Application No: 1/17/9007  
District: Carlisle City

Applicant: Cumbria County Council  
Received: 9 March 2017

PROPOSAL: Demolition of the Lower Gaol Yard and Lonsdale buildings

LOCATION: Land to the rear of The Courts, Bush Brow, Carlisle, CA3 8NA
1.0 RECOMMENDATION

1.1 That planning permission be Granted subject to the conditions set out in Appendix 1 to this report.

2.0 THE PROPOSAL

2.1 Planning permission is sought to demolish two existing office buildings within Carlisle’s Conservation Area to the rear of the Courts in Carlisle. It is proposed to remove the floor slabs of the buildings and the majority of the sub-base foundation so as to leave 25-30cm of sub-base foundation undisturbed above the original ground surface. It is proposed that the building footprints would be tied into surrounding ground-levels and tarmac surfaced.

2.2 It is also proposed that surface mounted pedestrian fencing will be provided along edges that present a risk of fall from height, including the edge of the ramp and along the top of the retaining wall between the Upper and Lower Gaol Yards. A surface mounted vehicle wheel stop would also be installed in the Upper Gaol Yard in front of the retaining wall top to keep vehicles back from the edge. These measures could be done under permitted development rights.

3.0 SITE LOCATION & DESCRIPTION

3.1 The Lower Gaol Yard and Lonsdale Building are part of a complex of buildings generally referred to as ‘The Courts’ site due to its historic use as such. The Courts are located at, and some form part of, the historic southern entrance to Carlisle. They are situated within the southern side of the city centre and fall within the Carlisle City Centre Conservation Area.

3.2 The Courts complex covers an area of approximately 0.65ha and comprises four distinct buildings:–

- The County Court Citadel building (former Crown Courts and former Hospital Wing on the site of the 1542 Citadel);
- The Lonsdale Building;
- Lower Gaol Yard;
- The Kraemer Building (previously known as the Treasurers Building);

3.3 The Lower Gaol Yard and Lonsdale office buildings are situated to the rear (south-western side) of the Grade I listed Citadel Building (aka: Crown Court, adjoining offices and gate arch - Ref: 1196939). Directly connected to the Citadel Building are the Grade II listed former Hospital Wing of the County Gaol and Gaol Wall (Ref. 1196941) and Gaol Wall west of Crown Court (Ref. 1196983). The Gaol Wall stands stands approximately 10m above ground level at its highest point.

3.4 The Lower Gaol Yard building was constructed in the early 1970s. It is a flat-roofed modular terrapin building with undercroft car parking below. The building is timber-framed with cream panel external walls set amongst white frames. The majority of the building is two storeys. The undercroft car parking is constructed from brick and steel. The structure is detached from the listed Gaol Wall. The Lower Gaol Yard building has a footprint of approximately 500m².

3.5 The Lonsdale Building is a multi-storey office building with a footprint of approximately 1,000m² that was erected in 1979-1980. It has red brick faced
walls and a slated mansard top-floor/roof. It is constructed on split-levels so that its north-eastern front elevation is 3 storeys while its rear south-western elevation is 4 storeys. The difference in ground levels between the Upper Gaol Yard and the Lower Gaol Yard is equivalent to a single storey.

3.6 The Courts complex is bounded as follows:

a) To the north-east by English Street/A6.

b) To the east by the major traffic lit junction of English Street (A6), Botchergate (A6), The Crescent (A69) and Court Square Brow/Borough Street (U137). Grade II Listed Buildings mark the end of either side of Botchergate.

c) To the south by Court Square Brow/Borough Street. The level of this road drops substantially from east to west.

d) To the west the Lower Gaol Yard building is bounded by Bush Brow. Beyond and above this is Victoria Viaduct Bridge over the railway line. The south-western portion of the Lonsdale Building is bounded and partially adjoined by the three storeys Paton House which contains a number of office, retail and leisure units. The northern end of the Lonsdale Building is bounded by a wall on the opposite side of which is an area used as parking in connection with Paton House.

3.7 Vehicular access to the Courts is obtained from the U137 (Bush Brow off English Damside / Borough Street).

3.8 The main point of pedestrian access to the Courts complex is via The Citadel building from English Street. Pedestrian access can also be gained via Bush Brow to the west from Victoria Viaduct or Borough Street.

