

COMMITTEE REPORT

Committee: West/Centre Area
Date: 16 July 2009

Ward: Micklegate
Parish: Micklegate Planning Panel

Reference: 08/02755/LBC
Application at: Railway Station Station Road York
For: Installation of automatic ticket gates, glazed barriers, associated cctv cameras and signage, alterations to chaplain's office, formation of passageway from short stay car park to Inner Concourse, provision of ATM booths, relocation of various booths and kiosks and associated building works
By: National Express East Coast
Application Type: Listed Building Consent
Target Date: 26 June 2009

1.0 PROPOSAL

INTRODUCTION

1.1 The following application is presented to the West and Centre Planning Sub-Committee for a determination at the request of Councillors Sandy Fraser, Dave Merrett and David Taylor due to the potential detriment to York Railway Station.

1.2 The application submitted by National Express East Coast seeks listed building consent for the installation of automatic ticket gates and barriers within the station concourse and at the western entrance to the station from Leeman Road at York Railway Station. The application also proposes the installation of associated CCTV cameras to monitor barrier gates, alterations to the chaplain's office to form an excess fares office, the formation of a pedestrian/ cycle link from the inner concourse to the short stay car park/ tearoom square area, the relocation of various booths and kiosks from the inner concourse, the demolition of the existing ATM kiosk/ Photo-me building in the inner concourse, associated signage, relocation of the existing signal post to allow for the provision of the relocated information kiosk from the inner concourse to the outer concourse, the relocation of the principal customer information board from the inner concourse to the outer concourse, and the relocation of the existing vending machine and information post from the tearoom square area.

STATUTORY CONTEXT

1.3 York Railway Station is a Grade II* listed building within the Central Historic Core Conservation Area. Members are advised that it is the statutory requirement of the Local Planning Authority under Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to " have special regard to the desirability of preserving the building or its setting or any feature of special architectural or historic interest which it possesses." Therefore when considering the application, Members should be mindful of what issues are material to the listed building application and

what are non-listed building issues or station management issues that lie outside control of the Local Planning Authority's power in determining the application. This is the sole and prime consideration in the determination of listed building consent and no other issues can be considered.

SUPPORTING INFORMATION

1.4 National Express advises in initially submitted supporting information that the gates and the barriers are a requirement of their franchise that was granted by the Government for the period 9 December 2007- 31 March 2015. National Express has requested that the gating scheme still be determined despite the recent announcement that National Express is to cease operating the franchise. The supporting information states that the purpose of the gates is to protect revenue and to control access onto the platforms by reducing fare evasion and reducing crime and antisocial behaviour by controlling access and increasing security of employees and customers. In further supporting information received on 21 January 2009, National Express East Coast indicated that the protected revenue would be re-invested in enhanced facilities at the station such as improved signage, painting and seating, provision of electronic poster boards and 'interactive' smart columns, extra cycle parking, additional facilities for cyclists, and improved waiting areas benefiting both York and the UK rail industry. This letter clarifies that access to platforms for non-rail passengers and visitors such as train spotters would be free and at the discretion of station staff. It advises again of the agreement to introduce gating as part of its franchise commitment and the increasing policy of gating nationally.

1.5 The Local Planning Authority considered that further supporting information was required to justify the proposals under paragraph 3.4 of national planning guidance contained in Planning Policy Guidance No. 15 " Planning and the Historic Environment." A Historical Analysis with an overarching amended drawing was submitted by the agent and National Express on 6 March 2009, followed by detailed drawings and an updated Design and Access statement on 1 May 2009 to include further justification and associated CCTV and signage details.

1.6 The revised Design and Access Statement (April 2009) includes additional information and explains the requirement to protect revenue as part of its franchise, expanding on the current trend for re-gating of main stations as detailed above. National Express is not prepared to divulge the specific details of its business case for reasons of commercial sensitivity and confidentiality. The research of the business case analysed customer flow and behaviour and the results influenced the final barrier layout that is now before Members.

1.7 A supplementary statement was received in May 2009 from National Express that expands on the gating proposal for York station, updates on the progress of gating schemes nationally and government commitment to its approach. This document specifically addresses many of the issues raised by the public, local businesses and interested parties, and is therefore attached as Appendix 2.

WIDER CONTEXT

1.8 At the request of the Local Planning Authority, National Express has considered the gating scheme in its wider context and commissioned a station masterplan that shows the gating scheme within the wider context of general station improvements and it supports the application as a supplementary document.

1.9 The updated Design and Access Statement places the proposals for York Station in the context of five other stations on the East Coast mainline route which are being adapted for gating this year i.e. Newcastle (grade 1), Durham (grade 11), Darlington (grade 11), Newark Northgate (grade 11) and Grantham.

LOCATION OF WORKS AND FURTHER DETAILS OF THE PROPOSALS-

1.10 The proposals have been amended following a series of site meetings between the applicant, the local planning authority and English Heritage. It should be stressed that the applicants have gone to significant lengths to accommodate the comments from English Heritage and the Local Planning Authority during this negotiation period. To illustrate the changes, copies of the originally submitted scheme will be displayed for Member's consideration at the Committee meeting. Details of the series of revisions are attached as Appendix 2.

1.11 The revised proposals are split between 11 locations within the station complex as follows-

LOCATION 1 : OUTER CONCOURSE

- Relocation of existing principal Customer Information Display from the Inner Concourse.
- Provision of Photo-me booth
- Provision of free-standing Customer Service Point
- Provision of 2 No. BT telephone units
- Removal of existing planter and heritage signal and making good of terrazzo etc beneath
- Relocation of florist stand to Portico area

LOCATION 2: ENTRANCE TO SHORT STAY CAR PARK

- Installation of 1.3m high glazed barriers with 3 no. access gates and a 3.1m automatic wide vehicle gate
- Relocation of existing vending machine and passenger information point
- Creation of new access through existing female toilets and Chaplain's office

LOCATION 3: INNER CONCOURSE, EAST SIDE

- Installation of 4 no. standard automatic ticket gates and 1 No. wide gate
- Installation of 1.1m high glazed barriers and 1 No. access gate
- Demolition of existing tile clad building and reinstatement of terrazzo floor finish
- Provision of 2 No. Customer Information Screens integrated to barrier line

LOCATION 4: INNER CONCOURSE, WEST SIDE

- Installation of 6 No. standard automatic ticket gates and 2 No. wide gates
- Relocation of 2 No. existing kiosks
- Relocation of existing customer information display and customer service point to Outer Concourse
- Provision of 2 No. Customer Information Screens integrated to barrier line

