

COMMITTEE REPORT

Committee: Planning Committee **Ward:** Guildhall
Date: 24 June 2008 **Parish:** Guildhall Planning Panel

Reference: 08/00849/FUL
Application at: The Minster St Peters Cathedral Minster Yard York YO1 7HH
For: Remodelling of steps to South Transept to form disabled ramp and new steps, remodelling of carriageway to form paved area at the South Transept and Minster gates, external alterations to 7 and 9 Minster Gates to form shop and ticket office
By: Dean And Chapter Of York
Application Type: Full Application
Target Date: 25 June 2008

1.0 PROPOSAL

1.1 This application seeks planning permission for works at the South Transept entrance to the Minster. The works form part of a range of projects within the Minster and its precinct that seek to further share the Minster's immense religious and cultural heritage, and the other projects do not require planning permission. The works that are the subject of this application seek to provide improved and equal access into the South Transept with a new ramp and the creation of a better setting for the Minster by the formation of a piazza area around the ramp. There are parallel proposals for relocating the current ticketing system for entry into the Minster into the Minster-owned shops in Minster Gates. This would de-clutter the its principle entrance and would enable the awe-inspiring interior of the South Transept to be more directly experienced. A separate application for Listed Building consent for the associated works at Nos. 7/9 Minster Gates to accommodate the ticketing facilities was approved on 4 June 2008 (Planning Ref. 08/00851/LBC). The scheme is at the heart of the central historic core conservation area and all the buildings affected by proposals are listed.

1.2 The design proposals, issues and options have been fully considered at pre-application stage with Council Officers. Officers have also been included in the meetings with the Cathedral Fabric Commission for England, the body that considers and grants permission for the listed building issues that would affect York Minster building and its immediate setting. The Cathedral Fabric Commission granted permission for the works to the Listed Building on 30 May 2008 subject to a number of conditions. These include a condition that final details of the design and construction of the ramp and the piazza shall be approved by the Cathedrals Fabric Commission prior to work commencing.

1.3 As a result of the funding process, the proposed works would fall into two phases. Phase 1 works consist of all the works for access and for paving adjacent to the South Transept. This phase would mainly affect Minster Yard, including the majestic steps into the Minster, and the north end of Minster Gates. Phase 2 would extend the paving as far as the west end of the Minster.

1.4 Minster Yard was formerly an enclosed part of the Minster precinct entered by gateways, one of which stood in Minster Gates close to the junction with Petergate. A series of major demolition projects dating from the early C19th, culminating in the creation of the Deangate relief road in 1903, have considerably opened up the area around the Minster. This new road was closed to vehicles in 1991 and little has changed to realize the potential of this area as a major public space forming the setting for York's most important building. The whole area of Minster Yard where the paving works would take place lies within adopted highway, apart from the steps to the South Transept. The proposed scheme would replace the road with a paved Piazza with an integrated carriageway to new levels and it would directly confront the issue of access by redesigning the stepped approach.

1.5 A Traffic Regulation Order was introduced in 1991 to restrict vehicular traffic proceeding along Deangate to cyclists, horse drawn carriages, emergency vehicles and statutory undertakers vehicles. There is no intention to seek to amend this Order or the classes of vehicles permitted to proceed along this road. The scheme submitted would seek to channel this traffic along a defined route passing through the centre of the Piazza of sufficient width to allow carriages and cyclists to pass each other. A much greater part of the area could then be given over to the movement of pedestrian traffic.

1.6 The new paving in the Piazza area would be laid from Minster Gates at a constant slope of about 1:20. It would intercept with the existing steps at the middle landing level. The proposed carriageway through the Piazza would be level and would eliminate an existing camber in Minster Yard. The paving material would largely overlay the existing tarmac surfaces but a shallow amount of excavation would be needed at the eastern end of Minster Yard to allow for the renewal of existing services and the introduction of further drainage runs. The ramps would be constructed in a 'vesica' shape with seating formed around its outer edges. A new handrail, 900mm high would be installed along the higher section of the disabled ramp and concealed lighting introduced at the edges. The two existing gas street lamps located at the foot of the existing entrance steps would be re-sited in slightly different locations, adjoining the new entrance.

1.7 The paving outside Nos. 7-9 Minster Gates would be raised by some 300mm to allow level access into the buildings as part of the relocation of the current ticketing facilities from the South Transept to the properties at Nos. 7 and 9 Minster Gates. This area is not adopted by the Highway Authority.