4.0 SITE PLANNING HISTORY

4.1 There are a large number of planning records relating to the Courts complex. The majority of these relate to listed building consent applications for maintenance and/or internal alterations/adaptations to the Citadel building. The planning permissions which relate to the buildings proposed to be demolished are as follows:

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Development Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/98/0008</td>
<td>Roof access ladder for maintenance purposes (Lonsdale Building)</td>
</tr>
<tr>
<td>1/79/0049</td>
<td>New Offices (Lonsdale Building)</td>
</tr>
<tr>
<td>1/77/0870</td>
<td>Retention of two storey office block (Lower Gaol Yard)</td>
</tr>
<tr>
<td>1/77/0662</td>
<td>Retention of plan filing room (Lower Gaol Yard)</td>
</tr>
<tr>
<td>1/77/0663</td>
<td>Retention of two storey terrapin building for offices with car parking below (Lower Gaol Yard)</td>
</tr>
</tbody>
</table>

4.2 Cumbria County Council has recently vacated the offices at the Courts complex moving staff to the new Cumbria House development on Botchergate. The Citadel building will be safeguarded for future generations with options being explored to ensure an appropriate and viable use to enhance its future sustainability. The Kraemer Building is considered to be in good condition with a range of alternative uses and is to be retained. Proposals for the future use of the Courts site are still at a conceptual stage and require further information about the site constraints, which can only be fully obtained once the Lower Gaol Yard Buildings and Lonsdale Building are demolished. To ensure that the site does not
fall into dis-use/neglect, interim uses of the land are currently being explored by the applicant and will be the subject of a future planning application.

5.0 PLANNING POLICY

5.1 Section 38(6) of the Planning & Compulsory Purchase Act 2004 requires Local Planning Authorities to determine planning applications in accordance with the development plan (i.e. planning policy) unless material considerations indicate otherwise. The relevant development plan for this proposal is the Carlisle District Local Plan 2015-2030 (CDLP) which was adopted on 8 November 2016. The key policies of the CDLP relevant to the determination of this planning application are considered to be:

- Policy SP 1: Sustainable Development
- Policy SP 4: Carlisle City Centre and Caldew Riverside
- Policy SP 5: Strategic Connectivity
- Policy SP 6: Securing Good Design
- Policy SP 7: Valuing our Heritage and Cultural Identity
- Policy SP 8: Green and Blue Infrastructure
- Policy SP 9: Healthy and Thriving Communities
- Policy IP 2: Transport and Development
- Policy CC 4: Flood Risk and Development
- Policy CC 5: Surface Water Management and Sustainable Drainage Systems
- Policy CM 4: Planning Out Crime
- Policy CM 5: Environmental and Amenity Protection
- Policy HE2: Scheduled Ancient Monuments and Non-Designated Archaeological Assets
- Policy HE 3: Listed Buildings
- Policy HE 7: Conservation Areas
- Policy GI 3: Biodiversity & Geodiversity
- Policy GI 6: Trees and Hedgerows

5.2 Policy Map 1 (Carlisle City Centre) denotes the Courts site as “Citadel Redevelopment Opportunity” and cross-references to Policy SP4. It also denotes the Citadel as comprising a key townscape frontage where it front onto Court Square Brow and English Street.

5.3 The National Planning Policy Framework (NPPF), which was published on 27 March 2012, and the national online Planning Practice Guidance (PPG) suite, which was launched in March 2014, are material considerations in the determination of planning applications. The following sections and paragraphs of the NPPF are considered to be relevant to the determination of this application:

- Paragraphs 6-10 - Achieving sustainable development
- Paragraphs 11-14 - The presumption in favour of sustainable development
- Delivering Sustainable Development
  - Section 1 - Building a strong, competitive economy
  - Section 2 - Ensuring the vitality of town centres
  - Section 7 - Requiring good design
  - Section 11 - Conserving and enhancing the natural environment.
  - Section 12 - Conserving and enhancing the historic environment
- Paragraphs 186-187 - Decision Taking
6.0 CONSULTATIONS AND REPRESENTATIONS

6.1 Carlisle City Council Planning Department: No objection.

6.2 Carlisle City Council Environmental Health Department: No objection. Recommend inclusion of a condition to address any contamination that is encountered during demolition. Consideration should be given to protect any nearby residents or sensitive receptors from possible statutory dust or noise nuisance (including vibration) and appropriate mitigation measures deployed to minimise the impact of noise and dust. Consideration should be given to limiting the permitted hours of work; siting of storage/loading of demolition wastes away from sensitive receptors; use of white noise reversing alarms; sheeting of vehicles and presence of water bowser to suppress dust.