LOCATION 5: ENTRANCE TO LONG STAY CAR PARK

- Installation of 3 No. standard automatic ticket gates and 1 no. wide gate
- Removal of concrete plinth to formal parcels sorting bays
- Alteration to existing brick wall to increase its height and provide an access door

LOCATION 6: FOOTBRIDGE ENTRANCE TO NATIONAL RAILWAY MUSEUM

- Provision of a glazed enclosure at the foot of the footbridge steps to incorporate 2 No. standard automatic ticket gates and 1 No. wide gate
- Associated alterations to fence line

LOCATION 7: EXCESS FARES OFFICE

- Provision of an Excess Fares Office within the existing Hertz Car Rental office including the provision of a DDA Compliant raising/ lowering ticket counter

LOCATION 8: ATM KIOSK PLATFORM 5

- Provision of 2 ATMs in existing kiosk

LOCATION 9: FORMER PARCELS OFFICE

- Internal changes associated with the relocation of the Hertz operation from the Inner Concourse
- Internal and external changes associated with the provision of 2 ATMs

LOCATION 10: ENTRANCE TO LONG STAY CAR PARK

- Provision of 2 No. pedestrian crossings and associated safety barriers

LOCATION 11: AREA BETWEEN THE END OF PLATFORM 1 AND CUSTOMER LOUNGE

- Relocation of two existing catering kiosks

DESCRIPTION OF WORKS

1.12 BARRIERS AND GATES- In detail, the works would comprise the installation of 17 No. automatic ticket gates spread over the three locations as explained above and as indicated on the submitted drawings. The gates would be a mix of 13 No. standard width (600mm) and 4 No. wider width (900mm) gates to cater for cycles,

passengers in wheelchairs, passengers with pushchairs, and passengers with bulky items of luggage. The gates have been amended to 1.1m in height, the metal elements of the installations would be in stainless steel, with polycarbonate panels. The gates would have the capability to read a range of tickets. The barriers and the gates would be fixed to the floor with sunken fixings and would incorporate a cable duct to limit further damage to the terrazzo flooring.

1.13 The proposed glass barriers would be 12mm thick and the supporting stanchions would be in stainless steel. The barriers would be 1.1m and 1.3m in height depending on the location, a reduction from the originally proposed 1.8m height. Manual gates at 1.1m high would be provided in the barrier runs at Locations 2 and 3 to allow station vehicles onto the platforms. At these locations there would be an element of stainless steel floor mounted buffer rail at either side of the gate opening and low level crash barriers would be provided at Location 3.

1.14 General amendments propose that the previously powder coated barrier supports would now be finished in stainless steel to match surrounding metal work and the diameter of the supporting posts and flanges would be reduced slightly resulting in a neater support structure. In Locations 3 and 4 of the revised plans, the barriers/gates closing the end of the inner concourse have been simplified by removing the kiosks and lowering the barrier height to 1.1m to be compatible with the gate height. It was agreed with the agent that the emergency gates in this location would have glass infill rather than steel or ply. The previously proposed customer information monitors (4 No.) shown attached to the south wing of the inner concourse in the initial proposal have been removed and the screens would now be integrated within the ticket gate line.

1.15 The proposed barrier that would be adjacent to the former tea room would be similar in design, has been relocated further forward of the building towards the rails, and its height has also been reduced from 1.8m to 1.3m (Location 2). The gates in this location would incorporate stainless steel uprights (rather than glass panels). Trunking would run underground in this location and it is intended that existing modern crash barriers immediately in front of the former tearoom would be removed. The existing cruciform sign and vending machine in front of the tea room would be resited to Platform 2 and 4 resulting in a more open concourse to either side of this barrier.

1.16 NEW PASSAGEWAY AND WORKS AT LOCATION 7- Following concern about access from the short stay carpark to the inner concourse, the revised plans now propose a passageway through the north wing of the existing building. This would be achieved by connecting a new passage to the existing corridor leading to the ladies cloakrooms. The route would reuse two existing doorways, and a new internal separating wall would be introduced. A new excess fares ticket office would be created on the rail side of the barriers in part of the existing building Hertz building (relocated to former parcel office) with access from Platform 3. This would result in the insertion of a compartmented area in the former Hertz office.

1.16 ATM PROVISION- The existing ATM block would be demolished to allow for the barrier line and a new ATM facility would be provided in an existing kiosk building on Platform 5 for rail-side customers (Location 8) and 2 ATMs would be provided

in the former Red Star parcels building near the long stay car park. This would result in minor changes to the external elevation of the station building at this location (Location 9) and the flooring made good.

1.17 LEEMAN ROAD GATES- Minor modifications have been made to the design of the new canopy structure that would protect the ticket gates to the west at the entrance from Leeman Road. (Location 6) This gate line lies outside the curtilage of the historic station but it was considered that an improvement could be made to the quality and detailing of the materials that would be used (circular posts, refined edge detail of roof, better quality roof covering). The scheme includes minor alterations to the existing fence line at the Leeman Road entrance to accommodate the barrier structure.

1.18 CCTV CAMERAS AND LIGHTING- The proposal includes the provision of 21 No. new CCTV cameras mounted at high level around the station and 4 No. internal cameras to provide coverage at all gates and aid security. Additional works increased lighting at the barriers at Locations 3 and 4 to allow for effective CCTV coverage.

1.19 SIGNAGE- The signage on the station would be altered and supplemented to advise passengers of the barriers, and to provide wayfinding signage.

1.20 PEDESTRIAN CROSSINGS- External changes at Location 10 include the provision of two pedestrian crossings and barriers to provide safe access from the Long Stay car park to the front of the station building.

1.21 ASSOCIATED WORKS- The scheme would require the relocation of the main customer information display and information kiosk from the inner concourse to the outer concourse (Location 1). Revised plans pull the digital display further away from the constructed brick face of the ticket office (1980s work).The proposed new Customer Information Point would act as a customer reception point and would require the removal of the existing signal post feature that was introduced in the 1980s. It is intended that the signal post would be offered to the North York Moors Railway or the National Railway Museum. The terrazzo flooring under the planter was protected when the signal was installed. Revised plans improve the design of the Customer Information Point and clarify that it would be orientated to avoid obstructing customer flow. A place would be made available for the flower stall under the portico. Additionally, the two existing catering kiosks from the inner concourse would be relocated to an area near Platform 1 and the long stay car park (Location 11,) and it is intended that the telephones would be wall mounted in the outer concourse. The photo-me booth will be relocated in the travel centre as a free-standing kiosk.