1.8 This application site lies within the Area of Architectural Importance and partly within the area of Scheduled Ancient Monument National Monument Number 13280, York Minster Cathedral Precinct. The part of the application site that covers Nos. 7-9 Minster Gate and Minster Gate lies outside the scheduled area.

1.9 The agent has submitted revised drawings in response to comments by Council Officers that include additional details and the following amendments-

- The central carriageway (Phase 1 and 2) paved in a small-scale sett design
- The edge channels of the central carriageway widened to an overall width of 250mm with slot drains along the southern channel

- Retention of the cast iron bollards in Minster Gates
- New refuse bins
- The extension of flagstone pavements adjoining existing buildings on the south side of the Piazza

The majority of these revisions were included in the agent's presentation to Members prior to the Planning and Transport Meeting on 29 May 2008.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

Areas of Archaeological Interest City Centre Area 0006

Conservation Area Central Historic Core 0038

City Boundary York City Boundary 0001

DC Area Teams Central Area 0002

Listed Buildings Grade 2; 2-4 Minster Gates York YO1 2HL 0793

Listed Buildings Grade 2; 6 Minster Gates York YO1 2HL 0794

Listed Buildings Grade 2; 8 Minster Gates York YO1 2HL 0795

Listed Buildings Grade 2*; 10A Minster Gates York YO1 2HL 0796

Listed Buildings Grade 2; Minster School 10 Minster Yard York YO1 2HH 0797

Listed Buildings Grade 2; Minster School 9 Minster Yard York YO1 2HH 0798

Listed Buildings Grade 2; 3-5 Minster Gates York YO1 2HL 0841

Listed Buildings Grade 2; 5 Minster Gates YO1 2HL 0842

Listed Buildings Grade 2; 7 Minster Gates York YO1 2HL 0843

Listed Buildings Grade 2; 9 Minster Gates York YO1 2HL 0844

Listed Buildings Grade 2; 12 Minster Yard York YO1 2HJ 0845

Listed Buildings Grade 2; York City Art Gallery Exhibition Square York YO1 2 0847

Listed Buildings Grade 2; Deans Park Lodge Minster Yard York YO1 2HG 0908

Scheduled Ancient Monuments SMR 13280 York Minster Precinct Inc. Section Of City Walls

2.2 Policies:

CYHE2

Development in historic locations

CYHE4

Listed Buildings

CYT2A

Existing Pedestrian/Cycle Networks

CYHE10

Archaeology

CYGP11

Accessibility

3.0 CONSULTATIONS

INTERNAL

3.1 Environment, Design and Sustainable Development - DESIGN. No objections subject to conditions

3.2 Environment, Design and Sustainable Development- ARCHEAOLGY. No objections subject to conditions

3.3 Highway Development- No objection in principle but would recommend modifications to provide a better delineated cyclist/ carriage route in the interests of safety and to limit wear of the paving to a discreet area. Consider that the edge of the new carriageway should be pushed further from the buildings in Minster Gates to improve the safety of pedestrians as they enter the Piazza area. Conditions are recommended.

3.4 York Consultancy- DRAINAGE. No comments at the time of writing. Members will be updated at the meeting.

EXTERNAL

3.5 Guildhall Planning Panel- No response at the time of writing

3.6 Conservation Area Advisory Panel- No objection to the proposal but consider that there should be a delineated but unobtrusive cycle track.

3.7 English Heritage- Concerns include the form of double ramp, loss of historic original steps, material of steps, design of paving, loss of existing paving and bollards in Minster Gates, reconsideration of Phase II paving material. Three recommendations are made-

1. English Heritage accepts the decision of the Cathedral Fabric Commission for England to approve the application to build a vesica ramp at the entrance to the south transept on 30 May 2008. However, it is considered that the proposed double ramp would involve the significant loss of historic fabric and would urge that the construction retains the maximum amount of the historically important steps, incorporating the steps within the new construction in a reversible manner. The stone used for the new steps and the ramp should match the geology of the existing steps as closely as possible

2. It is also considered that the paving design and the materials should be reviewed. York stone should be retained on Minster Gates and on the buildings on south side of Minster Yard. The existing bollards at the entrance to Minster Gates should be retained. It is considered that the small scale paving proposed for the rest of the area would look bland and untraditional, and it is recommended that a traditional fantail sett finish would be genuinely multi-directional, overcoming the axial alignment of the space. Final details of the design and construction of the paving and delineation of the roadway (including materials, finishes and alignment of the paving and delineation of the roadway) would require to be submitted to the Council for approval prior to work commencing- this should include trials of paving and layouts.