6.3 Historic England: No objection. Consider the proposed demolition to be “minor works”. Note that the works, including the remediation works to be carried out following the demolitions, would not involve any ground disturbance to archaeological remains. Note that the Lower Gaol Yard and Lonsdale Buildings date from the 20th Century and are of no heritage significance. Consider their demolition and subsequent remediation would enhance the setting of the Grade I Listed Citadel Building and the conservation area.

6.4 CCC Historic Environment Officer (HEO): No objection. Note there is the potential for well-preserved Roman and medieval archaeological assets to survive below ground on the site and that any disturbance from the proposed development below existing ground level is likely to damage these assets. It is also noted that the intention is not to disturb the former ground surface below the existing floor slab. Concludes the archaeological implications of the proposed demolition works are negligible and that no archaeological work is necessary.

6.5 CCC Ecological Consultant: No objection subject to imposition of a condition requiring contractors to remove by hand those roofing features which have bat roosting potential.

6.6 CCC Highway Authority: No objection. The layout details shown on the submitted plan are satisfactory from a highway perspective.

6.7 Network Rail:

a) Access and egress from and to the railway station must remain open and unblocked around the clock (24/7, 365) during the proposed works on site;

b) All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail’s property, must at all times be carried out in a “fail safe” manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the boundary with Network Rail. Where this is unavoidable, Network Rail’s Asset Protection Engineer must be consulted; crane working diagrams, specification and method of working must be submitted for review and agreement prior to work(s) commencing on site;

c) The demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land.
d) That in addition to any planning consent that may be issued, the developer is to submit directly to Network Rail,

i. a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway (including the demolition works) under Construction (Design and Management) Regulations;

ii. a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail.

6.8 Cumbria Constabulary Crime Prevention Design Advisor: Advises that measures should be employed to secure the site during demolition works to prevent unauthorised access, theft and damage.

6.9 Electricity North-West: Note there is a sub-station within the grounds of the courts that feeds the existing complex and that any services to buildings to be demolished must be decommissioned and made safe before demolition works commence with safe excavation techniques being practiced at all times.

6.10 United Utilities: No response received.

6.11 British Telecom: No response received.

6.12 The application has been advertised in the local press and by site notice on the site. Neighbouring properties and the local county councillors were also notified. No representations have been received.

7.0 PLANNING ASSESSMENT

7.1 Planning permission is sought to demolish the Lower Gaol Yard and Lonsdale Office buildings to the rear of the Citadel and associated site clearance to facilitate the release of the Courts site for alternative re-use and redevelopment. Consideration of this application is concerned solely with the proposed demolition works within the conservation area. Any re-use and/or redevelopment of the site will be the subject of a separate future planning application and as such are not a material consideration to the determination of this application.

7.2 Policy SP4 of the CDLP considers that the reuse and re-development of the Courts complex “could act as a catalyst to enhance the vitality and viability of the southern extent of the City Centre, including Botchergate, and further improve the sense of arrival for visitors using this important historic and iconic gateway”. It continues that “proposals will be supported providing that they do not prejudice any longer term opportunities and respect the significance of the heritage assets which characterise this area”. The Lower Gaol Yard Buildings and Lonsdale Building are the only buildings on the site proposed for demolition. Both were built in the late 20th Century, are in poor condition and are not fit for modern office use purposes. The applicant is of the view that their removal would enable proposals for the long-term future use of the Courts site to be progressed. In this respect the proposal is considered to comply with the strategic objectives of Policy SP4 of the CDLP.