1.22 Members are also advised that there is a current listed building application (LPA Ref 09/01086/LBC) for the existing unauthorised catering kiosk in the outer concourse area that is pending a decision. Members can be updated of the progress of this application at the meeting.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

Areas of Archaeological Interest : City Centre Area 0006

Conservation Area : Central Historic Core 0038

Contaminated Land :

City Boundary : York City Boundary 0001

DC Area Teams Multiple (Spatial)

Listed Buildings Multiple (Spatial)

York North West Boundary : York North West Boundary CONF

2.2 Policies:

CYHE4
Listed Buildings

CYGP1
Design

3.0 CONSULTATIONS

CONSULTATIONS AND PUBLICITY

3.1 Correspondence (dated 22.1.2009) was received from COUNCILLOR DAVE TAYLOR objecting to the proposal as the barriers would be detrimental to the Grade II * Listed Building and would have a negative impact on visitors and residents' enjoyment of the building in terms of appearance and reduced accessibility, breaking up pedestrian flow and interrupting the sense of space within the station. It was also considered that the materials of the barriers etc would be alien in the surroundings and jar with the historic building. The Planning Committee must be satisfied that there is a robust need for the development. Non- related listed building issues that are raised relate to the level of public consultation and a possible breach of the Statement of Community Involvement; the impact of gating on the aims for a Cultural

Quarter and the opening-up of public spaces for visitors and citizens; poor passenger experience of the very same gates in nearby cities; the high cost of a system that could be circumvented when there are other, and possibly more effective, options to control fare-dodging; the proposals would be anti-competitive to other rail service providers. It is concluded that there is not a sufficiently good case for ticket barriers, not proven to the extent that would be necessary to grant Listed Building consent.

Further correspondence (dated 14.6.2009) was received from COUNCILLOR DAVE TAYLOR maintaining an objection to the altered scheme for barriers and gates due to their impact as expressed above. This letter requests Planning Committee to ensure the public safety of disabled persons and children; an issue in relation to children has been recognised in a First Capital Connect public information poster.

Correspondence(dated 5.4.2009) was also received from COUNCILLOR JAMES ALEXANDER passing on concerns raised to him about the impact on the following non-listed building issues- the access route to the NRM, restricted access to trainspotters, restricted access to the signal box cafe and the impact on their revenue, public enjoyment of the building, need for ticket barriers given ticket collectors on trains, restricted access for passengers of other train operators who offer a pay-on-train facility.

JOHN GROGAN , MP (Selby Constituency, including the southern part of the City) has written to register his objection to the proposal on 25.2.2009. In his view the ticket gates would detract from the grandeur and historic architecture of York Station diminishing the appearance of a magnificent building being an unnecessary intrusion. Non-listed building issues raised in this representation related to the impact on passengers wishing to buy tickets on board the train and on local residents who use the station as a convenient thoroughfare.

Correspondence was received from ANNE MACINTOSH, MP (Vale of York, including the northern part of the City) about the progress of the application.

INTERNAL CONSULTEES/ REPRESENTATIONS

3.2 HIGHWAY NETWORK MANAGEMENT- The Committee is advised that as the application is for Listed Building Consent, under planning legislation, the authority can only consider the impact of the works on the architectural character and the special historic interest of the Listed Building in the determination of the application. As such, comments regarding the access implications of the application and prevention of the public walking through the station do not relate to these considerations and cannot be defended as objections/reasons for refusal. The Highway Authority is therefore unable to offer comments on the application.

Highway Officers have investigated whether the issues relating to public access routes can be addressed outside of the planning process through Highways and Public Right of Way Legislation. The formation of Rights of Way by the public using routes through the station, such as the one from Leeman Road to Station Road, is covered by the British Transport Commission Act 1949, as amended by the

Transport Act 1962 Schedule 2 Part III. The aforementioned Act therefore prevents the creation of Rights of Way, through use, over railway land.

Members are therefore advised that the Highway Authority has no defensible grounds to object to the listed building application given the limitations on what is being considered and are unable to act through other legislation

3.3 DESIGN, CONSERVATION AND SUSTAINABLE DEVELOPMENT- It was considered that the initially proposed scheme would adversely affect the special interest of the listed building. The concerns related to the use of ad hoc structures (existing and proposed), of varying heights of gates and screens in the barrier line would close off views, have a poor appearance, unrelated to context and adversely affect the integrated design of the existing station; the poor quality of the relocated kiosk in a visually prominent position in the outer concourse; the impact on the symmetry of the original open composition of the station and the views through to the main shed; the visual impact of the barrier line on the former Tea Room and a complicated barrier alignment; the impact of electronic displays on the south wing of the inner concourse; the lack of justification and information about the CCTV attachments; unconvinced that the scheme has been fully worked through which may in turn lead to further re-ordering of existing accommodation; and the standard of design appears to undermine the open and welcoming spaces of the station.

The revisions dated 28.5.2009 followed consultation with English Heritage and other bodies and the amplified Design and Access Statement and additional information explain the requirement for the proposals, expands on the trend for re-gating and provides a context for the works. The revised scheme appears to have addressed the main issues above resulting in co-ordinated proposals that have greater integration with the building so they have less visual impact on its character. Visual improvements have been achieved by removing kiosks and the current ATM building from the inner concourse. It is concluded that the scheme would have little impact on the special interest of the station as a historic building.

3.4 SOCIAL INCLUSIONS WORKING GROUP- The proposal was discussed at the meeting of the group on 11 March 2009 following a presentation by National Express East Coast. Members of the Group put forward their views and questions about the proposals related to social inclusion and access to National Rail Express. The resolutions relate to a requirement for an Equality Impact Assessment.

3.5 HEAD OF LICENSING AND REPRESENTATIVE OF NIGHTSAFE TASK GROUP- The introduction of the barriers at the railway station may have an impact on antisocial behaviour late at night in the area. The current arrangements allow those in the taxi queues to use the toilet facilities on the station platform. The proposed new arrangement would prevent the use of the gents' toilets and could lead to an increase in persons urinating in public places. A recent survey indicates that 42% of the taxi trade takes place from the station, with queues in excess of 50 persons on a Saturday night at midnight. NATIONAL EXPRESS has responded to this issue as follows- "Access to the gents loos will indeed be restricted to fare paying passengers only (or those accompanying fare paying passengers). This is entirely intentional as those toilets are particularly prone to acts of vandalism at the

moment and it is hoped that the barriers will help ensure a more pleasant facility is offered to genuine station users."

EXTERNAL CONSULTEES

3.6 MICKLEGATE PLANNING PANEL- Object to the proposal. The concerns relate to the 6ft glass and steel barrier sections adjacent to the signal box on Platform 3, Platform 1, and at Tea Room Square entrance as they break up the space inside the listed building and will cause significant visual intrusion that will detract from the historic environment.