3. The proposed works to the properties in Minster Gates appear acceptable subject to Listed Building consent.

3.8 York Access Group- No response at the time of writing

3.9 Cyclist Touring Club- No response at the time of writing

3.10 York Civic Trust- No response at the time of writing

3.11 York Glaziers Trust- Consider that the proposal would be a huge and exciting proposal which we fully endorse, that would lift the existing entrance area out of the 1970s into the 21st century where it should be, and would enhance the approach to an iconic building providing visitors with an exciting and pleasing feature.

3.12 Other Representations- The application was advertised by site notice and in the press, and neighbours were informed by letter. The period for public consultation expired on 4 June 2008, and two representations from members of the public have been received that raise the following issues-

Representation 1-

As a regular cyclist user of Deangate/ Minster Yard, local member of the Cyclists Touring Club and national pedal cyclists organisations, I welcome 24 hour access through an area that is a major feature in the City's cycle network that bypasses the retail core during footstreet times.

Representation 2-

a) Steps-The presumption should be the retention of the existing steps in their historic mid-1600 form. They are an ideal platform for ceremonies; the curvaceous

"vesica " shape is alien to architecture of the south front; the curvaceous form would date as a " modern " feature fireplace.

-b) Ramp- The existing ramp is practicable and 1:20 gradients are not always achievable in historic situations; the foot of ramp would be close to proposed ticket office's new door; consider that the current ramp is not divisive to movement of people.

-c) Minster Gates- The raising of the level of the road surface for level access to the ticket office would result in loss of character to entrances; shop windows would become disproportionately low. The ornate lamp standards between Petergate and Minster Gates should remain; the historic bollards should be retained

d) Paved Area- This lacks definition and needs to be tighter. The proposed re-siting of the gate piers at east end of the paving scheme would not achieve the sense of a coherent space and the west end would have no definition at all. The proposal would result in the south side of the Minster being set in a sea of paving, linking to the arid paving at the West Front. The identity of St Michael le Belfrey should be retained and articulated as separate from the Minster

e) Materials- Note that the intention is that the proposed paving would match the tone of the Minster's magnesium limestone, in a directionless bond in order that the Piazza would be read as a single entity. This should be replaced with a contrasting darker surface to preserve the impact of the south side of the Minster. The proposed carriageway surface of honey-coloured resin bond chippings may be inappropriate (English Heritage guidance is that tarmac often looks well with historic buildings)

f) Phasing- The same surface should be used in both phases

4.0 APPRAISAL

4.1 Key Issues

- Impact on the setting of the Listed building and the conservation area
- Highway Safety
- Archaeology

4.2 Policy Context

Planning Policy Guidance Note No. 13: Transport- This document outlines government guidance on how transport should be integrated with land use planning. In paragraph 4.12 it advises local authorities to encourage better conditions for cyclists and pedestrians. In particular the impact of development on pedestrian movement should always be considered and the creation of safer areas for pedestrians and cyclists should be encouraged. This advice has been adopted in Policy T2a of the City of York Local Plan- Incorporating the Proposed 4th Set of Changes. This local plan policy seeks to protect existing pedestrian and cycle networks from any development that would unacceptably prevent their use or compromise the safety of its users.

Planning Policy Guidance Note No. 15: Planning and the Historic Environment- This document contains Central Government advice in relation to listed building control. This states that whilst the listing of a building should not be seen as a bar to all future change, the starting point for the exercise of listed building control is the statutory requirement on local planning authorities to "have special regard to the desirability of

preserving the building or its setting or any features of special architectural interest which it possesses".

Planning Policy Guidance Note No. 16: Archaeology and Planning- Archaeological remains are a finite, non-renewable resource, and national advice is that any ground disturbance within areas of known archaeological importance requires careful assessment and consideration. Local Plan Policy HE10 reiterates this advice.

Planning Policy Statement 1: Delivering Sustainable Development: Planning for Sustainable Development aims to protect the quality of the natural and historic environment. 'The Planning System: General Principles', the companion document to PPS1, advises of the importance of design as an issue.

