving from the north, has boarded up windows and in its present condition is almost an eyesore. I don't know whether it is in use at all, but it has the potential to become both a striking landmark and a useful community facility, perhaps in connection with the nearby hospital or YSJU. Resuscitating this building must be a priority	Consider including this building?	This building is in the boundary already. No action
	467	English Heritage	need to look at the cause of why buildings are 'at risk' – e.g. high rents, short leases, poor general maintenance of shop fronts/streets creating a down at heel look in some surprisingly central locations.	Another recommendation?	included reference to the need for an additional study. Could be a good research project for Kings Manor.
	468	English Heritage	these recommendations cross refer with those on see p463. A suggest could be for CofYC work with the Homes and Communities Agency on upper floor affordable housing for 'at risk' buildings		See above. Included reference to agency in text.
	468	Dr D M Chalmers	More emphasis should be placed on encouraging people to live in the historic core area - especially as there are such a large number of empty commercial properties which have potential residential accommodation above. I would therefore strongly support the proposal for a condition survey of upper floors etc		No action
	469	Cllr Merrett	under a) would want to support solar panels where appropriate and visually low impact.	yes. The Article 4 directions allow the LPA to determine this.	Text amended
	469	Bishophill Action group	The proposal to apply Article 4 directions to control permitted development within the conservation area is welcomed. We feel that support and advice for residents would help to facilitate this change.		Noted. No action
	471	Cllr Merrett	not in favour of blanket ban on solar panels. Also Moss Street not Terrace.	Article 4's do not ban. They allow control to be exercised by the LPA therefore allowing appropriate sighting of panels and design of panels to be agreed. Cf.section 6.6 recommendation 1.	Corrected street name. Re - Article 4s, in the context of whole housing stock of York, the proposals affect a tiny percentage of properties. As CYC comments state, it gives LPA a chance to be involved in decision making.
	471	Cllr Merrett	Recommendation should be subject to reviewing what's covered and in communication with occupants in properties concerned.	Add some suitable words to recommendation?	Agree - corrected
	472	Cllr Merrett	1st rec. Add energy/heat loss/noise reduction.		Agree - corrected
	473	Dr D M Chalmers	There should be a coherent approach to the lighting of historic buildings, and there should be a consistent policy on the enforcement of restrictions upon illuminated advertising signs which appear to becoming more and more intrusive.	Should there be a section on lighting generally somewhere?	Added to section 5.8 public realm
	473	English Heritage	this concentrates only on For Sale but general shop A boards etc need to be included for control	There are a number of photographs of Coney Street shops with for sale and to let signs attached to properties with this written submission. The text deals with this matter recommending a robust course of action.	Amended
	473	E Johnston	under a) would want to support solar panels where appropriate and visually low impact.		Agree - policy needs to be balanced
	474	Cllr Merrett	3rd bullet in blue box - unclear what is to follow	agreed.	Amended

			In principle, more energy efficient materials should be allowed if they can be used without changing the appearance of a building. (e.g. Solarcentury solar PV collectors which look like roof tiles. These are available in different styles including slate.) The CA management plan should be flexible enough to accommodate a rate of change in the development of building materials that will probably be faster than what has occurred in the period since the last review. It is possible that more energy efficient replica period fittings (e.g. windows, doors, tiles) will become available. The YCHCCA should be a working, evolving Conservation Area, through which CoYC, a council keen to promote the concept of sustainability, can take a lead and set an example by embracing and encouraging new technologies which (a) help to save energy and (b) fit almost seamlessly into historic buildings (e.g. Solarcentury tiles or similar, or compatible double- or triple-glazing windows), possibly with incentives like discounts from business rates and Council Tax.	Does this section need beefing up a bit?	Agree - corrected
	474	Joe Callan	I disagree with the proposal that solar panels should not then be installed on the roof slopes which face into the street. On the north west side of the street solar installations would then be unviable, since the rear roof slopes receive no worthwhile solar illumination. Our need to reduce carbon dependence is urgent, and the Council should not prevent residents from making their contribution.	See below entry 81	Disagree - Article 4s, in the context of whole housing stock of York, the proposals affect a tiny percentage of properties. As CYC comments state, it gives LPA a chance to be involved in decision making.
	474	Joe Callan	There should be no development on the Castle Car Park if it would obstruct existing views of Clifford's Tower from Foss Bridge, or elsewhere on Piccadilly.	The importance of this view has been picked up by the appraisal. Comment noted.	Noted - no action
	474	Joe Callan	My own house is now fitted with solar panels - there's a picture of it in the consultation document - and I consulted my neighbours before I deciding on the installation. All the comments I received at that time and subsequently have been positive	The photo is on page 182.	No action
	475	Cllr Merrett	3rd bullet. If it strikes the right balance	amend?	See above
	476	English Heritage	first principal could read more clearly – there are several major developments with planning permission in the pipeline and several others under discussion;	does it need to say more?	Agree- amended to suggested wording
	476	English Heritage	green box P476 – the need for a Design Review Panel should be expressed more forcefully.	agree. Stronger wording needed.	Agree - corrected to 'should' instead of 'may find useful'
	476	Cllr Merrett	3rd bullet. Add, "and more practical method of determining and guiding development."	Point taken but in development management terms this should be a default position. If a developer wants go above 4 stories they will have to give detailed justification explaining how their structure will not detract but add value. No change.	Agree with CYC comment. No action
	476	Cllr Merrett	3rd bullet. Add key views		Not sure where this is meant
	477	K Richmond	I agree with this, especially the comments about when Magnesian limestone can be used and the Park Inn hotel (perhaps its redevelopment will come soon!)		No action
	477	English Heritage	the final two bullet points need to be linked in that the council should compile list of most prominent detractors and produce Development Briefs for them.	disagree. I am not sure that it is right to commit to producing development briefs fort detractors. Maybe when they become development opportunities.	Agree with CYC comment. When there is a proposed redevelopment CYC will act. It is an issue of resources.
	477	Cllr Merrett	1st bullet. 4 stories too rigid and crude. Some buildings above this are not necessarily bad.		Partial agreement - Checked language and amended
	477	Cllr Merrett	A note on materials - use of mag limestone comments too rigid and crude.	This is a very important statement in the report however. The mag limestone restriction will greatly assist in maintaining the principle characteristics of York. It should be a default position requiring a developer to make a strong case for departing from this.	Disagree - a 'strong presumption' against its is not the same as saying it cannot be used. CYC still reserves the position to use the material in other circumstances. No action

	478	English Heritage	Principle Issues – is it York skyline or roofscape i.e. it is not just height but materials, massing and character.		Agree - corrected
	478	English Heritage	Principle Issues – these need to be more York specific	Agreed	Agree - corrected
	478	Dr D M Chalmers	.I am surprised that no night views have been included.	Interesting point	Noted - query whether are they fundamentally different (e.g. Minster illuminated)? Added comment in lighting section that this study has not specifically looked at night time views as part of both Views Policy and Lighting Strategy
	478	Cllr Merrett	1st para. 1830's not 1900 - and advent of industrial revolution...also add to end..." before that ".		Agree - corrected
	479	Cllr Merrett	para. 4. "... medieval churches, industrial relics and 20th century offices.		Agree - corrected
	479	Cllr Merrett	para 5. No to the presumption.	The presumption, as said before is a default position. This gives architects and developers a clear message and a degree of certainty that the only way to build higher will be through high quality design. It doesn't shut the door entirely. I think it is right to set these clear statements otherwise the whole key views issue because weak and open to too much conflict.	Agree with CYC comment. No action
	479	Cllr Merrett	Para. 7. No to the presumption.	As above but note mention of development briefs.	See above
	480	K Richmond	The presumption of a maximum of four storeys is a good rule to have. It's a pity it wasn't around when the Park Inn was built!		No action
	480	Cllr Merrett	final bullet. Too crude and rigid and could conflict with York Central vision etc.	As above. The default position is necessary to ensure that everyone is clear about the importance of the York skyline and that only high quality design might be an acceptable exception. A presumption only gives weight, it is not entirely prescriptive.	Agree with CYC comment. No action
	480	Clare Baldwin	In particular I would like to see stricter conditions on planning in the area with regard to the height of new buildings & their planned use. New buildings on brownfield sites need to be put to suitable use to maintain & protect the character of the city e.g building vast blocks of student accommodation, thereby creating a campus, at Grey's Wharf, has greatly altered the character of the area. Also the height & design of the buildings diminishes the character of the listed buildings nearby.		No action
	480	Bishophill Action group	We are in agreement with the recommendation that there be a maximum allowable building height within the City.		No action
	484	English Heritage	last line of last paragraph on left – traffic issues still exist within and at its edges.		Agree - corrected
	484	English Heritage	Visual – could add parked cars		Agree - corrected and added yellow lines too
	485	Roger Jennings	It is agreed that action is required for this (Gillygate) stretch of the inner ring road. The main problem is caused by heavy lorries and large vans being allowed to use the road at peak times. Suggested solutions: 1. Lorries and vans of over 2 tons (A& VW) Total ban on using Gillgate in either direction from 07:30 to 19:30. 2. Deliveries to shops from 07:00 to 08:00 and 19:30 to 20:30 for vans only 1-2 Ton (AVW)...	Should the appraisal be more specific on this point?	Agree - large vehicles cause the problems, especially lorries and vans here: Strengthened text here and in character areas - on the bar junction