3.7 ENGLISH HERITAGE have provided a series of detailed letters of advice which have significantly influenced the amendments made to the scheme that is now presented to the Sub- Committee. In their first letter dated 21.1.2009 English Heritage stated that they did not object in principle to the concept of ticket barriers at York Station but were concerned about the height of the glazed barriers and access gates; the incorporation of two temporary kiosks into the barrier system; the proposed location of a new ATM kiosk on the north side of the signal box building and its inclusion in the barrier line; the manner in which the relocated Travel Information display board cuts across the windows of the Travel Centre in the Outer Concourse. It was considered that the barriers should have a symmetrical relationship with the signal box building and the flanked wings of the station's Inner Concourse.

A further letter dated 9.2.2009 following receipt of amended plans considered that the proposed 1800mm high glazed barriers and stainless steel gates would detract from the spatial complex of the station, delineated by its decorative structural elements and the curvilinear roof structure. Following reconsultation with amended details of 21.1.2009 , a further letter was received on 22.6.2009 that notes the amendment that reduces the height of the ticket barriers and access gates to 1100mm high in the Inner Concourse and 1300mm high elsewhere (notably between the former refreshment room and the platform edge). This letter confirms that English Heritage now withdraws their previous objections and now does not object to the principle of the concept of ticket barriers subject to the removal of the existing kiosks once the bespoke replacement kiosks are built; gates should be glazed and not solid in order to maintain maximum visual permeability; approval of the details of the Customer Information Point in the Outer Concourse given its prominent location; and a suggestion that any new CCTV cameras are not fixed to the column capitals, but are placed in other locations to avoid cluttering the architectural features of the building. English Heritage in emails of 25.6.2009 and 26.6.2009 are satisfied to defer any decision of the final detail of the signage and CCTV schemes to the Council's Design and Conservation Section.

3.8 THE COUNCIL FOR BRITISH ARCHAEOLOGY- The Council considered the original and the revised plans of 21 January, and stressed that any changes to the Grade II* Listed Building should fully scrutinised and justified. In their view, the case for the alterations was insufficient and they would be detrimental to the site for a number of reasons that include the design, height and situation of the barriers and

gates would obscure historic fabric and affect the appreciation of the powerful architecture and the use of the space within the building; the barriers and gates would be visually intrusive and detract from the architecture of the building; circulation routes within the building and with related sites such as the NRM would be compromised affecting important "connectivity" and the existing significant open nature of the site; suspect that the proposal would harm the historic fabric but the lack of detailed information does not allow a proper assessment of this aspect.

3.9 CONSERVATION AREA ADVISORY PANEL- The panel requested a presentation on the proposals on the basis of the effects on the listed building and the wider implications for the public use of the station and its surroundings. It was considered that the signal at the station entrance would be better preserved in its current indoor location. The presentation included information about the context of the proposal in the further works to the station to provide a new waiting area and a first class lounge, and to "green " the station with the introduction of renewable energy. The panel considered that the removal of facilities to the rail side would fragment and restrict passenger circulation within the station. They recommended removal of the retail units from the Inner Concourse to the area next to the former parcels office; the submission of additional information in the form of a masterplan /strategy for the station and a Heritage Assessment.

3.10 RAILWAY HERITAGE TRUST- Correspondence was received on 4.6.2009 that responds to the amended drawings of 21 January 2009 that supports the proposals in principle but comments that the number of CCTV cameras should be kept to a minimum for operational needs, the cameras should be as smallest design available to deliver the required specification, with no damage to the existing fabric of the listed building. Where retail units are displaced or removed, the revealed surface area should be made good to match the existing surrounding area, similarly with the removal of fittings, equipment, signs and notice boards.

EXTERNAL REPRESENTATIONS

3.11 The application was advertised by way of press and site notices and the following representations have been received from residents, local businesses, other train operating companies, and interested parties. These representations have been scanned and are available for Members to view in full on the listed building application on the Planning Portal

3.12 YORK CIVIC TRUST- Correspondence was received on 26 January 2009 notes that the station is valued for its special qualities by both citizens and the travelling public, quite apart from its statutory listing. The applicant's justification is directed towards operational issues connected with fare evasion and other security measures, rather than justifying resulting harm on the Grade II* Listed Building. The Civic Trust considers that the character of the building would be harmed by inappropriate and extensive use of contemporary materials of gates and partition systems, by the interruption of aspects of long vistas within the Station, the spaciousness of the existing architecture would be diminished by these intrusive elements. The convenience and efficiency of the layout of the building would be adversely affected through the loss of direct circulation routes and the varied arrival

and departure points. Non-listed building issues raised indicated that the interconnections between various forms of public and private transport would be impeded rather than encouraged; passengers with mobility problems would be disadvantaged by restrictions on assistance. In general, the proposal would add to the creeping clutter that is now eroding the visual improvements that have taken place since the 1980's when the building was restored more in keeping with its original appearance. Specific concerns relate to the relocation Information Board that does not relate to the fenestration of the Travel Centre and the originally proposed batch of ATMs to the north of the signal box building. It welcomes the removal of the existing ATM block, but considers that the barriers and screens as replacements demonstrate the lack of care, design and understanding of the Station which is a much admired entrance to York. The Trust urges the Local Planning Authority to refuse listed building consent for the listed building and to uphold the statutory responsibility to preserve historic buildings, which is also an important objective of the emerging Local Development Framework as it has been in previous policy documents.

3.13 YORK ACCESS GROUP- Correspondence received on 26. 5.2009 objects to the re-introduction of barriers as they would conflict with the principle of the new Draft Code of Practice for Train and Station Standards for Disabled People currently being considered by the DfT that seeks to improve accessibility. The applicant's proposals should be considered in the light of this document and should ensure a ticket machine at any proposed barrier at the NRM and Commuter car park.

3.14 THE CHILDREN'S SOCIETY- This group of disabled young people (aged 14-25) campaigns for better accessibility in public services. They are concerned that the barriers would be an additional obstacle to negotiate; harder for support workers/ carers to help; extra organisation and queuing time that could lead to delays; absence of full toilet facilities for all on non-rail side of station. In their view, the station should remain a public space with access around and through it and more conductors would improve revenue.

3.15 The Campaign Against Barriers at York Station (CABYS)- This group was formed as a result of the proposal. In their view (Letter of 1.8.2009) there is insufficient justification for the proposal to warrant the damage that would result to the listed building if barriers are installed and lack of evidence that the barriers would achieve their stated aim. It is considered that the barriers would detract from the aesthetics and appeal of the historic building, and would impose an unrealistic technology on the open layout of the station. Other non-listed building issues that are raised cover loss of access, inconvenience, technical difficulties, user unfriendly barriers.

