

**Notice of a public meeting of  
Decision Session - Executive Member for Transport and Planning**

**To:** Councillor Gillies (Executive Member)  
**Date:** Thursday, 14 April 2016  
**Time:** 2.00 pm  
**Venue:** The Shute Room - 1st Floor West Offices (F023)

**AGENDA**

**Notice to Members - Calling In:**

Members are reminded that, should they wish to call in any item\* on this agenda, notice must be given to Democratic Services by **Monday 18 April 2016 at 4:00 pm.**

\*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent which are not subject to the call-in provisions. Any called in items will be considered by the Corporate, Scrutiny and Policy Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Tuesday 12 April 2016.**

**1. Declarations of Interest**

At this point in the meeting, the Executive Member is asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which he might have in respect of business on this agenda.

**2. Minutes (Pages 1 - 4)**

To approve and sign the minutes of the Decision Session held on 3 March 2016.

**3. Public Participation - Decision Session**

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **Wednesday 13 April 2016 at 5:00pm.**

Members of the public may speak on an item on the agenda or an issue within the Executive Member's remit,

**Filming, Recording or Webcasting Meetings**

Please note this meeting may be filmed and webcast or audio recorded and that includes any registered public speakers, who have given their permission. This broadcast can be viewed at <http://www.york.gov.uk/webcasts>. or, if sound recorded, this will be uploaded onto the Council website following the meeting.

Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officer (whose contact details are at the foot of this agenda) in advance of the meeting.

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at [http://www.york.gov.uk/downloads/file/6453/protocol\\_for\\_webcasting\\_filming\\_and\\_recording\\_of\\_council\\_meetingspdf](http://www.york.gov.uk/downloads/file/6453/protocol_for_webcasting_filming_and_recording_of_council_meetingspdf)

**4. Proposed Heslington Neighbourhood Plan Area-  
WITHDRAWN (Pages 5 - 76)**

This report summarises the responses received during the recent consultation on the application by Heslington Parish Council for a Neighbourhood Plan area. *[In advance of the meeting Heslington Parish Council have withdrawn their application.]*

**5. Holgate Road (Iron Bridge to Acomb Road) Cycle Scheme** (Pages 77 - 100)

This report summarises the responses to recent consultation on a proposed cycle lane scheme on Holgate Road, which includes the creation of new residents' only and community parking bays. The report seeks approval of a preferred layout and to advertise the necessary Traffic Regulation Orders (TROs).

**6. Consideration of petition received requesting Residents' Priority Parking on Trentholme Drive (Micklegate Ward)** (Pages 101 - 110)

This report considers a petition received requesting Residents' Priority Parking on Trentholme Drive.

**7. City and Environmental Services Capital Programme - 2016/17 Budget Report** (Pages 111 - 124)

This report sets out the funding sources for the City and Environmental Services Transport Capital Programme, and the proposed schemes to be delivered in 2016/17. The report covers the Integrated Transport and City and Environmental Services (CES) Maintenance allocations.

**8. Urgent Business**

Any other business which the Executive Member considers urgent under the Local Government Act 1972.

Democracy Officer:

Name: Judith Betts

Contact Details:

- Telephone – (01904) 551078
- Email – [judith.betts@york.gov.uk](mailto:judith.betts@york.gov.uk)

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

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

**This information can be provided in your own language.**

我們也用您們的語言提供這個信息 (Cantonese)

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

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 (01904) 551550

**ANNEX OF ADDITIONAL WRITTEN REPRESENTATIONS  
RECEIVED**



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City of York Council

Committee Minutes

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Meeting	Decision Session - Executive Member for Transport and Planning
Date	3 March 2016
Present	Councillor Gillies, (Executive Member for Transport and Planning)

### **59. Declarations of Interest**

At this point in the meeting the Executive Member was asked to declare any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests he may have in respect of business on the agenda. No additional interests were declared.

### **60. Minutes**

Resolved: That the minutes of the last meeting of the Decision Session held on 11 February 2016 be approved and signed by the Executive Member as a correct record.

### **61. Public Participation - Decision Session**

It was reported that there had been three registrations to speak at the meeting under the Council's Public Participation Scheme, in relation to Agenda item 4: Public Rights of Way – Proposal to restrict public rights over Knavesmire Crescent/Curzon Terrace and Curzon Terrace/Albemarle Road using Public Spaces Protection Order legislation:

Roslyn Wilkinson spoke as a resident of Albemarle Road expressing concern that the location of the proposed alley gate would exclude her property. She requested the same protection as adjacent residents with the repositioning of the gate following an increase in height of the adjacent walls.

Marion Horton spoke, on behalf of a number of residents in the Knavesmire Crescent area to raise objections to the proposed gating of the alley ways. In particular they felt that the level of anti social behaviour did not warrant gating of the alleys.

She listed the reasons for their objections which included lack of access for emergency vehicles and cycles, transfer of waste through properties to the front causing obstruction for those with a visual impairment, prams etc.

Christine McCarthy also spoke in objection to the gating of the alleyways, particularly to any changes made to the collection of waste and the resulting difficulties for the elderly and infirm. She confirmed that the current waste collection service worked well and that the proposals would not eliminate anti social behaviour on race days.

**62. Public Rights of Way - Proposal to restrict public rights over the following alleyways using Public Spaces Protection Order legislation; Knavesmire Crescent/Curzon Terrace and Curzon Terrace/Albemarle Road**

Consideration was given to a report which detailed a request made by the Safer York Partnership for a Public Spaces Protection Order (PSPO) to alleviate anti social behaviour in the alley ways in the Knavesmire Crescent, Curzon Terrace and Albemarle Road areas.