	485	K Richmond	If traffic is to be restricted in Gillygate (thereby severing the inner circular route - what are the consequences for, say, Lowther Street?) and elsewhere in the city centre, it will require cycle access and secure cycle parking provision to be even better than now. It should not be ruled out that, sometime in the not too distant future, installations of "Boris bikes" or similar may be needed at various points in and around the YCHCCA.	action?	Agree- amended text to strengthen comments about cycling provision
	485	Cllr Merrett	para. 5. Uncomfortable with use of the word relocate - reference map pg 491 also.	I think it is fair enough to use this word. The point being that we need to review the locations and density of these bus stops. This might mean removing some altogether. I think the Movt. And Accessibility Framework also mentions this issue.	Agree with CYC
	485	Cllr Merrett	para. 7. ...at the junction between Tower Street and Bishopgate Street...		Agree - corrected
	486	English Heritage	we do not support the "building opportunity" at Monkbar but support all other priority proposals; elsewhere in the document there is a suggestion that this space could be more attractive an approach we do support.	Reference pg 200 which talks about potential new development of York Academy and Monkbar garage. Perhaps add the word <i>sensitive</i> before development?	Agree - changed language to say 'enhancement opportunity' - there would be very strict conditions on the site (envelope, footprint, design)
	486	Cllr Merrett	top of page (name) Tower Gardens		Agree - corrected
	486	Cllr Merrett	Section 6.9.3 1st para. Add at end, "...and long waiting times".		Agree - corrected
	486	Cllr Merrett	para. 5. ...and there is no through route now beyond the Bar during footstreet hours.		Agree - corrected
	486	Cllr Merrett	para. 8. not just the southern tip!	change to reflect the whole gyratory.	Agree - amended text here and in character
	487	English Heritage	we agree with the rationalising bus stops and public realm improvements.		No action
	489	Monica Nelson	...during footstreet hours, pedestrians should be able to walk without the fear of cyclists coming up behind them. The York Older People's Assembly have condemned this dangerous decision, to allow cycling in Petergate - both ways - at all times....please make every effort to get this cycling decision reversed.		The issue is management and enforcement, as discussed in the text
	489	K Richmond	If cycles need to be chained to railings it is usually because there are not enough cycle stands. For example, the present cycle parking capacity outside the City Screen cinema is inadequate. Often when I go past the stands are fully used and cycles are chained to the railings nearby.		Agree - inserted word 'insufficient'
	490	K Richmond	I agree in principle, especially the proposals for Gillygate. There should be a long term policy to extend the foot streets area (or have 'semi-foot streets' areas added to it) to include Gillygate, St Leonards Place, Museum Street and possibly Lendal bridge. The surfaces of streets should be consistent throughout the foot streets area (e.g. like that of Coney Street, or perhaps more like those in German cities), and with removed or diminished demarcation of roadways and pavements.		This will be covered in the Public Space Strategy and Streetscape Manual
	490	Bishophill Action group	We feel that there is an enormous amount of ugly unnecessary street clutter and signage which should be removed.		No action
	493	K Richmond	I am glad you intend to make 'tidying up' a priority. The station forecourt certainly needs simplifying to become like some of those seen those in continental Europe such as Aachen (as illustrated).		No action
	493	Friends of York Walls	The relative quiet of Deans Park, well used by local people, is noted then it recommends making it more tempting to visitors.	Maybe not recommend increasing visitor numbers?	Agree - amended text
	493	David Randon	The junction of Piccadilly/Parliament/Pavement/Coppergate/Ousegate. This is one of the main junctions in the City. At present it is full of clutter; ie fencing, signs, traffic lights etc. A few minutes of observation will quickly show that the traffic lights are largely a waste of time. Many pedestrians cross on red because there appears to be nothing moving. This causes problems both for pedestrians and drivers. I suggest that this junction is ideal for conversion to an "all users" type ie. Remove all traffic lights except to allow buses to pass on their turns between Piccadilly and Coppergate. Remove all fencing and as much signage as possible. Remodel the road/pavements to promote better and safer use and enhance the appearance. This has been done on the Continent and a few place in the UK with positive results.		Noted - interesting point

	495	Dr D M Chalmers	. The suggestion that Micklegate could become a foot street should be given a higher priority as this would be highly beneficial to the neighbourhood.		See above. Micklegate added into 'long term' options. Also highlighted in character area.
	498	English Heritage	suggest that as well as trees, shrub planting is considered as part of a greening campaign as these compete less with the upper floors and roofscape. The Recommendation should include a greening proposal	add a new recommendation? And mention shrubs as well as trees.	Agree - Added in 'The City Council should prepare a Planting Strategy that will identify appropriate locations, types of planting and maintenance regimes. '
	499	K Richmond	Many houses inside the walled area can be seen from the city wall ramparts. The permitting of energy efficiency installations on these houses should not be governed by how they look from the ramparts but by how they look from the street they are in.	not sure of the reference here. The comment refers to section 6.11 but?	Agree - see section on sustainable development in the conservation area
	499	Friends of York Walls	"though it is possible to walk all surviving lengths of the wall" [in context this seems to imply "walk on" them –when there are 3 small but substantial 'unwalkable' sections] , "navigating the gaps [in unwalkable wall] is often confusing and unpleasant" [when there is nothing obviously "unpleasant" in easy or light-controlled road crossings or a walk mainly through parks or by rivers or interesting buildings].	Use "most" instead of "all". I think some of those gaps can be confusing and unpleasant. Thinking of Leeman Road end with lental; Walmgate can be when the traffic is heavy.	Agree with CYC comment - amended text to use 'most' and 'alongside heavy traffic' instead of unpleasant
	500	English Heritage	English Heritage should be added to the list of partners please	Agreed!	Agree - corrected
	501	River Foss Society	We note that the "potential for new or improved riverside public space" includes both banks of the River Foss in the Castle/Piccadilly and Hungate Development Areas. We urge the implementation of the Foss Walkway Strategy, prepared by RKL-Arup in 1998 and accepted in principle by the City of York Council, which provides a continuous footpath on the Piccadilly side of the Foss between Blue Bridge and Monk Bridge This would help to fulfil the aim of enhancing the "quality and extent of public access to the rivers". It would also provide a more fitting start/finish to the medium distance Foss Walk footpath which links the centre of York to its hinterland in the Howardian Hills than the present route which has to deviate from the course of the River.		Agree - referenced the Strategy options
	501	K Richmond	The Rivers Ouse and Foss are fairly direct routes through the city and there is a good case for improving pedestrian routes alongside them, safety measures permitting. The temporary floating walkway is an excellent idea.		No action
	503	English Heritage	include in Recommendation to clean up banks and watercourse generally	agreed	Agree - Added this recommendation.
	504	Peter Mills	I think it is a pity that most of the River Foss is excluded from the Core Conservation Area. While I realise the Appraisal focuses on the historical architecture of York, the River Foss is an integral (though apparently not well loved) part of York. Maybe if it were to be included in the Core Area it would receive more of the attention it deserves, especially from the cleansing department		Noted - but see the relevant sections of the report for how the boundary of the Historic Core conservation area has been assessed: the walled city and early suburbs
	504	Peter Mills	The Foss riverside walk as outlined in the Appraisal would be most welcome and bring the river back into being a major attraction for tourists and residents of York rather than being a muddy back-street ditch used for rubbish disposal. However, rather than crossing the river before Hungate as the path presently does, I would have it stay on the same side as the Hungate development as far as Layerthorpe bridge. This would provide an attractive walk for the Hungate residents and keep the walk separated from the traffic along Foss Islands road.		Noted
	504	Peter Mills	In his book The River Foss from Yearsley to York, Michael Fife in 1973 wrote: For tourists, citizens and countrymen, a little care and maintenance with a dash of imagination will enable the River Foss to become a delightful amenity, and gain an enhanced reputation for its service to man throughout its history. There appears to have been little care, maintenance and imagination in the intervening 28 years but the Appraisal could be an opportunity to correct this omission.		agreed - see section 5.12 of the report
	504	English Heritage	at Recommendation add 'promote and enhance etc' to both the Foss and the Ouse	agreed	Agree - corrected