3.16 YORK ENVIRONMENT FORUM brings together individuals and representatives of voluntary organisations who are committed to building a sustainable way of life, and are members of the partnership that wrote and is responsible for implementing the City of York's Sustainable Community Strategy. The Forum objects to the proposal for 7 reasons:

i) The applicant (and the Council) has failed to engage in public discussion of the application as required under the adopted Statement of Community Involvement that also covers Listed Building Consent applications.

- ii) The applicant has failed to demonstrate why the works are "desirable or necessary" as required under Planning Policy Guidance Note 15. No strong business case has been made, more effective revenue protection measures are available, there is no significant safety or security risk to travellers at York Station, National Express East Coast's suggestion that barriers are normal on European railways is false.
- iii) The proposal would be contrary to further advice in PPG15 that requires evidence of the extent to which any proposed works would substantial community benefit, in particular economic regeneration of the area or the enhancement of the environment as gates would be unwelcoming image, impede passengers, be confusing, frustrating for "meeters and greeters", remove the opportunity to buy tickets on the train, reduce revenue of rail side facilities, block valued pedestrian route, impact of future development and connectivity of York Central, remove the station from the public realm.
- iv) Contrary to aim of Sustainable Community Strategy to create an integrated network of public transport
- v) York station is property of Network Rail, which hold its assets on behalf of the nation, and National Express should not be allowed to impose this change without the consent of citizens. Consider that the processing of a listed building application does not meet contemporary needs of transparency and participation in decision-making
- vi) If National Express claim that the extra revenue from the gates will be deployed on further improvements works, the gating scheme should be part of an application for this larger improvement scheme to ensure that the benefits are fulfilled, or the Council should ignore the public relations material
- vii) Any agreement between National Express and the NRM that allows staff to have passes to the Leeman Road entrance should not be supported by the Council as its closure is detrimental to users and affords a select group a wholly unjustified privilege

The Forum rejects certain claims in National Express's Supplementary Document (May 2009) and request the Committee consider the House of Commons Transport Committee, Fifth Report, Session 2007/08, 60 and reject the proposal for further consultation to enhance the station for the benefit of the community:

"There are moves to install ticket gates at more rail stations. Yet ticket gates are not a panacea. They cannot be used by all passengers and staff are still required to be present. Gates introduce new drawbacks including delays and obstructions for passengers; they are not in keeping with historic stations; and they are not always the best method of protecting rail revenue. The Government, in consultation with the rail industry and passenger groups, needs to review this one-track approach and develop a more holistic policy."

3.17 VISIT YORK- A more detailed case should be made as to the necessity of the barriers with an analysis of their impact on users of other stations where they have been installed. Visit York welcomes the associated investment in improved facilities but has strong concerns about the current proposals and their impact on the welcome that visitors and station users will experience and on the overall ambience and openness of the station given that 27% of the city's visitors use York Station and 80% are returning visitors often familiar with an "open station." It is therefore

essential that there is assistance at all barrier points with specific advance information and signage. Visit York would like explicit information on how foreign/ disabled station users special needs would be accommodated. The present advantages of an open system allows access for "other users " other than travelling passengers and provides an outstanding community, economic, tourist asset that would be affected by restricted access, Visit York would want National Express East Coast to demonstrate how it would provide a service to other users of the station and especially requests that the plans to restrict access to non-rail users from Leeman Road/ National Railway Museum entrance is reconsidered. It is considered that the design of the infrastructure would have an impact on a hugely significant Listed Building that has retained an open aspect for 130 years making it innately attractive to users, admirers. Opportunities to open up parts of the station by removing clutter are welcome but there is a contradiction with the erection of more infrastructure. It is noted that there has been a reduction in the height of the some of the glazed barriers but further discussion with conservation officers is required regarding the visual impact of the barriers on the station. Visit York stresses the importance of rail visitors to the city's visitor mix, its tourism industry and the wider economy. This should be maintained and expanded and would welcome the opportunity to communicate with the applicant to find solutions that would maintain the positive welcome and "enjoyment" that the station has long presented to visitors and other users.

3.18 At the time of writing 423 No. separate representations have been received from members of the public, local businesses and interested parties, 79 No. of which are further representations. 353 No. representations have objected to the proposal, 5 No. make general comments on the application, and 4 No. representations support the proposal. The majority of the issues raised in the objections are not listed building matters but relate to the implications that would result from the development, station management and access issues. A list of the range of issues raised in the representations is attached as Appendix 3. The material OBJECTIONS that relate to the impact on the special interest of the Grade II* Listed Building are covered in the following general categories:

- Lack of justification for the works (82)
- The open character of the station adversely affected (205)
- Design of the barriers not sympathetic to the listed building/ inappropriate additions/ impact on former tearoom (103)
- Reduced public access to the listed building (97)
- Inappropriate layout to accommodate barriers (20)
- Lack of public consultation (15)
- Detrimental to external appearance of the listed building (1)
- Impact of specific features; signal post. ATM building, garden
- Contrast and poor experience of Leeds barriers, other historic stations (37)
- Impact on important internal features- signal post, roof, garden area, ATM building, signal box (7)
- High maintenance of barriers (1)

The following objections were received in relation to the subsequent revisions-

- Objections to stand and not overcome (55)
- Still insufficient justification (21)

- Amendments still ruin aesthetics of the station (22)
- No benefit to community or rail traveller (4)
- Breakthrough area too constrained, unsuitable for bikes, too narrow for all the uses and would create a bottleneck (3)

The representations of SUPPORT raise the following material issues in relation to the listed building application:

- The architecture of the building would overwhelm the barrier improvement (1)
- Support National Express's justification for the works as revenue protection and greater security would benefit rail users (6)
- Barriers have worked elsewhere (2)
- Support the removal of the ATM building (2)
- Commendable to see pedestrian crossing point (1)

The following points were raised as relevant COMMENTS on the application:

- Defer for full and final details of the ATG: position; operation; manning; security (1)
- Defer for public debate (1)

Members will be updated of any further representations that are received in the period between report writing and the Meeting.

4.0 APPRAISAL

DEVELOPMENT PLAN AND NATIONAL POLICY GUIDANCE

4.1 Central Government advice in relation to listed building control is contained within Planning Policy Guidance Note 15: "Planning and the Historic Environment" (PPG15). 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".

4.2 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, demolition, internal and external alteration, and changes of use will only be granted where there is no adverse effect on the character, appearance or setting of the building.

4.3 Policy GP1 'Design' of the City of York Local Plan Deposit Draft includes the expectation that development proposals will, inter alia; respect or enhance the local environment; be of a density, layout, scale, mass and design that is compatible with neighbouring buildings and spaces, ensure residents living nearby are not unduly affected by noise, disturbance overlooking, overshadowing or dominated by overbearing structures, use materials appropriate to the area; avoid the loss of open

spaces or other features that contribute to the landscape; incorporate appropriate landscaping and retain, enhance or create urban spaces, public views, skyline, landmarks and other features that make a significant contribution to the character of the area.