7.3 The key planning issues relevant to the proposed demolition are considered to be heritage and visual impacts; impacts on amenity (dust, noise, vibration and other forms of pollution); protection of protected species; impacts on neighbouring infrastructure and the proposed reinstatement of the land.
Heritage and Visual Impact

7.4 Conservation Areas are defined by statute as areas ‘of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance’. The NPPF and Policy HE7 of the CDLP require development within conservation areas to preserve or enhance the special distinctive character/sense of place, appearance and setting of those buildings and sites in that area that make a positive contribution to its special architectural or historic interest. Paragraph 138 of the NPPF notes that not all elements of a Conservation Area will necessarily contribute to its significance as a heritage asset.

7.5 A Heritage Statement has been submitted in support of the application in accordance with Paragraph 128 of the NPPF. This describes the significance of the conservation area and nearby listed buildings, and the important contribution made to the area by these nearby listed buildings. The submitted Heritage Statement is considered to provide an appropriate level of detail.

7.6 Paragraph 129 of the NPPF requires Local Planning Authorities to identify the particular significance of any heritage asset that may be affected by an application.

7.7 The proposal stands to affect the City Centre Conservation Area which includes the original historic settlement of Carlisle and a large number of buildings of historic merit. The Grade I listed Citadel Building is of exceptional heritage interest and national significance. The Grade II listed former Hospital Wing of the County Gaol and Gaol Walls are of regional importance. These three listed buildings/structures have high aesthetic, communal, evidential and historic value.

7.8 The buildings proposed to be demolished are late 20th Century additions to the Courts site that are of little architectural merit. Neither the Lonsdale nor Low Gaol Yard buildings are considered to have any historical, aesthetic or communal value. Due to their massing, form and materials, they are considered to generally detract from the character and appearance of the conservation area and the setting of both the area and the nearby listed buildings/structures. The removal of these buildings would thus improve the setting of the listed buildings/structures on site and enhance the character and appearance of the area in line with the objectives of Policies HE3 and HE7 of the CDLP and the policies of the NPPF.

7.9 Whilst the Lonsdale and Lower Gaol Yard buildings have little heritage value, the land beneath them has the potential to provide significant archaeological evidence of past human activity dating back to up to two millennia. It is proposed to break-out and remove the strip foundations to the supports of the Low Gaol Yard Buildings to a depth of no more than 10cm (100mm) below the existing car-park level. The Lonsdale Building was constructed on deep pile foundations. The concrete floor slab sits on the pile caps and a layer of compacted crushed rock sub-base foundation (which is required as an operational platform for piling rigs). It is proposed to remove the basement floor slab to the underside of the slab using mechanical excavators and pneumatic drills. The piles will be cut to just below the top of subbase and the subbase layer left in place so as to leave at least 25-30cm cover over the original ground-surface. The piles and a number of pile caps would be left in place along with a protective layer of crushed rock subbase. The proposals would thus involve negligible disruption to original ground beneath these buildings and, provided they are carried out in accordance with the scheme submitted, would not disrupt or disturb any archaeological
remains. CCC Historic Environment Record Officer considers the archaeological
implications to be negligible and that no archaeological work is therefore
necessary in association with these proposals. Consequently it is considered
that the proposed demolition works would not cause substantial harm to any
potential archaeological assets and therefore complies with Policy HE2. The
need for any archaeological investigation of the site could be addressed as part
of any future application for interim use or permanent development of the site.

7.10 The submitted ‘Demolition Method Statement’ stipulates appropriate methods
and precautionary measures to protect the nearby listed walls and buildings from
damage during the undertaking of demolition operations (e.g. use of protective
fencing/scaffolds and hand demolition procedures). Accordingly it is considered
that the proposal is unlikely to result in any inadvertent damage to any listed
buildings and complies with Policy HE3 of the CDLP.

Amenity impacts (Dust and Noise)

7.11 The undertaking of the demolition works has the potential to create adverse
impacts outside the confines of the courts site in relation to the potential for
generation and emission of dust and noise. The majority of neighbouring
buildings are in commercial use and are not considered to be highly sensitivity
receivers. The building foundations, the breaking-up of which stand to generate
the most noise, are within the lower gaol yard area and therefore some 3-4m
lower than the surrounding land-uses and are enclosed by the city walls.