			The role of Highways is referred to once only at (p515) 7.4.9 Traffic and Movement. We consider that they have a vital role also at 7.4.10 Streets and Spaces as well as potentially with the York Renaissance Team which is identified with responsibility for most of the Actions in the Action Table. Joint working to secure improvements to the public realm should be woven into the responsibilities of Highways, City Strategy and Conservation. This is critical as one of, if not the major issue for the future of the City is traffic management and the management of the public realm. Presently they collectively are having a seriously negative impact on the City's historic core.		Agree - highlighted joint intelligent working of teams embedding design consideration in highway planning and execution
	515	English Heritage	We would suggest that some the Principles actually read as issues. We agree with the issues as set out here but would recommend high level principles are drawn out from these five points. Whilst we recognise financial constraints in the current climate the bullet point on Resources needs to be stronger. Resources should be the first thing itemised in that bullet point and not left until the end. Resources will be needed to fully realise the socio-economic potential of the Central Historic Core Conservation Area and will need to be drawn in from a wide variety of stakeholders.		Principles 1 and 5 amended
	460 - 461	English Heritage	we support the Local List recommendations, however, at p460 there is inconsistent and inaccurate use of the English Heritage Conservation Principles' at this point in the text.	Yes, need to clarify exactly where these criteria came from.	Have replaced with local listing guidance
	47 -48	English Heritage	the topics here are both described (as with previous topics on preceding pages) but they also have an "Issues and Opportunities" section unlike preceding topics. This is confusing and should be dealt with either elsewhere or add "Issues and Opportunities" to the other sections such as Architecture and Townscape	Good point. Amend?	Issues and Opportunities removed from Section 2. Now found in character areas and management recommendations only
	5 & 7	Isobel	I think that pages 5 and 7 are good statements. To articulate this vision in such clear and concise writing is admirable.		No action
	76-77	Janet Hopton	incorrect text under View 7, Askham Bryan, which uses Text from View 6, Terry's, and thereafter the text is incorrect for this section.	Change	Agree - corrected
	76-77	Cllr Merrett	as above	change	See above
Monkgate	General	Smith	Correct points of compass throughout the piece. EG. 2nd para. Western not southern boundary.	Agreed, for consistency.	Corrected
Monkgate	General	Vanessa Lindsay Smith	Very pleased with the appraisal and find it very accessible and readable.		No action

York Central Historic Core Conservation Area Appraisal consultation comments: August/September 2011: Response slip				
Response slip answers				
Source	Has the appraisal got the facts right?	Do you agree with the appraisal's recommendations - in particular the boundary changes and increased protection for certain special streets?	Is the appraisal easy to use and is it readable?	Does the appraisal clearly explain the character of the conservation area?
E. Martha Guenzel	yes	Yes. It is a privilege to live in the city and we must make a real effort to make it <u>easy</u> to have visitors coming into this city. We so love and want to share with others.	yes	yes
K Richmond		changes to the boundary? This partly depends on what restrictions are brought in for properties newly included in the YCHCCA. For example, if I owned a house in the Scarcroft Hill area I might be concerned if it prevented me from installing solar PV or solar thermal units on my roof, or uPVC windows or doors. extra protection for certain special streets? There is probably a case for different, more stringent regulations to apply to special streets (e.g. The Shambles) in comparison to those that generally apply to the YCHCCA overall. If regulations are applied equally over the whole area the system may become unwieldy, impractical and inequitable over time.		Yes. I have recommended Part One: Understanding the City to some acquaintances to read as a useful summary of the history of the development of York
Peter Mills	yes	Yes, with reservations:	Yes though being comprehensive it takes some time to get through it	Yes
Virginia Shaw	I am wary of the use of the term "facts". Of necessity, the Appraisal has to focus on particular aspects, such as buildings of special merit and area boundaries. Consequently, chunks of York's not-so-recent history are completely ignored...	Please see request in previous item for inclusion of Tuke House and Bishophill Quaker Burial Ground (covered in referenced comments). Otherwise, I agree with the boundary changes and proposed increased protection for certain special streets.	Broadly speaking, Yes. The difficulty is having the time to find one's way around the document, then to the areas of personal interest and familiarity so as to be able to make a sound contribution to the consultation.	Again, Yes, generally speaking, though it seems unlikely anyone with less than higher education will be sufficiently interested and motivated to take the time and trouble to read the document sufficiently carefully to make a reasoned response. As a reader I was able to identify the individual character areas I am familiar with and see them in the context of the Conservation Area Appraisal. Breaking the area down into 24 character areas helped to be able to focus time and attention on parts I am most familiar with.

	<p>The Appraisal is robust and fit for purpose. The great majority of the facts are right. The worrying thing is the omissions. An attenuation of detail haunts the description of certain sites hedged by 'sensitivities'. Some sites do not appear at all. There is a reluctance to discuss recent and current building, perhaps for reasons of tact. On the other hand, certain 'aspirational' schemes are mentioned too often, and the opinions which are expressed do not seem to be ideally impartial. References to them tend to spread out from the Issues and Opportunities sections into those which should be more narrowly concerned with fabric. The treatment of detractors is inconsistent. Some of the most glaring detractors, perfectly corresponding to the document's definitions, are passed over without comment or illustration, and lesser examples given. Part One's The even-handed approach (Building of Merit/Detractor) is not extended to Part Two: there is a photo gallery of Buildings of Merit but no equivalent gallery or list of Detractors. Though the Appraisal is not a gazetteer, more public and high grade buildings could have been mentioned; they are the attractors. More streets should be identified in the text; we experience Townscape at ground level through the medium of the street and the lack of their identification in will perplex many readers. Some areas descriptions seem uncomfortably generic: Central Shopping Area, for example, finds no place in the text to consider Lendal and Blake Street.</p>			<p>Inconsistencies are inevitable in distilling the Conservation Area – 'one of world's the most complex townscapes', according to Esher – into a mere 450 pages! What is does need is more uniform treatment of detail from one character area to the next.. The overview of the document's organisation should be expanded: There should be an overview of the York palette: page43 is inadequate. Today's materials need to be better represented. The Appraisal flogs the (deprecated) term 'Magnesian Limestone' to the virtual exclusion of other materials: one reference to sandstone; one to Portland; nothing about the dark stones (gritstone,etc.), the city's 'works' materials. The total information given about brick would amount to one short sentence. An overview of materials should include a better overview of street surfaces (p.42). The area contains much good ironwork (not just railings) some of it modern and this is worth mentioning. Justly, York is famous for its rich incidental detail – including the comic, curious and eccentric – the sort of thing which earned the sobriquet 'Minor Pleasures of York' That must be worth a sentence.</p>
Keith Daggatt				
Geoffrey Williams	yes	yes		
CPRE, York & Selby Branch	yes	yes	yes	yes
unknown		on the whole yes		

York Central Historic Core Conservation Area Appraisal consultation comments: August/September 2011: Janine Riley					
Theme	Reference	Source	Comment	CYC response	ABA response
	6.1	Janine Riley	6.1 para 5 – repeat sentence could be omitted “The appraisal was commissioned...”		Removed from text
	6.1	Janine Riley	P 454 – box bottom right area – would it be right to add “Conservation Management Plans for complex sites” here? I appreciate they are dealt with later		Possibly
	6.2	Janine Riley	6.2 some typing errors and lots of “this’s”- first and last paras		Corrected typos
	6.3	Janine Riley	6.3 – no comment other than “joined up” working para 5		Corrected typos
	6.4.1/ pg 458	Janine Riley	6.4.1 – table and map agree with recommendations though boundary to include Love Lane adjacent to former County Hospital (area 6). 3 & 5 have always seemed anomalous		no action
	6.4.2	Janine Riley	6.4.2 – This marries well with the development of the Local list now. Archaeological significance “which have are ...” “or the form of”. Communal significance – include mention of spaces to reinforce complimentary relationship between space and form. Often the space is under threat and therefore setting. Penultimate sentence is essential. Map p462 buildings at risk (yellow) aren’t clear on electronic map. Could they be starred?		Text amended pg461. Plan amended on p462
	6.4.3	Janine Riley	6.4.3 – Age: agree, generally massing and materials relate		no action
	6.5	Janine Riley	6.5 – top of p 465 “be is” Is the test suggested not a false choice? Who decides? Draft NPPF could make archaeology vulnerable so shouldn’t we be more robust with means of recording and protection? Recommendations - Importance of the HER		BS to check
	6.5.2	Janine Riley	6.5.2 – some updating required as plans have been instigated. Museum Gardens/ St Mary’s abbey Precinct has a Conservation Management plan called “St Mary’s Abbey Precinct C M Plan, Oct 2005” and a Garden Development Plan; for St Leonards’s Hospital/Mint Yard/Library Area there is an HLF bid in; a “Conservation Development Strategy” started being developed for the Station June 2011, due for completion soon. De Grey House and De Grey Rooms (St Leonard’sPl) have a Conservation Management Plan		Included in text
	6.5.3	Janine Riley	6.5.3 – para 4 condn of roofs and rainwater disposal systems not maintained,		Included in text
	6.5.3	Janine Riley	para 6 “adopted” Local List, we usually use the term “approved” for SPD’s and adopted for the LDF and other overarching plans. Some councillors are piqued by wrong terminology.		Changed terminology
	6.5.3	Janine Riley	Examples: Lawrence St Working Mens Club is another key example. Bonding Warehouse is for sale now. There was an approved scheme for conversion to offices and flats but the developer went into liquidation. The approved scheme for 23 Clifford Street is now underway and will be completed soon – it is being handled through the receivers.		Text now reflects these changes
	6.5.4	Janine Riley	6.5.4 – para 1 usually small alterations to dwellings such as.... Unsympathetic shop-fronts (security installations/shutters, signage, lighting)		Amended text