ASSESSMENT

4.4 When assessing applications for listed building consent the most relevant consideration is the extent to which the existing building can accommodate the proposed changes without adversely affecting its special architectural or historic interest. The grading of the building is also a material consideration for exercise of listed building control, and Grades I & II* identify outstanding interest.

4.5 York Station also lies just within the Central Historic Core Conservation Area. The current building was built outside the city walls in 1872-77 to overcome the limitations of the original station, York Old Station (1841) -itself one of the best examples of early railway stations in the country and also listed at Grade 11*. Since the current station was built, it has been evolving to respond to changes in the railway industry, to increasing passenger numbers and to different "customer" expectations. Significant additions to its structure include the Edwardian Tea Rooms (now the model railway shop and exhibition) to the north and the central bridge, which was added in 1930s. There is documentary evidence that ticket barriers were introduced in the 1930s between the middle signal box and the north and south wings of the inner concourse. Archive photographs show them to have been low level open metal railings with a decorative upper band, all consistent in material and style. These ticket barriers remained in place until a major refurbishment in the late 1980s that removed clutter and opened the station as a large space with greater circulation. The accessibility was further increased by extending the footbridge to link with the rear of the station in 2004.

4.6 The overall massing and plan form of Thomas Prosser's station remains substantially as built, i.e. the passenger facilities to the east housed in brick-built enclosing wings describing a symmetrical arrangement of outer (entrance) and inner (main) concourse, and the curved aisled train shed to the west supported on cast iron Corinthian columns with decorative spandrel panels and great wrought iron arches. The original signal box (middle box) still stands at the intersection of the two structures, directly on axis and tangential to the railway lines. Significant additions to the structure include the Edwardian Tea Rooms (now the model railway shop and exhibition) to the north and the central bridge were added in 1930s.

IMPACT ON THE CHARACTER OF THE LISTED BUILDING

4.7 National planning guidance contained in Planning Policy Guidance Note No. 15 draws attention at paragraph 5.12 that the spatial interest of a building " may comprise not only obvious visual features such as decorative facade or, internally, staircases or decorated plaster ceilings, but the spaces and layout of the building."

4.8 It is clear that the special character of this Grade II* Listed Building is defined by its powerful spatial character, in particular the scale and height of the great train shed in relation to the human being. The architecture also sets up an important sequence of spatial experiences as one progresses east to west, from arrival under the portico through the lofty outer concourse, via the restricted central passageway to the more open inner concourse where the main axis changes and views open up in the direction of the platforms and tracks. This historic approach adds significantly to the sense of arrival. Any additional works in this location (Locations 3 and 4) should respect this important characteristic by being as open and clutter free as possible. This was recognised by English Heritage as one of the most sensitive aspects of the proposal and advised that visual blockages should be avoided.

Barriers/ Gates-

4.9 The initial submission indicated that the barriers would be 1800mm high and constructed from glass and powder coated mild steel. It was considered that the height and use of the materials would be problematic and would not be acceptable in this Grade II* Listed building. The reduction in the height of the barriers and the change of material to stainless steel would significantly improve the appearance of the barriers. The use of glazed panels with less bulky supports and flanges, and minimal manifestations would have a transparent and largely neutral impact.

4.10 The revised plans that followed considerable discussion reduce the height of the barriers to the height of the gates (1.1m) in the main concourse area, and the proposed barrier line no longer incorporates the existing kiosks or additional structures in the barrier line. The removal of the existing kiosks and the tiled ATM building from this area would open up views by decluttering the inner concourse. The barriers would be erected at a height that would be below the average line of sight and would not intrude significantly into the sense of appreciation of this space. The barrier system in this location would incorporate a floor level duct to feed the gates and this is acceptable as there would be less intervention on the terrazzo floor beneath the barriers. Both the barriers and the gates would be constructed in stainless steel and would be seen as a high quality modern addition that would still allow the original building layout to be read clearly. The gates themselves would be standardised to a certain degree, would have a quality modern appearance, and would link well with the barrier design.

4.11 The revised barrier alignment in the main concourse (Locations 3 and 4) now responds to the symmetry of the inner concourse space. The proposed angled alignment has been introduced to avoid the anomaly caused by the location of the excess fares office which would cause the barriers to "dog-leg" in this location. Otherwise a straight alignment would have been less intrusive on the inner concourse, following the previous line of the 1930s barriers. However the simpler composition and design taken together with lower consistent level of the barriers and gates has significantly reduced the overall impact of the scheme on the architectural character of the space and as stated above the views through to the train shed have been improved due to the loss of the assorted solid structures.

4.12 The proposed barriers at the pedestrian entrance to the short stay car park incorporate access gates that would visually break the 39 metre barrier run. It is

intended that the trunking would be run underground in this area, to further 'lighten' the design. The impact of the barriers in this location should be weighed up against the advantage of existing fixtures being removed and decluttering this area. This would include the modern crash barriers immediately in front of the former tea room, a vending machine, and a cruciform travel information display and would open up views of the former tearoom. The barrier height (1.3m in this location) should allow the full elevation of the former tea room and the cast iron flying buttress structure to be more visible. It is considered that the overall impact of the barriers on the setting of the tea room has been much reduced in the revised plans.

4.13 The proposed gates and barriers at the entrance to the long stay car park (Location 5) are of the same design and would be 1.3m in height and orientated to avoid a drainage run. This area of the station is less sensitive but are no means less important. Their positioning, design etc would be acceptable in Listed Building terms having less direct impact upon the key views into and throughout the station and on any significant structures. In this area, the original station design is less complete as it was not fully restored following the bomb damage during WWII.

Kiosks-

4.14 The refreshment kiosks have been relocated away from the inner concourse into the poorer quality environment at the head of the redundant tracks beyond the south wing (Location 11). In this location the kiosks would not interrupt the visual permeability of the station and would be less likely to disrupt passenger flows. National Express has agreed that the dissimilar existing kiosks would be retained for a fixed period after which they would be replaced with a standard kiosk design, which would require separate listed building approval. It is considered that by siting the kiosks in this area outside the former parcels office should result in long term localized improvements to this area. The removal of the kiosks from Location 3 and 4 would result in a more open inner concourse thereby opening up views into the train shed.

It is now intended that the proposed Customer Information Point that would be sited in a prominent location near to the entrance of the outer concourse would be housed in a new freestanding unit, with the original plans to resite the existing structure in the inner concourse abandoned. The unit would not be fixed to the terrazzo and could therefore be easily removed from this entrance area. This would allow for a better quality kiosk and visually improve the inner concourse by removing the existing low grade building.