POLICY HE2 of the City of York Deposit Draft Local Plan (Fourth Set of Changes), approved for development control purposes on 13 April 2005 states that within or adjoining conservation areas, and in locations which affect the setting of listed buildings, development proposals must respect adjacent buildings, open spaces, landmarks and settings and have regard to local scale, proportion, detail and materials

Policy HE4 of the City of York Draft Local Plan relates specifically to listed buildings and states that consent for development in the immediate vicinity of listed buildings, inter alia, will only be granted where there is no adverse effect on the character, appearance or setting of the building.

Policy GP11 of the City of York Local Plan seeks to achieve suitable access provision for all users to provide a more accessible environment. Planning Policy Statement 1 also stresses the need to provide a more accessible environment through planning decisions, and advises that local authorities seek imaginative and flexible solutions to create higher levels of accessibility for people faced with mobility problems.

APPRAISAL

4.3 STEPS AND RAMP- In the introduction to the recently published "Manual for Historic Streets" (English Historic Towns Forum, April 2008) the Urban Land Institute is quoted as follows:

"The Public Realm serves a critical function as a uniting feature for cities, and must be designed to foster an atmosphere of 'inclusivity', of 'classlessness' that gives all residents a sense of ownership and a shared stake in their cities".

The proposed scheme would replace the road with a paved Piazza built at new levels and it would directly confront the issue of access into the South Transept by redesigning the steps. Both elements of the scheme have raised issues of historic and architectural importance.

4.4 It is considered important to provide "equal access for all" at the South Transept. This would accord with Local Plan Policy GP11 and Central Government advice that seek to provide a more accessible environment for the less abled. The

area in front of the South Transept is a major informal gathering space adjacent to the Minster, and it is the place of religious ceremonial functions. The area is also the closest point of contact between the building and the city centre. The provision of full access at this central point would allow maximum flexibility of use of the building, as the South Transept is the fulcrum for access to all internal areas of the Minster (nave, choir, chantry, undercroft, tower etc). The existing ramp at the west end of the Minster does not provide convenient and direct access to these areas

4.5 The agent has demonstrated that it is not possible to provide an attachment to the existing steps without extending the steps forward of the South Transept. A ramp to either west or east of the steps would compromise the visual integrity of the South Transept and would obscure its plinth. It would be a significant visual intrusion into the area that would detract from the setting of the building and the appearance of the wider conservation area.

4.6 In order to achieve a reduction in the length of ramp it is proposed that ground levels of Minster Yard and the northern end of Minster Gates are raised. If this method was used with the existing steps it would result in an unacceptable diminution of the character of the steps. The stature of the steps in the area is largely created by their height, combined with a generous scale of materials and the deep intermediate landing. If the existing steps were to be retained, the proposal would result in the loss of their simple form. Altering the steps in this way would not be acceptable to the local planning authority.

4.7 There appears to be debate about the age of the existing steps. Though York Archaeological Trust's assessment suggests that the form of the steps has been similar since (at least) the mid C17th, evidence is presented within the document that suggests that the steps were rebuilt and altered more recently. In the current design, the "Welsh ogee" nosings appear to have been omitted and the steps themselves appear to have been "eased." The scaled plans of 1726 and 1736 show the steps set well within the frame of the central buttresses, then the 1819 and pre-1872 plans show the steps extending right up to the buttresses. It therefore appears that the steps are not totally original or unaltered, and that a further alteration should not be ruled out.

4.8 It is intended that the existing steps would be overlaid with the new ramps. This would result in considerable alteration of the south edge of the steps. It is intended that the existing material would be reused to create the extended landing area and the new profile of the front steps. Large scale details on a stone-by-stone basis would be required to demonstrate how the alterations would be achieved to minimise the degree of alteration to the original fabric.

4.9 The existing stone on the steps has been analysed by several different geologists and is believed to be a hybrid/ sandstone material. This differs from the magnesium limestone of the Minster and there would be a minor contrast in reflection and texture between the main piazza surface material and the existing steps and platform. The stone of the steps would be difficult to replicate as there are no known sources in the country. It is therefore intended that the new ramp surface and enclosing walls would be built of the same material as the general paving in the Piazza. The structure would be appropriately read as part of the Piazza rather than

the Minster. The intended stone from Molesden Quarry would have the general tone and appearance similar to the magnesium limestone of the Minster. The existing steps have a colour variation that would be compatible with the colour variation of the proposed material.