			6.5.5 - the new GPDO Pt 40 (Oct 1st came into force with no consultation), which makes it easier to install equipment for micro generation poses a threat to the characteristic roof-scape of the city centre especially in new residential areas such as Aldwark – anywhere contributing to the setting of the Minster. No permission is required for roofs of dwellings (front or back or side), even in conservation areas. Owners are asked to minimize the effect on external appearance of the building and the amenity of the area. Article 4 (2) directions might be required over a wider area in respect of roofs to uphold existing policy objective SP3 (b). I think Members would only sanction this if we extended the survey mentioned p468 Recommendations to include identification of possible locations for micro-generation which would not affect the setting of the Minster – this is a high priority. Map p470 and table might need supplementing, could views analysis be used to illustrate areas?		Interesting. Reference made
	6.5.5	Janine Riley			
			6.5.6 Principal issues inconsistent approach to signage & security measures (where these are justified) Illumination usually not accepted unless night time opening hours – agree need consistent approach. Last para Design Guidance should address colour, material, size , position of signs. Street by street assessment usually required to build up distinctive character as some streets more robust/commercial in nature than others.		Included
	6.5.6	Janine Riley			
			6.6 para 4 Overall objective is conservation of energy, water etc and changing people’s habits. Also “bolt on” micro-generation measures have an environmental cost for a number of years (until pay-back period ends approx 5-10yrs?). Warn that roofs etc must be in good condition prior to installation as maintenance and repair might be made more difficult. Another best practice example is the Bath Centre for Sustainable Energy and Bath Preservation Trust document (compiled with a grant from DCLG £30K +£5,000 for publication). Please see 6.5.5 re recent revision to GPDO.		
	6.6	Janine Riley			
			6.7.1 and Barbican Development Brief (just outside cons area), Foss Islands Planning Statement (though mostly landscape), Union Terrace car park is a possibility for consideration (just outside but impact on setting) in view of recent bid by St John’s Uni to expand here (rejected by Cllr reaction to public opinion)		Development outside the conservation area will have an impact on its setting depending on the scale. Therefore design should take the setting issues into account.
	6.7.1	Janine Riley			
			6.7.2 design – other good examples 3 Davygate, early Music Centre off Walmgate. Design of new buildings should – only buildings of high communal/religious/cultural significance should break the guidelines to preserve legibility of city.		noted
	6.7.2	Janine Riley			
			Note on Materials - brick (in variety of colours and textures). Sandstones are typical of some later Victorian commercial buildings such as banks.		noted
	6.7.2	Janine Riley			
			Recommendations – Major projects such as Castle Piccadilly should draw on the Design Council/CABE review service. City of York Design Review panel – EH and CAAP should contribute as we need some anchors as well as people with design ambition, wide experience and expertise.		amended
	6.7.2	Janine Riley			
			Development briefs – should require developers to undertake an urban appraisal of the area prior to developing schemes as well as the views analysis		amended
	6.7.2	Janine Riley			
			6.8 Last para add caveat re importance of roofscape in views and its vulnerability to changes in surfacing due to micro-generation?		amended
	6.8	Janine Riley			

6.8.4	Janine Riley	6.8.4 Four storeys in narrow streets maintains human scale. Tanner Row – 7 storeys maximum I thought (Hudson house is 5&7, older Aviva building and Northern House either side of Rougier St also 7max). Also Stonebow House is a candidate mentioned in earlier section. 5 storeys was generally the limit for Hungate so this fits the suggested parameters for outer areas		noted
6.9.4	Janine Riley	6.9.4 traffic Need to review strategic drop-down locations for buses & coaches & taxi pick up points. Recommendation - Increasing overall motility (nos of people movements) should be the priority for traffic engineers and urban designers rather than helping traffic to flow. What happens in the centre is affected by the park and ride sites and how the aerial routes are used. The two should be connected.		City centre and rest of transport structure inter-dependent
6.9.4	Janine Riley	(What about servicing of businesses etc? Presumably there is no longer a freight strategy being developed?)		?
6.10.4	Janine Riley	6.10.4 wall to wall paving of a similar type is discouraged in historic areas (EH advises this too) Carriageway and pavement might need to be distinguished (buildings have a threshold, historic appreciation of scale of road etc) though better if level		Public Space Strategy
6.10.4	Janine Riley	Recommendations round-up for Streets and Spaces –streetscape/public realm manual, co-ordinated approaches to street-lighting, floodlighting policy?. Maintenance and standards of workmanship to be improved. Budgets to recognize long term objectives.		intelligent use of existing resources
General	Janine Riley	Please find somewhere to flag up the importance of retaining and building on skilled craft traditions and the wealth of conservation expertise – ie maintaining a resource within the historic core linked to the Universities and apprenticeship training going on at York College and finding ways in which these skills can be made public – importance of an active tradition within the City Centre as a “unique selling point”		OK
General	Janine Riley	Is there any way in which the deficiencies in enforcement could be acknowledged (without appearing negative) as we only have one officer for the whole of the city centre and this is equally important?		Its in the conclusion but mention also now in implementation section (5.2)

York Central Historic Core Conservation Area Appraisal consultation comments: August/September 2011: Robert Tavernor Associates					
Theme	Reference	Source	Comment	CYC response	ABA response
	Key view 15	RTC	We agree with the CAA that the relationship of the Tower to the River Foss is appreciated in this view, and we would add that this is one of the few places outside of the immediate setting of Clifford's Tower from which it can be seen. However, we submit that this glimpsed and partial view of Clifford's Tower is of lesser quality than other key views (such as View 16: Clifford's Tower which is described on p.87 of the CAA as "exceptional ") and that the description and/or classification of the view as 'key' should be reconsidered	Agree that the view is partly obscured by the present coppergate centre. Although this is unfortunate, redevelopment offers opportunities to restore the view to the historic view. The partial view does not mean it should be of lesser quality than View 16. There is no scale of significance. They are different views. Agree that the point needs fleshing out a bit. perhaps mention the tension. However, it is up to developers to resolve the tension.	Key Views are selected because they are above a significance threshold, and illustrate a full range of the significantly diverse nature of the Conservation Area. We are satisfied this view meets these criteria
	Key view 15	RTC	enhancement of the historically enclosed character of the Foss riverfront could outweigh the loss of this partial and fortuitous view of Clifford's Tower, especially if a new view of the Tower was created.	This is not a fortuitous view. It is an historic view and even when the prison walls were up you could still see the tower.	No action
	key View 16	RTC	The historic and spatial relationship of the Foss with Clifford's Tower is not disputed but the contribution of the Foss - screened by foliage and, historically, obscured by the 19th century prison wall - to the significance of the view from Clifford's Tower is considered to be less than the key factors described in the 'Description and Significance' text	The relationship between the Foss and the castle is a strong one. It formed part of the defence, ensuring that the crucial relationship is maintained contributes to better revealing the significance. This could be via the proposed footbridge for instance. No change.	No action
	key View 16	RTC	Development on the Castle / Piccadilly site has the potential to add positively to the City roofscape seen from the Tower.	Agree with this point but it is covered in the report	No action
Eye of York	292	RTC	It should be noted that the shape of the central space has evolved over the centuries and was not originally oval shaped. Further, the three buildings surrounding it were built at different times and are positioned slightly asymmetrically. The 2006 Castle Piccadilly Conservation Area Appraisal notes this disjointed composition and the incongruity of the central oak tree	I think that the oval was indeed designed. I believe there were several planned options at the time. Add something to reflect comment about phased building. Agree that the tree should be mentioned. The unsymmetrical form of the Eye is part of its character.	The tree is already mentioned. Added to text info about evolution of unsymmetrical form
	Castle CA	RTC	The CAA describes the "poor quality and unsympathetic setting to Clifford's Tower" provided by the car park (p.296). This could be expanded to address the issues also raised in the 2006 castle Piccadilly Planning brief, such as the negative impacts of the rear elevation of the Coppergate Centre (PR3.2, p.22) and the service road to the Coppergate centre (3.20, p.10).	Agree, amend.	Check planning brief
	Piccadilly CA	RTC	The CAA identifies the Red Lion pub as the only Listed Building in Character Area 14 on p.303 but there is no mention of its classification (Grade II) and no description of its past or present character and setting. It is not mentioned at all under the 'Buildings' section on p.306 where former uses of the Banana Warehouse and Trolley Bus Garage are described in detail. It should be noted as the most important historic building in the area and opportunities for enhancing its setting should be identified.	The map on pg 304 states the listing, I am not sure the text needs to. Description of it in detail is not part of the brief but it could be mentioned in buildings section.	Add to building section