Information Displays

Initial concerns about the proposed relocation of the main Passenger Information Board from the inner concourse have been overcome by pulling the board further away from the re-faced wall (1980s) of this part of the outer concourse. The lower section of this wall was originally within the timber booking office, and the two windows and door opening are not original. It is therefore considered that the large display would not obscure original fabric and as a reversible feature would not detract from the special interest of the building.

Monitors on posts

Other Works-

4.15 It was originally intended that there would be no passenger access to the platforms from Tea Room Square/ short stay car park to the inner concourse. This element has been reconsidered in revised plans that propose a passageway through the northern wing of the inner concourse utilising 2 No. existing doors. Externally this alteration would change little as the existing door frames sign panel of glazing would be retained. Internally the degree of change would be minimal as the existing walls and cornices would be retained and the new wall to the Passageway/ Chaplain's office has a 450mm deep glazed section at high level with glazing cut round the cornice. These works would be reversible and would be a minor intrusion into the fabric of the listed building.

4.16 The removal of the tiled ATM building and reinstatement of the terrazzo flooring in the inner concourse would be a significant visual improvement in the main inner concourse as it would allow greater appreciation of the train shed/ concourse architecture. The building was built in the 1980s as staff accommodation for WH Smiths and to house cash and vending machines, and is of no historic interest.

4.17 The proposed alterations to the Hertz Office to incorporate an excess fares office would be in keeping with the building and would have little visual impact but would re-use a currently vacant building. No objections are raised to this element of the proposal.

4.18 Associated with the barrier/gating scheme, proposals for new lighting, signage and CCTV cameras have been included with the application as these are necessary to achieve its effectiveness. The additional light fittings would match existing light fittings, and wiring runs would be concealed or painted out.

4.19 The existing signage within the station has been the subject of a recent application for listed building consent (LPA Ref. 09/00386/LBC) following the awarding of the station franchise to Nation Express. This application was given detailed scrutiny to avoid unnecessary clutter and was recently granted listed building consent on....., after referral to the Government Office It is also understood and appreciated that additional signage would be required to facilitate any new gating layout. It is anticipated that existing signage boards would be used where possible to achieve this and any wholly new signs would be restricted to absolutely essential items. The revised signage scheme, Revision 4, received on 25 June 2009 appears to achieve a level of signage that would not intrude or detract from the character of the listed building.

4.20 The CCTV proposals have been designed to give high focus images at the gate positions in line with police recommendations. In order to achieve this, the fittings would require to be positioned at high level, would have to be close to the barriers, and would be "painted out" to minimize their impact on the structure, avoiding important architectural features. Additional details from the agent received on 25 June 2009 (Drawing No. Yrk-0008) that confirm the exact positions of the CCTV cameras but raise some concern from English Heritage about the use of the

capitals of the columns in the station as these are very significant architectural features that should not be harmed by the addition of visual clutter. The agent has advised that the positioning of cameras (C4, C5, C8, C9, C11, C12) is required to achieve an adequate level of facial recognition, but would agree to alternative appropriate siting provided the coverage is not compromised. It is considered that an acceptable solution could be found and effectively conditioned that would require the cameras to avoid the column capitals.

A previous application for additional CCTV cameras (09/00211/LBC) to provide coverage of public areas has been withdrawn to allow the more important CCTV cameras to be agreed and unnecessary duplication and visual clutter.

4.21 It is likely that the presence of glazed barriers in and around the station concourse would be attractive to advertisers. The local planning authority would wish to resist any vinyl advertising on the glass due to the potential visual harm that would result and would consequently suggest a condition prohibiting this if Members are minded to recommend approval of the application to the Secretary of State.

JUSTIFICATION

4.22 It was announced on 1 July 2009 that National Express are to lose their franchise on the East Coast mainline. National Express has advised that as there is no date for a cessation of the current franchise and there is no immediate material change of ownership, the franchise remains in place and the Department for Transport remains supportive of current initiatives and projects. The local planning authority has been advised that National Express expects that the Transport Minister Lord Adonis who has on multiple occasions expressed his support for plans to introduce ticketing gates at York Station would be unlikely to implement a Government u-turn on government support for any franchisee of the East Coast to implement automatic ticket gates at York Station.

4.23 Planning Policy Guidance Note No. 15, paragraph 3.3 sets out the presumption that listed buildings should be left as they are unless a 'convincing' case can be made out for the works, applying a balancing exercise of the various criteria in the guidance note. As indicated above, paragraph 3.4 of the PPG sets out the need to justify why the proposed works are either desirable or necessary. However where what is proposed will not harm the listed building, or the harm is slight, then the issue of justification referred to in paragraph 3.4 of the PPG does not have to be considered.

4.24 Members should note that National Express's justification in Appendix 3 does not include any details of the business case for gating at York Station or substantive data to demonstrate that there is a security risk or safety problems at York Station. It concentrates on the national commitment to provide barriers at railway stations; the long term proposals at the station; addresses some of the operational problems perceived by the public; details the changes that have been agreed with the local planning authority and English Heritage; stressing the importance of improving security and safety within the station. To a large extent , the significance of the

justification relies on the franchise commitment and the part that York Station plays in the wider East Coast scheme.

4.25 In assessing the level of the impact on the listed building against the strength of the justification put forward by National Express, the revised scheme has a minor impact on the historic fabric of the listed building where the corridor would be opened up to allow movement between the short stay car park and the inner concourse. This alteration is considered a minor intrusion into the fabric of the building and is reversible, and is outweighed by the benefit of the removal of the tiled ATM building and reinstatement of the terrazzo flooring in the inner concourse. In assessing the impact to the special architectural interest of the building, the gating scheme has been redesigned to have minimal visual impact on the layout and spatial sequence of the building and also on views through. The relative scale and volume of the existing train shed structures means that the gates and barriers can be accommodated without harming the special architectural qualities of the building and the overall spatial character of the listed building. Overall it is considered that the revised scheme has little impact on the special interest of the station as a historic building.

5.0 CONCLUSION

5.1 The proposals have undergone a series of revisions as a result of comments from English Heritage and the local planning authority resulting in significant improvements and a reversible gating scheme whose design and appearance would be more compatible with the appearance and character of the station. The proposed lower barriers combined with the removal of structures within the inner concourse and Tearoom Square would allow greater appreciation of important architectural features within the building such as the train shed and the former tearoom. The barriers would be of a suitably modern and simple design, and constructed in high quality materials that would respect their surroundings. It is considered that the barriers would not detract from the spatial quality of the building and would not detract from the sense of arrival through the main entrance, one of the main characteristics of the Listed Building. The additional works that include appropriately designed freestanding structures in the outer concourse and near the long stay car park, and the re-sited passenger information board should not be obtrusive, or detract from historic features within the listed building. In terms of overall impact of the works, the minor harm of opening up the corridor as discussed in 4.25 is compensated for by the improvements of the removal of the ATM building and the terrazzo flooring in the inner concourse.