4.10 The new "vesica shaped" ramps would create a fluid symmetrical design with extended influence in the Piazza. This would compensate for the reduction in height caused by the new changes in ground levels. The new form would be physically detached from the South Transept, leaving the beautifully crafted plinth of the South elevation of the Minster free of any encumbrance. The proposals for integrating seating within the ramp would acknowledge the ad-hoc use of the existing steps whilst reducing the effect of the new plinth walls by tying the structure into its immediate environment. The design is necessarily symmetrical and would align with the South Transept. The south elevation of the Minster has been designed to disguise the lack of dimensional symmetry between the east and west side aisles. As the new structure occurs wholly within the depth of the plinth, this difference would not be noticed. Similarly the ramp and access should remain at right angles with the South Transept door as realignment with Minster Gates would diminish the relationship of the proposed access with the Minster. The axis is "slowed down" considerably by the linearity of the ramps and by their generous opening arms. It is concluded that the new ramp is considered to be an ingenious response to access whose form evokes the architecture of the South Transept.

PAVING

4.11 The revised plans change the size of pavings, alter the proposed layout and introduce more variation in the pattern of paving to overcome the visual and practical problems associated with using larger pavings. Some larger pavings would be laid out formally and would be embraced by the new ramps, whilst smaller pavings would provide more visual "texture" to the wider area. The mixed pattern of intermediate scale outside the ramp and carriageway would allow multiple uses and freedom of use. It would be less formal in character and avoid unsightly diagonal cuts and wedge shaped joints of larger paving. It would be necessary to have trials of the intermediate paving in the general area of the Piazza to ensure an acceptable appearance in variation.

4.12 At present there is a wide pavement adjacent to the secular buildings in Minster Yard. The revised proposals would retain a similar paved margin to this side of the Piazza, emphasising the difference in importance between the secular and non-secular buildings. It is considered that the pavement anchor these buildings in the conventional way and would reinforce the role of the non-secular buildings as an urban "back cloth".

4.13 The proposal to raise levels at the north end of Minster Gates would retain the exposed stone plinth of No. 10 Minster Gates. This is an important architectural and historical feature of this building that should remain visible. A condition should be imposed on any permission that would require the existing grates to be replaced. The modern brick plinth of the two shops at Nos. 7 and 9 Minster Gates would be lost as a result of increasing the adjacent street level. This would benefit the appearance of the Listed Buildings and would allow level access to the shops. In

order to retain as much of the original character and appearance of Minster Gates as possible, it is considered that the existing pavings should be reused in Minster Gates as far as is possible.

4.14 The revised plans now retain three bollards at the end of Minster Gates. They are historically important and are required to prevent unwanted vehicles entering the space.

4.15 Drainage of the area adjacent to the Minster's plinth is a concern as the ground would fall towards the steps. Drainage measures would require careful design at the detailed stage, and these details should form part of the overall drainage details for the entire paved area and ramps.

4.16 The originally submitted proposals for the proposed carriageway were too subtle and lacked definition between the carriage/cycle route and the surrounding Piazza area. Minster Yard is the only direct through-route across the city and therefore it is much used by cyclists. It was considered to be fundamental to retain this provision in the Piazza area. The revised plans provide more visual definition of the carriageway without compromising the simplicity and strength of the paving scheme. In addition, the extension of the paving scheme in Minster Gates to the paved edge in Minster Yard with the retained bollards at the north end of Minster Gates as indicated in the revised scheme would give further protection to cyclists.

4.17 The proposal to re-site the existing "floating" gateway at the east end of Minster Yard to align with an existing boundary wall pier would be a visual enhancement of the area and would better demarcate the eastern limit of the proposed Piazza.

4.18 Overall the scheme would greatly improve the setting of the Minster and it would provide a much needed public space at the historic heart of the conservation area. It would result in an enhancement of the character and appearance of the area that would accord with Policies T2a, GP11, HE2 and HE4 of the Local Plan, and related national planning guidance contained in Planning Policy Guidance Note No. 15 "Planning and the Historic Environment" and Planning Policy Statement 1 "Delivering Sustainable Development."