Banana Warehouse	Piccadilly CA	RTC	Transposed to a local level (and so locally rather than nationally listed), this criteria is not met by the Banana Warehouse: it is evidence of the general development of York City but does not illustrate any important aspects of its history and its fabric has no quality of interest.	A local list is different. It is an important building to local people.	Disagree - for local historical interest (eg as representative of once extensive light industry and commercial uses in the historic core) this meets criteria. Also, because well loved, meets criteria for communal interest
Trolleybus Garage	Piccadilly CA	RTC	Transposed to a local level, the Trolley Bus Garage is evidence of a form of transport no longer in use but not one of particular importance to York City. It is perhaps only the former use of the building for aircraft manufacture in the early 1930s that is of historic interest, but it is understood that this took place for a period of less than two years due to the inadequacy of the premises and there is no evidence of that particular use in the fabric of the building, which was not built for that purpose.	It is very much a part of the character of the area.	Disagree - of significant and unusual local historical interest. Therefore meets criteria as a Building of Merit
Opportunities	Piccadilly CA	RTC	This section of the CAA notes that Piccadilly has significant potential for development but that consideration of views through to the Castle buildings will require " <i>breaking up blocks into a series of small elements</i> " (p.309). It should be noted that this area is formed by reclaimed land and has no burgage plot history, as there is elsewhere in the medieval parts of the City. The larger scale of buildings serves as a reminder of this later stage of development and contributes to the character of the area and to the view from Clifford's Tower, from where the roof sizes tell the story of the City's historic development. This character of the area should also be considered when forming development proposals.	I don't think burgage plot is implied in the text. The thrust of the issue is surely to avoid big box retail with uniform frontages to better reflect historic character.	No action
Opportunities	Piccadilly CA	RTC	There should also be recognition of the enclosed character of the canalised river Foss on p.309 (as there is elsewhere in the CAA), and that a continuous walkway beside the river Foss is undesirable (rather than unnecessary, as the CAA states on p.309) if the historic and present day character of the Foss is to be maintained.		Mentioned enclosed historic character making continuous path undesirable.

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5.4 Identifying Special Interest

This section outlines how the findings of the Appraisal can be used to improve future protection of the Conservation Area. It begins by considering revisions to the Conservation Area boundary and then discusses the contribution of unlisted buildings whether as Buildings of Merit or Buildings which Detract. These designations are non-statutory but are helpful for management and planning purposes.

5.4.1 Boundary Changes

Principal Issues

- It has been 35 years since the last boundary review
- There has been an erosion of significance in some areas since then
- It is time to recognise changing significance

The Conservation Area was designated in 1968 to protect the 'central historic core' of the city, which was then considered to be the part of the city within the walls and the areas once flooded by the River Foss, such as Foss Islands. The 1975 boundary extensions took in the older suburbs along the approach roads and excluded Foss Islands which had been cleared of historic buildings. The extension widened the definition of 'central historic core' to mean, more or less, the city as it existed in the early 19th century, before the arrival of the railways.

It is now just over 35 years since the boundary was last reviewed and naturally much has changed within the city. When analysis was undertaken for the character areas, the boundary of the Conservation Area was freshly examined to consider whether amendments would help to conserve the 'special interest' of the Area.

The overall conclusion is that the boundary essentially represents what might be termed the 'historic central core'. There is, however, one large anomaly - The Mount (character area 24), which is primarily a Victorian suburb. There is an intellectual argument for transferring this character area to the adjoining Tadcaster Road Conservation Area. However, since this would make no practical difference to its management or protection, the time and resources required to do so are difficult to justify.

Although the Foss Islands were within the defences of the medieval city, this area is devoid of historic character or buildings. Therefore there is not a convincing case for bringing it back within the Conservation Area boundary.

Of the character areas which share part of the Conservation Area boundary, the Appraisal found six where the boundary should be amended. Extensions are suggested where the existing boundary excluded or went through a group of significant buildings, some of which were historically linked (e.g. railway station and locomotive works) or where there were attractive well preserved residential streets, of similar quality to those already inside the boundary (e.g. St John Street). A reduction of the boundary is only suggested where the special interest of the street or buildings has been lost or severely compromised. The changes recommended are:

Recommendations

City of York Council should amend the Conservation Area boundary according to the accompanying plan.

Type of change	Character Area	Details	No. on plan (see following page)
Extension	6. Lord Mayor's Walk	Inclusion of St John Street and St John's Crescent (east side)	1
Extension	17. Walmgate Bar	Inclusion of St Lawrence's Church and churchyard	2
Extension	18. Fishergate	Inclusion of Fawcett Street and parts of Fishergate (northern end)	3
Extension	22. Railway Area	Inclusion of former locomotive works (off Queen Street) and railway station platforms and canopies	4
Extension	24. The Mount	Inclusion of parts of Dale Street, Dove Street and Cygnet Street; inclusion of Scarcoft Hill, Wentworth Road, Telford Terrace and part of Albemarle Road	5
Removal	7. Monkgate	Removal of Sainsbury's and car parks (surface and multi-storey)	6



St John Street is an attractive uniform and well-preserved street off Lord Mayor's Walk



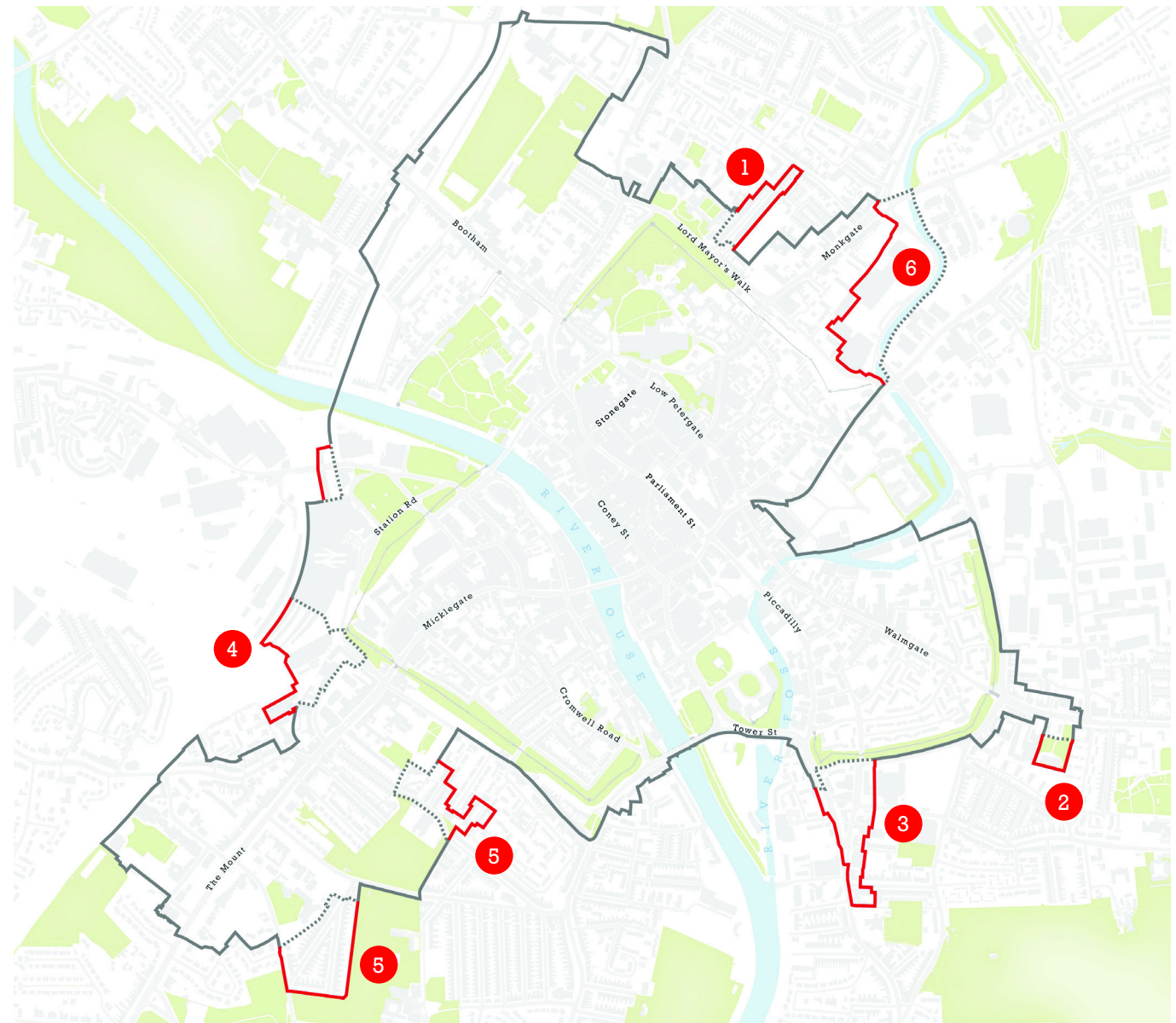
A row of Edwardian houses on Scarcoft Hill, within The Mount character area



A group of listed buildings in the Fishergate character area



This modern supermarket contributes nothing to the special interest of the Conservation Area



Boundary change recommendations

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Proposed observation wheel committee

2011 (11/02650/FUL)

Recommendation is approval – reason omitted from original report

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 heritage assets, amenity and highway safety. As such the proposal complies with Policies SP3, GP1, GP3, NE6, HE2, HE3, HE4, V1 of the City of York Development Control Local Plan.

Proposed access

Revised proposals for access – further from Leeman Road junction) – see attachment.