7.12 A Demolition Method Statement has been submitted in support of the application.
This includes an undertaking to monitor and minimise dust, noise and vibration
and presents a number of robust measures within the "risk assessment" section
to control and minimise dust and noise so as to ensure no unacceptable impacts
in association with these works on surrounding land-uses. Conditions are
proposed limiting the permitted hours of demolition work; requiring the use of
white noise reversing alarms; the sheeting of vehicles, and presence of water
bowsers to suppress dust in order to safeguard against any possible statutory
dust or noise nuisance (including vibration). A condition is also proposed to cover
any encounter with hitherto unsuspected contamination during the operations to
demolish the building. In light of these proposed conditions it is considered that
the proposed undertaking of the demolition operations would not result in any
unacceptable levels of pollution or have an unduly adverse impact upon amenity.
Consequently the proposal is considered to comply with Policy CM5 of the
CDLP.

Nature Conservation

7.13 A Protected Species Statement and Preliminary Bat Roost Assessment were
submitted with the application based on surveys/site-assessments undertaken in
January 2017. A Bat Emergence Survey was undertaken at the beginning of May
2017. Both buildings have moderate potential to support occasional breeding
birds and bat roosts. However no signs of active or previous nest or roost
presence or use were recorded during the surveys of the site. A condition is
proposed require hand removal of the hanging tiles on the top storey of the
Lonsdale Building under the instruction of a qualified ecologist to ensure that the
removal of these features with bat roosting potential does not lead to any
contravention of the Wildlife and Countryside Act. In light of the survey findings
and condition proposed it is considered that there would be no adverse impact on
any protected species from the proposed demolition works and would comply
Impacts on Neighbouring Infrastructure

7.14 It is considered that the Demolition Method Statement provides sufficiently robust measures to ensure that the demolition operations would not affect the continued and safe operation of the nearby Highway (U137) and railway line. None of the site remains in use. Consequently the traffic generated by demolition operations would not result in a material increase in levels of traffic generated by the site. Vehicular access to the courts is at least 200m from the access/egress to Carlisle Train Station. Consequently it is considered that the traffic generated by demolition operations would not affect this. CCC Highways and Network Rail have raised no objection.

Reinstatement of Land

7.15 The land immediately around the buildings; and in the case of Lower Gaol Yards undercroft, underneath; is tarmac surfaced. Therefore, in light of the currently unknown future-use or layout of any re-development it is considered, and in order to protect any potential below ground archaeological remains and minimise emission/escape of dust, a bituminous hard surfacing would be acceptable, and would not adversely impact upon the setting of the adjacent listed buildings. A condition is proposed to require the repair and reinstatement of any cobbled-setts and flags that may become damaged or dislodged during the undertaking of demolition operations.

7.16 **Human Rights:** Given the nature and purpose of the proposed development no Convention Rights as set out in the Human Rights Act 1998 would be affected.

8.0 CONCLUSION

8.1 The proposed demolition of the buildings would accord with local development planning policy in respect of heritage considerations - enhancing the character and appearance of the conservation area and setting of the nearby listed buildings. Subject to the conditions proposed, the demolition works would not have any adverse impact outside the site that could not be controlled by condition. The proposed ecological mitigation measures put forward along with the proposed conditions would ensure that the proposals would not adversely impact upon any protected species.

8.2 In summary, it is considered that the proposed development is in accordance with the policies of the development plan, there are no material considerations that indicate the decision should be made otherwise and with the planning conditions proposed, any potential harm would reasonably be mitigated. It is therefore recommended that planning permission be granted subject to conditions.

Dominic Donnini
Corporate Director Economy and Highways

Contact: Mr Edward Page, Kendal, Tel: 01539 713 424

Background Papers: Planning Application File Reference No. 1/17/9007

Electoral Division Identification: Currock ED - Mr R Watson OBE
PROPOSED PLANNING CONDITIONS

Time Limit for Implementation of Permission

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Approved Scheme

2. The development hereby permitted shall be carried out in accordance with the following:

   e. Letter dated 5 May 2017 from Capita re: Bat Surveys at the Courts;

Reason: To ensure the development is carried out to an approved appropriate standard and to avoid confusion as to what comprises the approved scheme.

PROTECTED SPECIES

Bats

3. No demolition of the Lonsdale Building shall commence until contractors have removed by hand those roofing features which have bat roosting potential (e.g. hanging tiles). A suitably qualified bat ecologist must provide appropriate training and guidance to the contractors prior to hand-stripping commencing. If a bat or bat-roost is found at any point during these works, works must cease and a qualified bat ecologist contacted and their subsequent instruction followed.