HIGHWAYS

4.19 The existing South Transept steps have two landings, the upper landing being 1 metre higher than surrounding paved surfaces. Any new ramp from the existing road levels would have to travel at least 24 metres to cope with the 1:20 gradient and requisite intermediate landings. The agent has advised that the design of the proposed ramp aims to reduce travel distance up the ramps to a minimum by raising ground levels from Minster Gates towards the South Transept entrance at a constant slope of 1:20 or better (excluding the carriageway). The new paved surface would meet the South Transept steps at the level of the middle landing thus reducing the number of steps and resulting travel distance. The existing timber ramp is unsuitable as it is too steep and too narrow, and discriminates against disabled persons as ramp users are forced to deviate to the side of the steps to use the ramp. The flat areas around the ramp would be fitted with bronze discs that would be proud of the surface to deter skateboarders.

4.20 There are no highway objections to the principle of the development provided there are some modification to provide a better delineation of the route to be taken by cyclists and horse drawn carriages through the Piazza in the interests of the safety of all highway users and to limit future wear of the paving material to a discreet area. The revised plans propose a more substantial edging between footway and carriageway and the introduction of smaller element paving units within the carriageway. Any finally agreed materials should be capable of providing sufficient traction for carriage wheels and prove to be an acceptable surface for cyclists. It is therefore considered that a condition should be attached to any approval requiring the construction of a demonstration area of the various paving materials so that agreement can be reached on these matters prior to any works commencing. Subject to acceptable details, it is considered that the policy requirements of Local Plan Policy T2a and GP11, and Planning Policy Guidance Note No. 13 " Transport " would be met.

4.21 There is concern that adequate visibility is maintained of oncoming cyclists when pedestrians emerge into the Piazza from Minster Gates, particularly when their attention is likely to be distracted as views of the full extent of the Minster are opened up. Whilst the Highway Authority considers that the edge of the new carriageway should be pushed further away from the buildings at the south side of Minster Yard to remedy this concern, the loss of paving and visual intrusion would be unacceptable. It is considered that the revised plans now reduce the need for an enlarged carriageway. It is now intended to retain the existing bollards at the north end of Minster Gates and the larger pavement on this south side of the Piazza, the presence of these features would act as a signal to pedestrians entering the Piazza area.

4.22 With the exception of the steps to the South Transept, the whole area of Minster Yard where these paving works would take place, lies within the adopted public highway, apart from the steps to the south transept. It is the intention of the Minster Authorities to undertake the detailed design, prepare tender documents and let the formal contract for the paving works themselves, including being responsible for site supervision and maintenance. The Highway Authority would raise no objection to this course of action provided that a legal agreement is entered into between the two parties (a Section 278 agreement) in order that the Highway Authority's interests are safeguarded and it is protected from any claims for compensation which might arise as a result of the works or further maintenance.

ARCHAEOLOGY

4.23 The applicant has submitted a supporting document entitled "Archaeological Impact Assessment and Proposals for Mitigation. " This summarises current knowledge of those areas of the Minster that would be affected by the proposed programme of works. It sets out a series of archaeological mitigation measures that would be adopted in order to address the impact of the development on archaeological deposits. It is considered that these measures would ensure that any damage to archaeological deposits is minimised and, where damage may occur, that the deposits are recorded archaeologically. The measures would be acceptable subject to a condition that any works would be carried out in accordance with the

details of this report. On this basis it is considered that there would be no conflict with Local Plan Policy HE10 and Planning Policy Guidance Note 16 " Planning and Archaeology. "

5.0 CONCLUSION

5.1 The proposed vesica ramp is a clearly defined geometric solution to improve access for all to the Minster. It is sympathetic to the architectural character of the south transept, with a contemporary but timeless design that appears to draw people to the entrance. The success of the scheme would rely on the quality of the detailing, materials and future maintenance. The existing steps would be largely retained and the existing tarmac surface of Deangate would be visually improved. A poor ramp that obscures important historic fabric of the Minster would be removed. The proposals would result in a more defined cycle route in better materials. A previous carriageway would be transformed so that it can be used as a new public open space of high quality and better visual amenity. At the heart of the space there would be a new structure with integral seating which would allow further enjoyment of the public open space.