Visit York letter of support

- Investment in York
- Popular attraction when at the railway museum and became an icon of the city.
- Will give outstanding views of the city centre and the station – major features of York's history
- Increased enjoyment for York's visitors & residents
- Boost for the evening economy.

Additional objections

- 1 further objection – impact on historic environment in particular city skyline, city walls and the hotel.
- Objections forwarded which were sent to Hugh Bailey – 7 objections in total. 1 resident which did not submit an objection to the planning dept. Grounds for objection – impact on residential amenity, noise, disturbance and litter, Highway safety, damage to York's cultural and tourism status.

Notes for members

Images on lighting strategy to be tabled at meeting.

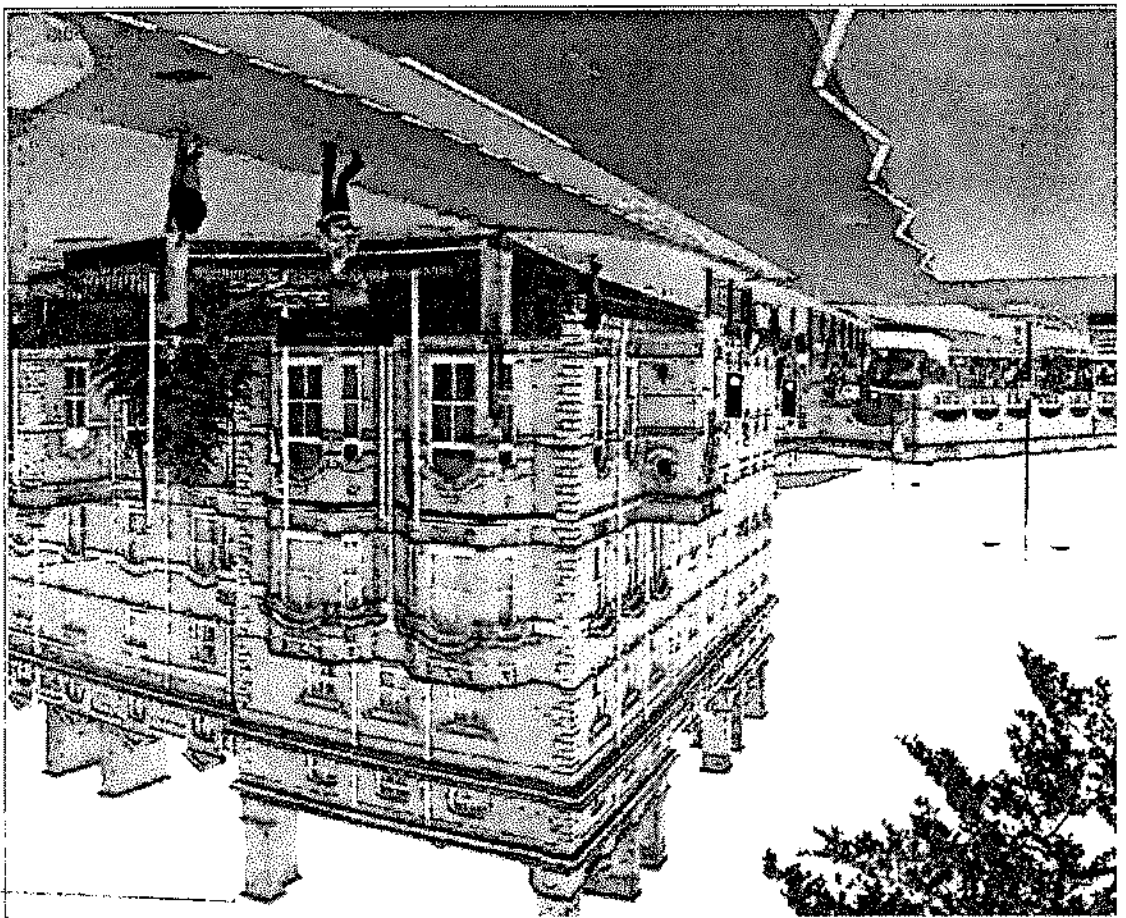
Building heights

- Height of main axle of wheel (uppermost part) = 28m.
- Top of Westgate 23m from ground level.
- Top of wheel 53m.
- Royal York – 4-storey area around 20m to eaves level, 25m to top of chimneys, 6-storey area around 25m to eaves (see attachment, sorry about the quality)

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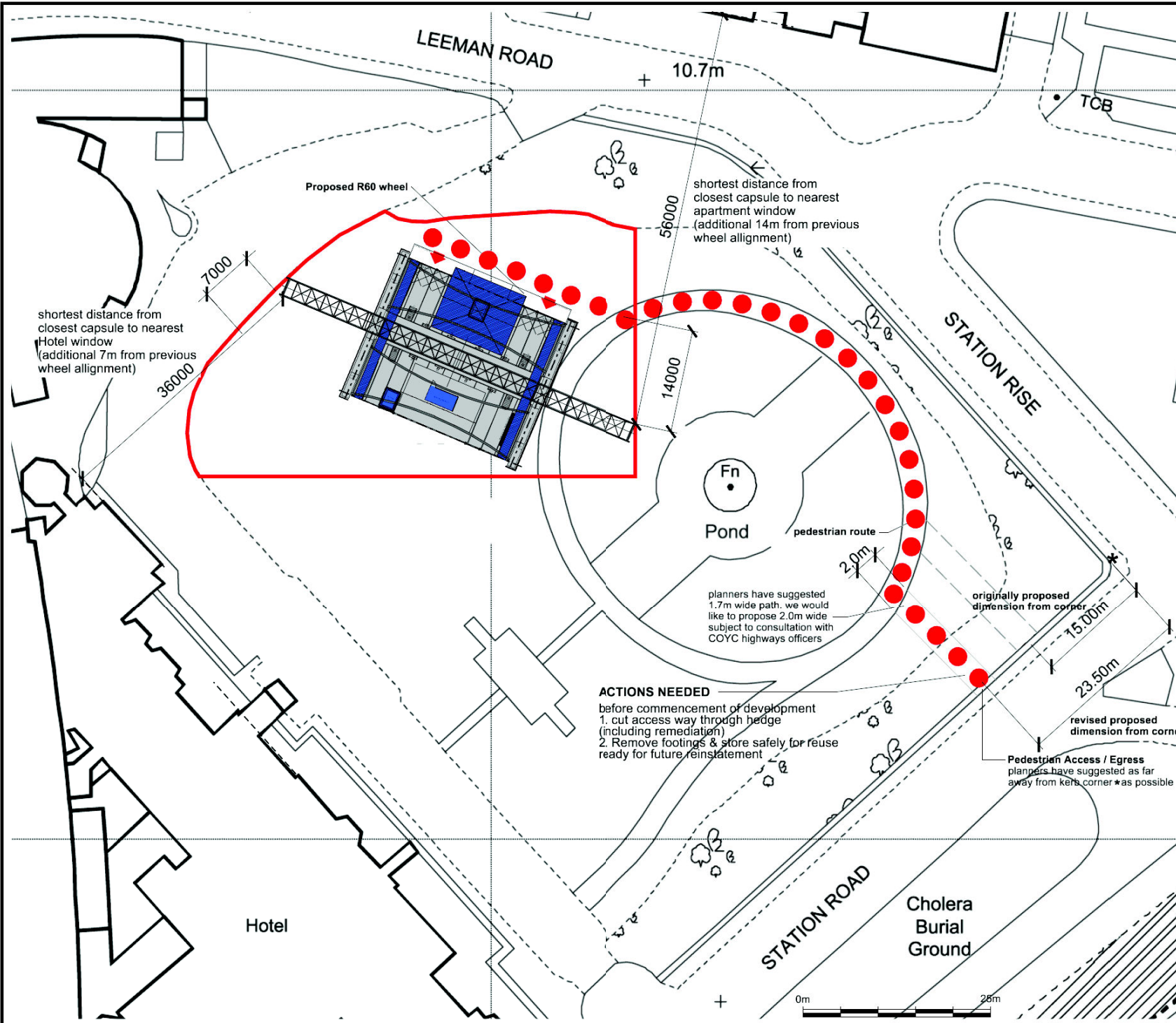
Google

Address Station Road
Address is approximate



125M
120M

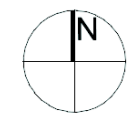
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Do not scale figured dimensions only are to be taken from this drawing

NOTES



Area edged red - 1823m² (19622 sq ft)

REVISION	DATE
H	pedestrian access revised 23-11-11
G	annotation added 14-11-11
F	closest point dimensions added 14-11-11
E	wheel orientation amended 11-11-11
D	Area of red line added 22-09-11
C	Red line amended 21-09-11
B	Wheel orientation revised 19-09-11
A	Wheel orientation revised 09-09-11



1A/1B Mitre Coi
Lichfield Road
Sutton Coldfield
B74 2LZ
United Kingdom

GREAT
City Attractions

CLIENT

PROJECT
Proposed R60 Wheel
Royal York Hotel Gardens
York

TITLE
Proposed Site Plan

SCALE @A3 1:500 DATE September 2011

DRAWN AG CHECKED

DRAWING NO. 2671 / 02 STATUS REVISION H

- ACTIONS NEEDED**
before commencement of development
1. cut access way through hedge (including remediation)
 2. Remove footings & store safely for reuse ready for future reinstatement