5.2 It is considered that the application for listed building consent should be approved, subject to the referral to and non intervention by Government Office because of the building's II* listed status.

COMMITTEE TO VISIT

6.0 RECOMMENDATION: Approve after referral to Sec. of State

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

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

Location 1- Drawing No. 2456/09/102, Rev F Received 1.5.2009
Drawing No. 2456/09/103, Rev. D Received 1.5.2009
Drawing No. 2456/ 09/104, Rev C Received 28.5.2009

Location 2- Drawing No. 2456/09/202 Rev. G , Received 28.5.2009
Drawing No. 2456/09/204 Rev B, Received 28.5.2009
Drawing No. 2456/09/206 Received 1.5.2009

Location 3- Drawing No. 2456/08/302 Rev G, Received 28.5.2009
Drawing No. 2456/09/304 Rev. E Received 28.5.2009
Drawing No. 2456/09/305 Rev. A Received 12.12.2008

Location 4- Drawing No. 2456/09/402, Rev. E Received 1.5.2009

Drawing No. 2456/09/404 Rev. D Received 28.5.2009

Location 5- Drawing No. 2456/09/502 , Rev. F Received 1.5.2009
Drawing No. 2456/09/504 , Rev. A Received 1.5.2009

Location 6- Drawing No. 2456/09/602 , Rev. E Received 28.5.2009

Location 7- Drawing No. 2456/09/701 , Rev. B Received 1.5.2009
Drawing No. 2456/09/702 , Rev. C Received 28.5.2009

Location 8- Drawing No. 2456/09/801 , Rev. G Received 1.5.2009
Drawing No. 2456/09/803, Rev B Received 28.5.2009

Location 9- Drawing No. 2456/09/902 , Received 1.5.2009

Location 10- Drawing No. 2456/09/1002 , Rev A Received 28.5.2009

Location 11- Drawing No. 2456/09/1102 , Rev A Received 28.5.2009
Drawing No. 2456/09/1003 , Rev A Received 28.5.2009

Barrier Details- Drawing No. 2456/001, Rev. C Received 1.5.2009
Drawing No. 2456/002, Rev A Received 1.5.2009
Drawing No. 2456/004, Rev B Received 28.5.2009
Drawing No. 2456/05, Rev A Received 28.5.2009

JCP Drawing Nos: - YRK 0001, 0002 Rev A, 0003, 0004,
0005,0006,0007,0008,0009 Received 28.5.2009

Gateline CCTV Installation details and Drawing Nos. Yrk 0008 and 0009, Received
25 June 2009

Signage Scheme, Revision 4, Received 25 June 2009 ,

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 Prior to the commencement of the works hereby approved, the following
details shall be submitted for the written approval of the Local Planning Authority,
and thereafter the works shall be implemented and retained in accordance with the
approved details:

- a) Large scale details of the base fixing of post- mounted barrier Customer
Information Boards
- b) 1:20 and 1:5 details of the new customer information unit in the outer concourse;
including details of shutters and samples of materials
- c) 1:20 and 1:5 details of the external structure at the Leeman Road entrance at
Location 6, including details of the shutters and samples of external materials,
including roofing

- d) 1:20 and 1:5 details showing how the new corridor would be formed through the north wing of the existing building
- e) 1:20 and 1:5 details of the adaptations to the new ATM areas under the bridge and in the external wall of the former parcels office
- f) Detailed plan of the new layout for the resited kiosks in Location 11, showing wiring and service runs
- g) Samples of surfacing for the new crossing points at Location 10 provided on site

Reason: To ensure that the details would be acceptable in the interests of the visual amenity and historical and architectural interest of the Listed Building.

4 The barriers shall not be fixed to the walls of the existing building (only to the floor) and the bolts fixings shall be counter-sunk.

Reason: In the interests of the visual amenity and historical and architectural interest of the Listed Building.

5 The walls and ceilings inserted to the create the Excess Fares Office shall not be fixed onto architraves and they shall be scribed around other details such as skirtings, cornices etc

Reason: In the interests of the visual amenity, historic and architectural interests of the Listed Building

6 Notwithstanding Conditions 1 and 2above, the 2 No. resited kiosks at Location 11 shall be removed from the station no later than 12 months from the date of this listed consent, unless otherwise agreed in writing with the local planning authority.

Reason: In the interests of the visual amenity, historic and architectural interests of the Listed Building

7 Notwithstanding the submitted drawings alternative locations should be found for all CCTV cameras located on capitol tops, unless otherwise agreed in writing by the Local Planning Authority. All cameras should be "painted out" to match the background and wall fixings should be avoided where possible.

Reason; To ensure that the details would be acceptable in the interests of the visual amenity and historical and architectural interest of the Listed Building.

8 All areas disturbed or exposed by the works hereby approved must be "made good" to a high standard with materials and details matching those of the surrounding area.

Reason: In the interests of the visual amenity and historical and architectural interest of the Listed Building.

9 Any items which require fixing to masonry shall reuse redundant fixing positions where possible and a minimum number of fixings shall be used.

Reason: In the interests of the visual amenity and historical and architectural interest of the Listed Building.

10 The final location for the signal post shall be confirmed in writing together with the anticipated date of relocation to the Local Planning Authority.

Reason: To ensure that this information is kept as a historical record in the interests of the listed building.

11 There shall be no advertising on the glazed barriers, and the manifestations shall be agreed by the Local Planning Authority and retained as such unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the architectural and historic character of the listed building.

12 A sample section of the barrier and the agreed manifestations hereby approved shall be erected on site for approval and shall be retained until completion of the works.

Reason: To ensure that the details would be acceptable in the interests of the visual amenity and historical and architectural interest of the Listed Building.

13 Notwithstanding the submitted details, listed building consent is not granted for the following alterations on the approved drawings which must be the subject of future listed building consents:

- 1) Relocated and new ATMs
- 2) The fitting out and signage for the relocated Hertz Office to the former parcels office

Reason: To ensure that the Local Planning Authority has the rights of control over these matters in the interests of the visual appearance, architectural and historic interest of the Listed Building.

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 listed building. As such, the proposal complies with Policies HE4 and GP1 of the City of York Development Control Local Plan - Incorporating the Proposed 4th Set of Changes (2005) ; and national planning guidance contained in Planning Policy Guidance Note No. 15 " Planning and the Historic Environment. "

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