COMMITTEE TO VISIT

6.0 RECOMMENDATION: Approve

1 TIME2 Development start within three years

2 The development hereby permitted shall be carried out only in accordance with the following plans and other submitted details:-

Drawing No. 832/29/100 P1 E Revision A, Received 13.6.2008
Drawing No. 832/29/100 P1 M Revision A, Received 13.6.2008
Drawing No. 832/29/100 P1 W Revision A, Received 13.6.2008
Drawing No. 832/29/100 P1 E Revision A, Received 13.6.2008
Drawing No. 832/29/100 P1 M Revision A, Received 13.6.2008
Drawing No. 832/29/100 P1 W Revision A, Received 13.6.2008

or any plans or details subsequently agreed in writing by the Local Planning Authority as an amendment to the approved plans.

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

3 All archaeological mitigation measures must be carried out in accordance with the document Archaeological Impact Assessment and Proposals for Mitigation prepared by Dr R A Hall, Cathedral Archaeologist, date stamped Planning Design 02 APR 2008, and submitted in support of the application.

Reason: The site lies in the Area of Archaeological Interest and partially within the area of Scheduled Ancient Monument No. 13280 and measures must be taken to record and protect archaeological deposits on the site.

4 Notwithstanding the submitted information and the terms of Condition 2 above, large scale details/ additional information of the items listed below shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development and the works shall be carried out and retained in accordance with the approved details.

- a) Constructional design and siting of cast iron bollards at the junction of Minster Gates with Minster Yard, using existing bollards
- b) Siting of existing and proposed street furniture
- c) Details of surface water drainage including general layout, and specific details at each of the outlet locations.
- d) Street lighting details including the re-siting of gas lighting columns and the provision of new lighting and services to the ramps and steps
- e) Large scale details of the entire stepped and ramped area showing the relationship of the new material to the existing fabric, on a stone- by- stone basis
- f) Samples of new materials to be used in the formation of the steps, ramp and all paved areas
- g) Pavement layout of Phase 1 and Phase 2 in Minster Yard, following agreement of sample areas set out on site
- h) Final level positions of new surfaces
- i) The alignment of the carriageway
- j) Location and details of access covers in the paved area
- k) Large scale details of any modifications .if required to the piers and railings defining the east end of the Piazza

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

- l) Large scale details of any new handrails

Reason: To ensure that the Local Planning Authority is satisfied with the details in the interests of amenity , acceptable drainage and highway safety

5 Prior to the commencement of the development hereby approved, full highway engineering details shall be submitted to the Local Planning Authority for the written approval of the Local Planning Authority, and thereafter implemented and retained in accordance with the approved details, or arrangements entered into which ensure the same.

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

6 The existing gratings at 10 Minster Gates shall be reset.

Reason: In the interests of retaining historic fabric

7 Existing pavings within Minster Gates shall be reused within Minster Gates

Reason: In the interests of retaining historic fabric

8 Prior to the commencement of any works on site, a detailed method of works statement shall be submitted to and agreed in writing by the Local Planning Authority. This statement shall include the precautions to be taken to ensure that the safety of the general public, the method of securing the site, access to the site and

the route to be taken by vehicles transporting the demolition and construction material, and the hours during which demolition, construction and deliveries to and from the site which will be permitted.

Reason: To ensure that the works are carried out in a safe manner and with minimum disruption to users of the public highway and adjacent occupants.

7.0 INFORMATIVES: Notes to Applicant

1. REASON FOR APPROVAL

In the opinion of the Local Planning Authority the proposal, subject to the conditions listed above, would not cause undue harm to interests of acknowledged importance, with particular reference to-

- the visual amenity and character of the host building, adjacent listed buildings, and the wider conservation area
- archaeological remains
- flood risk
- highway and pedestrian safety

As such, the proposal complies with Policies HE2, HE4, HE10, T2a and GP11 of the City of York Draft Local Plan- Incorporating the Proposed 4th Set of Changes; and national planning guidance contained in Planning Policy Statement 1 " Delivering Sustainable Development, " Planning Policy Guidance Note 13 " Transport ", Planning Policy Guidance Note No. 15 " Planning and the Historic Environment, " Planning Policy Guidance Note 16 " Archaeology and Planning "

2. WORKS IN THE HIGHWAY INFORMATIVE:

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

For further information please contact the officer named:

Works in the highway - Section 278 - Howard Watson Tel. No. 551332

3. The applicant should note that the proposed digital screen mentioned in the Design and Access Statement submitted on 2 April 2008 may require to be the subject of a separate application for planning permission and/or Listed Building consent.

Contact details:

Author: Fiona Mackay Development Control Officer (Tues - Fri)
Tel No: 01904 552407