Pedestrian Access / Egress
planners have suggested as far away from Kels corner as possible

shortest distance from closest capsule to nearest apartment window (additional 14m from previous wheel alignment)

shortest distance from closest capsule to nearest Hotel window (additional 7m from previous wheel alignment)

planners have suggested 1.7m wide path, we would like to propose 2.0m wide subject to consultation with COYC highways officers

originally proposed dimension from corner

revised proposed dimension from corner

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York Central Historic Core Conservation Area Appraisal consultation comments: August/September 2011				
Theme	Reference	Source	Comment	
	107	York Green Party	The large playing field run by the NHS should be far better maintained and managed – a wasted resource and looks run down. Greater public access should also be explored, including the removal of the unsightly 'restricted access' signs. Should look at in partnership with the Council.	CYC response Noted
	114	York Green Party	Investigate the possibility of opening up the green area around the Bootham Park Hospital Chapel to greater public use – a lovely half-hidden area (the chapel is used by the NHS as offices).	Already covered
	115	York Green Party	The approach to the hospital over the railway bridge should be greatly improved.	This is dealt with
	115	York Green Party	The NHS should greatly improve the appearance of the old Wesleyan Chapel fronting Clarence St – used by them as office accommodation, it has the appearance of a derelict building.	I think this is dealt with okay in the weaknesses and opportunities section
	127	York Green Party	Agree that effects of traffic on Bootham (aside from the junction with Gillgate which is in another character area) is not too bad mainly due to its width, space for cycle lanes etc., but increasing traffic levels will still be a detractor and reduced traffic at the	I think this point is covered
	128	York Green Party	Article 4 direction re permitted development rights re windows & railings ??? Fine but what else? See other sections.	Point noted but the article 4 direction issue is covered in management recommendations and I don't think this document is
	141	York Green Party	Support need for improvements to the pedestrian route over Scarborough Bridge. This should say 'the pedestrian and cycle route' as in the proposals already agreed for a new pedestrian/cycle crossing at this point, with regard to York Central	Amend
	158	York Green Party	Page 158. The two disabled spaces in front of York City Library, in the scheme of things, do not detract from the medieval ruins. We need to keep things in proportion and balance various needs. Suggest removing this sentence. However some of the new highways signage in the square does detract – review need for this and locations.	The square has been redesigned and the disabled bays are now more discrete. The signage issue will be picked up as part of the public realm strategy

160	York Green Party	Aspiration to make this area, which included many of the city's cultural buildings, less fragmented and more publicly accessible throughout. Improvement of the whole area in front of Bootham Bar and the junction with Gillygate; removal of the railings and unnecessary road markings. The aspiration to improve the derelict area behind the Art Gallery, ideally developing a route through the gallery and into Museum Gardens. Improving public access to the green space to the side of the library (and the historic ruins Anglian Tower etc... and the route through to Museum Gardens). The potential for integration of Exhibition Square, King's Manor and St Leonard's car park. The removal of bus stops from Exhibition Square would be desirable in terms of the appearance and encouraging more use of the area by residents and visitors, but obviously adequate alternative arrangements would have to be found .	Noted	noted
172	York Green Party	Support...all the comments under 'Traffic & Movement' except the final paragraph – not sure to what extent the Union Terrace car park puts pressure on the junction – it also has a function of preventing some traffic from out of town progressing further into town beyond that point. It could play a valid part in any plan to reduce vehicular traffic inside the walls. Suggest rewording that para.	Noted	Good point but there is an element of subjectivity for both views? Comments?
174	York Green Party	Support - the need for a review of Gillygate as part of a strategic review of traffic within the city centre.	Noted	
174	York Green Party	Page 174. – with reference to Miller's Yard, we are not sure what the 'enhancement opportunity' is? Miller's Yard is already a thriving centre for complementary practitioners, adult education and community events.	??	
176	York Green Party	The removal of railings and clutter at the junction with Bootham may need to be part of an overall improvement strategy. Would like to see a clearer statement here regarding the need to incorporate Gillygate as part of the footstreets in keeping with the apparent proposals in the Traffic and Movement section of the appraisal. Improved public realm, wider pavements, green infrastructure, easy street crossing will both enhance the conservation area and improve the economic vitality of the street.	Not sure about mentioning full pedestrianisation as in footstreets but maybe more could be made of enhancement work. There is overlap with Character Area 4. Thoughts?	
179	York Green Party	We support the proposed extension of the Conservation Area to include St John's Street and St John's Crescent.	Noted	
185	York Green Party	We would support an article 4 direction to control permitted development in respect of windows, railings etc.	Noted	

192	York Green Party	Re: the proposed boundary change, would prefer to keep to the existing boundary. Sainsbury's and the car parks are detractors to the conservation area. In keeping with elsewhere in the document, if they are redeveloped at some point this should be in such a way as to enhance the conservation area. We have reservations about the principle that if a part of the conservation area has been neglected or a detracting building allowed then we should just take it out of the boundary. This seems to undermine the whole process.	The purpose of the boundary review was to examine whether the existing boundary still reflected the special qualities that made up the conservation area as well as examining areas that could be included for their special qualities. The Sainsbury area has no special quality now and retaining it would not meet the various tests. No action recommended.	
200	York Green Party	The comments regarding the buildings in the ditch each side of Monk Bar should be strengthened. At the moment both buildings are vacant or about to be so. The future of these sites should be looked at in the context of the linear park proposals and the aspiration for a low level walkway around as much of the walls as possible.	Agreed that there needs to be a strengthening of the text relating to the buildings. Comments on the linear park issues?	
201	York Green Party	Support comments regarding the Job Centre Plus building and making better use of the green space on the corner of Monkgate/Lord mayor's Walk.	noted	
204	York Green Party	Boundary – We strongly believe the conservation area should include the Hungate development site as a whole. The boundary line should continue from this area 8 round the curve of the Foss to join up with area 16, thus including the King's Pool. The nature of development in this area will have a serious impact on the other parts of the conservation area and therefore should be protected, with every effort made to ensure that the development represents the best of early 21st century design and architecture for future generations to enjoy.	See comments to entry 145 below. Consultants were asked to review whether this area should be included in the conservation area and they concluded that it would be difficult to justify in the context of all the various tests.	
207	York Green Party	Should Lady somebody's (Hewley's) cottages on St Saviourgate be mentioned as being a gem?	Not part of the appraisal to describe every designated building.	
207	York Green Party	Describing any part of Stonebow House as 'sinuous' is imaginative!		

215	York Green Party	Generally support comments re Stonebow House, although noting that refurbishment could be an option to demolition and redevelopment. [??]	Not sure where this reference is for. The issues and options is dealing with replacement building. Maybe a bit about refurbishment could be inserted although the floor to building heights are not very suitable to contemporary office use	
216	York Green Party	Support the proposals for public realm improvements at the Whip-ma-whop-ma-gate junction.	Noted	
228	York Green Party	Support the aspiration to create an entirely non-road public space around the Minster between Museum Street and Goodramgate, extending the current paving plans. Duncombe Place should be pedestrianised and made entirely into a public space with limited essential vehicular access only as an appropriate approach to the Minster.	noted	
228	York Green Party	Support making Dean's Park more visible and attractive to visitors. Suggest that many residents, as much as visitors, are unaware of its existence. Events during 'Illuminating York' were very positive in this respect. Seating and stylish low level lighting could be considered.	noted	
232	York Green Party	'The footstreet network and wide range of independent retailers offer a unique shopping experience' add: 'and play a vital role in providing an economic basis for the continued maintenance of the historic fabric of these buildings'.	agreed	
244	York Green Party	Support the concern at the risk of loss of historic shop fronts. Consideration should be given to the use of article 4 direction relating to shopfronts to protect those that are not listed but nevertheless contribute to the overall nature of a historic street. A good example of what can be done is the recent expansion of Barnitt's along Colliergate whilst retaining the existing shopfronts or separate small shops.	Shop fronts can be controlled through planning. Shop front guidance will be brought forward at a later date.	