Reason: To ensure compliance with The Wildlife and Countryside Act 1981 (as amended) and The Conservation of Habitats and Species Regulations 2010 (as amended).

Breeding Birds

4. Prior to the commencement of demolition of the Lonsdale Building the shrub planting and tree adjacent to the eastern side of the north-eastern elevation of the Lonsdale Building shall be fenced off and protected with scaffolding so as to ensure that it is not adversely impacted by demolition operations.

If during the course of demolition works the shrub planting and tree is required to be removed, it should not be removed between the 1 March and 31 August in any year. If this area cannot be cleared outside this time, then it should be
checked for breeding birds by a qualified ecologist in accordance with Natural England’s Guidance and, if appropriate, an exclusion zone set up around it incorporating adequate physical protection from demolition operations. No work shall be undertaken within the exclusion zone until nesting birds have been confirmed absent by a qualified ecologist.

Reason: To ensure appropriate protection for breeding / nesting birds under Section 1 of the Wildlife and Countryside Act 1981.

DESTRUCTION PHASE

Hours

5. No demolition operations or transport of demolition waste off the site shall take place except between the hours of 08.00am and 18.00pm Monday to Saturday (excluding Public Holidays). No demolition operations or transport of demolition waste off the site shall be carried out on Sundays or public and/or bank holidays.

Reason: In order to protect local amenity.

Parking during demolition operations

6. Throughout the undertaking of the demolition operations and reinstatement of the land adequate space shall be maintained on site at all times for the parking of all contractors, staff and visitors, as well as plant and vehicles engaged in demolition and reinstatement operations.

Reason: To prevent inconvenience and danger to road users.

Protection of the Highway

7. No demolition work shall render hazardous the use of any public highway adjoining the site. Demolition work must take place inwards towards the site and not outwards towards the public highway.

Reason: In the interests of public and highway safety.

Sheeting of Vehicles

8. No vehicle shall be used to transport materials onto the public highway unless securely sheeted, or the material is otherwise contained or secured.

Reason: To ensure that material is not released into the air or deposited upon the highway in the interest of local amenity and highway safety and in accord with Policy DC1 of the CMWDF GDCP.

Control of Noise

9. All vehicles, plant and machinery engaged in demolition operations within the site shall be fitted with silencers and maintained at all times in accordance with the manufacturers’ and/or suppliers’ instructions.

Reason: To minimise the potential for there to be any adverse impact from noise in accordance with Policy DC2 of the CMWDF GDCP.

10. Reversing alarms fitted to any vehicle engaged in demolition operations shall only be of white noise type.
Reason: To minimise the potential for there to be any adverse impact from noise in accordance with Policy DC2 of the CMWDF GDCP.

Encounters with Unsuspected Contamination

11. In the event that contamination is found within the buildings to be demolished it must be reported in writing within three working days to the County Planning Authority and any further demolition works shall cease until such time as an investigation and risk assessment has been carried out. If the investigation and risk assessment identifies contamination a remediation scheme shall be prepared and submitted to and approved in writing by the County Planning Authority. The approved remediation shall thereafter be carried out in full.

Reason: To ensure that risks from soil contamination to the future occupants of the development and neighbouring occupiers are mitigated, together with those to controlled waters and ecological systems and to ensure that site workers are not exposed to the unacceptable risks from contamination during construction.

POST DEMOLITION REQUIREMENTS

Site Drainage

12. Following the completion of demolition operations and removal of all debris from the surface of the site, the surface water drainage system shall be checked, cleared and repaired as necessary.

Reason: To ensure the site continues to be effectually drained post-demolition.

Paving setts and flags

13. Following the completion of demolition operations and removal of all debris from the surface of the site, the condition of the Paving setts and flags shall be assessed and repaired and reinstated so that their condition is at least equal to that prior to demolition operations taking place.

Reason: To ensure that demolition operations do not adversely impact the historic fabric of the conservation area or the setting of the Grade I listed Citadel Building (aka: Crown Court, adjoining offices and gate arch - Ref: 1196939). Directly connected to the Citadel Building are the Grade II listed former Hospital Wing of the County Gaol and Gaol Wall (Ref. 1196941) in accordance with CDLP Policies HE3 and HE7.