244	York Green Party	We strongly support the need to review footstreets arrangements, putting in place appropriate provision for elderly and people with disabilities such that they are not expected to drive along streets otherwise thronged with pedestrians in the road. Large outdated 1980s internally illuminated road signs at the periphery of the footstreets area (in this area and area 11) should be removed and replaced with a less intrusive way of designation. Ugly yellow lining should be removed with parking only allowed in designated locations rather than the reverse.	Public space strategy will deal with these issues.	
256	York Green Party	Do not support these sentences: "Also, temporary market stalls make the space look untidy some of the time and there is much street clutter at the southern junction with Piccadilly. Railings, bollards, traffic lights and improperly chained (or abandoned?) bicycles blight the junction's appearance" and...	I think the document makes an important point and use of "some of the time" gives enough of a caveat. No change suggested.	
266	York Green Party	"3. Piccadilly/ Parliament Street/ Pavement/ Coppergate/High Ousegate junction The main issue at this junction is not traffic but unnecessary street clutter. Poorly maintained railings, bollards and advertising boards blight the junction's appearance and the setting of All Saints' Church. In addition, bicycles chained to the railings make the space look chaotic. More bicycle racks should be provided [and removal of abandoned bicycles should be a priority] in conjunction with the redesign of the junction to simplify and declutter." Delete section in [] –there are no 'abandoned cycles' here!	Comment? Perhaps use a different word to abandoned. The point is that the railings are used as cycle parking.	
266	York Green Party	Spurriergate/ Low Ousegate/ High Ousegate/ Nessgate junction – Support the need to address the pedestrian vehicle conflict, ideally by reducing use of this route by through traffic and widening pavements.	noted	
269	York Green Party	Support the provision to Newgate Market of high quality landscaping and furniture. The recommendations of the Council Scrutiny of Newgate Market should be implemented.	Noted.	
269	York Green Party	The traffic itself is a far greater blight in terms of noise, fumes and loss of pedestrian space. Inappropriate street signs blight views of historic buildings more than a few bicycles!	noted	
269	York Green Party	The building on the North-East corner of Ouse Bridge currently occupied on the ground floor by Coalters Estate Agents is a major eyesore and a disgrace to the city. Would it be possible to make a compulsory purchase order and demolish it. Almost anything put in its place would be an improvement!		It is already a detractor. No action.

269	York Green Party	Do not support: "Redeveloping the White Swan Hotel, which sits vacant on a prominent corner to the south would draw pedestrian activity beyond Coppergate." Replace 'redeveloping' with 'renovating'.	The word is used correctly and keeps options open but maybe use a different word?	
283	York Green Party	It must be noted that both Clifford Street and Piccadilly, as edge-of-centre streets, are heavily used as bus picking-up points for people leaving the city centre. The function is essential, but adds to noise and congestion in these streets.	See comments above entry 188.	
284	York Green Party	King's Staith and riverside – Support the importance of the riverside walk from King's Staith to Tower Gardens and beyond. Enhancement of Tower Gardens and particularly the riverside walk at this point is to be commended. Note should be made of the re-use of the engine house of Skeldergate Bridge to provide a riverside cafe.	noted. Comment on engine house?	
284	York Green Party	Agree that the White Swan Hotel is currently a detriment to the area and recommend that urgent action should be taken to make the owners open-up this building for re-use. Failing that the Council must place a Compulsory Purchase Order on it. It is an otherwise attractive Mock Tudor building and should be re-used rather than allowed to decay	noted	
284	York Green Party	The Coppergate Centre is, from some viewpoints, highly detrimental to the Conservation Area – for example, the way it towers over the Merchant Adventurers' Hall on Piccadilly. The upper floors of the car park look almost prison-like in structure, and the lack of active frontages to the walkway of the River Foss and to the Castle Car Park are not attractive.	Agreed. Can this be brought out more?	
285	York Green Party	The Fire Station incorporating the side of the demolished Trinity Chapel must now be considered as a building at risk, if it is to be, unwisely, abandoned by the Fire Service – an action which may put the whole of the city centre historic core at greater risk of fire damage.	Disagree. It isn't a building at risk at the moment following current criteria.	
285	York Green Party	Agree that there is an important line of site on the map on page 285 from the bridge at point 15 to Clifford's Tower at point 16. This must not be lost in any plans to develop the Castle/Piccadilly site.	noted	
296	York Green Party	Support the re-instatement of the historic route between Castlegate and the Eye of York.	noted	
297	York Green Party	Object to an additional bridge on the River Foss as a waste of money. It would be far better to provide a riverside pedestrian underpass from St George's Fields and into the Castle Museum or from Brownie Dyke under the main road to Piccadilly.	The bridge has been proposed as part of a number of studies including one on the Foss. No change.	

298	York Green Party	The tightly-drawn boundary of this area means that no buildings of detriment are located within it, but the Coppergate Centre and the Ryedale Building just outside the boundary are unsympathetic and do not improve views from the area.	noted	
298	York Green Party	Support a vision of open space between Clifford's Tower and the River Foss. The car park may look unsightly but it is regarded as highly preferable to building on the car park by most citizens. A new park – a 'Central Park' at Clifford's Tower would be ideal offering opportunities for civic use, outdoor entertainments, concerts, ice-skating would be preferable, if the loss of the car park could be justified.	The principle of development has been agreed and is in the LDF and there is an agreed planning brief. See other comments above..	
298	York Green Party	Support the extension of quality pavements adjacent to Clifford's Tower along Tower Street, and the pedestrian crossing improved to make pedestrian movement between the Castle and St George's Fields easier and more pleasant	Noted.	
298	York Green Party	A review of highway signage on Tower Street in the vicinity of Clifford's Tower is long overdue.	This will be part of the public space strategy.	
298	York Green Party	Object to built development on the Castle Car Park. This is the second most important historic location in York, due to the massacre of Jews in 1190. A shopping mall would be unacceptable. Anything which would divorce the Castle Keep from its historic river defence of the Foss will be strongly resisted. A high-quality extension of Fenwick's above its own delivery bays and bin stores would, however, be acceptable if this did not remove views of Clifford's Tower from Foss Bridge.	The principle of development has been agreed and is in the LDF and there is an agreed planning brief. See other comments above.	
309	York Green Party	Increasing access to the River Foss may be inadvisable due to the potential impact on wildlife. Dereliction has led to increased wildlife in the Foss River corridor and this needs to be taken into account.	Noted . The River Foss study which this appraisal referenced does deal with both issues. Not sure that the appraisal needs to say more but...?	
310	York Green Party	Support the use of The York Trolleybus / Airspeed factory as an outpost for Yorkshire Air Museum if that idea could be revisited.	noted.	
310	York Green Party	Support a mixed re-development of Piccadilly so long views to the Castle buildings are preserved or enhanced. Building heights and layouts must respond to this. Breaking up blocks into a series of smaller elements and controlling building heights is also supported. Re-use of the façade of the Banana Warehouse is also desirable.	Noted	

			Interesting point. Thoughts?	
312	York Green Party	One omission in this analysis is any consideration of improving the junction of Piccadilly with Tower Street. Traffic is quite fast moving here and deters pedestrians from crossing. A left turn into Piccadilly from Fishergate, particularly for public transport would reduce congestion and journey times.		
314	York Green Party	NB: Spelling error "Walmgaet" on page 314.	amend	
317	York Green Party	NB: Caption error "Ward's of York, a former warehouse now an antiques centre" under a photo of St Denys' Church on page 317.	amend	
324	York Green Party	Correction: The Electric Cinema was not the first cinema in York. Other cinemas were converted theatres or dance-halls, but it was the first purpose-built cinema.	agreed. Amend.	
324	York Green Party	Support the pedestrianisation of Fossgate at the earliest opportunity. This would not inconvenience motorists and would enhance the experience for shoppers and for retailers, enabling the potential for more outdoor café-culture.	Noted.	
325	York Green Party	Correction: No. 37 Walmgate now appears to be not at risk.	check.	
334	York Green Party	Some mention should be made of the importance of the local shops and facilities at the bottom end of Walmgate.	Possibly....comments?	
337	York Green Party	The garages behind the shops and the garages at one end of Long Close Lane may be under-used and present a development opportunity.	??	
344	York Green Party	Support the boundary being extended to include St Lawrence's church and whole churchyard. More positive comment should be made of the retention of cobbles and the Victorian drinking trough (now used as a flower border).	noted. The appraisal has not set out to go into too much detail. The public realm strategy will consider issues such as cobbles in more detail.	
349	York Green Party	Support the concern over the risk to Samuel Tuke's House. This must not be allowed to decay further.	noted.	
349	York Green Party	A review of highway signage is also overdue. The approach to Walmgate Bar from Paragon Street reveals no fewer than four 'No Left Turn' signs – wholly unnecessary! Other signage regarding housing developments on this approach also impinges on views of Walmgate Bar.	noted.	
349	York Green Party	Support the statement that the modern residential buildings Nos. 20 and 22 Lawrence Street are described as detractors from the Conservation Area. Similar poor architecture must not be permitted at the adjacent site of the Reg Vardy garage.	Noted.	

355	York Green Party	Strongly support the inclusion of these important buildings in the conservation area.	noted	
355	York Green Party	Note: 7 Fawcett Street was indeed some sort of garage and has now been converted into a restaurant called The Loop.	noted	
361	York Green Party	Strongly support statements regarding Fishergate Gyatory: 'The wide roads surrounding the 'island' of listed buildings are detrimental to their setting and physical condition (through heavy vehicle vibration and pollution)' and 'Additional safe crossing points should be considered'	noted.	
361	York Green Party	Support the article 4 direction to control permitted development.	noted	
361	York Green Party	Support an improvement of the junction of Piccadilly on the approach from Fishergate. A left turn into Piccadilly from Fishergate, particularly for public transport would reduce congestion and journey times.	noted	
361	York Green Party	Note: 33 Fishergate has been renovated so should not now be considered at risk.	change since the site visit! Amend.	

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