The Executive Member considered the results of the statutory consultation and noted that a total of 13 objections had been received to both schemes. In view of these objections and the low number of reported anti social behaviour incidents in the area he agreed that the proposals would not be suitable for the area. He confirmed however that this would not preclude consideration of the gating of the alleyways at a later date, if felt necessary.

**Resolved:** That the Executive Member agrees not to seal the Public Spaces Protection Orders to restrict public rights over the alleyways between Knavesmire Crescent /Curzon Terrace and Curzon Terrace/Albemarle Road in the Micklegate Ward.

**Reason:** The number of objections received would suggest that this scheme would not be appropriate for this area, and the money saved could be better used. Previous schemes had shown that where gates have been installed, without the full support of all residents, it can lead to gates being misused and local tensions between supporters and objectors.



**63. Public Rights of Way – Proposal to restrict public rights over the alleyway between Brunswick Street/South Bank Avenue, Micklegate Ward, using Public Spaces Protection Order legislation**

Consideration was given to a report which set out details of a request from the Safer York Partnership for a Public Spaces Protection Order to restrict public rights over the alleyway between Brunswick Street and South Bank Avenue in the Micklegate Ward, in view of anti social behaviour in the area. Following statutory consultation 3 formal objections had been received from local residents.

The Executive Member confirmed that, having read the report and he was satisfied that a PSPO would not be appropriate for this area as a number of residents were not in favour of the scheme. He confirmed that again this would not preclude consideration of the gating of the alleyways at a later date, if felt necessary.

Resolved: That the Executive Member agrees not to seal the Public Spaces Protection Order to restrict public rights over the alleyway between Brunswick Street/South Bank Avenue in the Micklegate Ward.

Reason: The nature of the objections received would suggest that this scheme would not be appropriate for this area. Previous consultations for this alleyway have found that residents are not in favour of alley gating, and the results of this consultation reflect this. The complicated layout of this alleyway and the waste collection changes that would be required, lead officers to recommend that this scheme would not be appropriate.

**64. Public Rights of Way - Proposal to restrict public rights over the following alleyway using Public Spaces Protection Order legislation: Brownlow Street/Eldon Street (Guildhall Ward)**

The Executive Member considered a report which provided details of public consultation undertaken in response to a request from residents, Ward Members and the Safer York Partnership for a Public Spaces Protection Order.

With the purpose of the Order being to restrict public rights over the alleyway between Brownlow Street and Eldon Street in the Guildhall Ward.

Officers confirmed this alley gating scheme was the final location to be considered in the current programme for the delivery of new schemes following the utilisation of the capital funding allocation. It was noted that any future requests would be listed for consideration should a budget be allocated in the future.

In view of the support received from residents and Members for this scheme the Executive Member raised no objection to the sealing of the PSPO.

Resolved: That the Executive Member agrees to:

- (i) Seal and make operative the Public Spaces Protection Order for Brownlow Street/Eldon Street in the Guildhall Ward.
- (ii) Note the completion of the current capital funded alley gating programme.

Reason: No formal objections or representations have arisen as a result of the formal consultation and the scheme appears to have the full support of the community and Ward Councillors.

Cllr I Gillies, Chair

[The meeting started at 2.00 pm and finished at 2.20 pm].



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**Executive Member Decision Session –  
Transport and Planning**

**14 April 2016**

**Report of the Assistant Director for Planning and Sustainable  
Development**

**Proposed Heslington Neighbourhood Plan Area**

**Summary**

1. This report summarises the responses received during the recent consultation on the application by Heslington Parish Council for a Neighbourhood Plan area. The report recommends that the decision to determine the application by Heslington Parish Council to designate part of the Parish of Heslington as a Neighbourhood Planning area is deferred pending further discussions between City of York Council, Heslington Parish Council and the major stakeholders in the area.

**Recommendation**

2. The Executive Member is recommended to:

Defer the decision on the Heslington Neighbourhood Plan area application as per Option 3.

Reason: To allow further discussions between City of York Council, Heslington Parish Council and other key stakeholders to agree on a logical appropriate boundary for the Neighbourhood Plan.

3. **Background**

As part of the Localism Act 2011, local communities are encouraged to come together to get more involved in planning for their areas by producing Neighbourhood plans for their area. Neighbourhood plans are centred specifically round creating plans and policies to guide new development.

4. Neighbourhood planning is about letting the people who know about an area plan for it. It is led by the residential and business community, not the Council, and is about building neighbourhoods – not stopping growth.
5. If adopted by the Council, Neighbourhood Plans and orders will have weight becoming part of the statutory plan making framework for that area. Designation of a Neighbourhood Area is the first stage in the preparation of a Neighbourhood Plan.
6. In line with National Planning Practice Guidance (NPPG) paragraph 24<sup>1</sup>:

*‘an application to produce a Neighbourhood Plan must be made by a parish or town council or a prospective neighbourhood forum to the local planning authority for a Neighbourhood Area to be designated (Regulation 5 of the Neighbourhood Plan (General) Regulations 2012 (As amended). This must include a statement explaining why the proposed neighbourhood area is an appropriate area’.*

7. The regulations state that where a relevant body, in this case Heslington Parish Council, submits an area application it must include:
  - A map which identified the area to which the area applications relates;
  - A statement explaining why this area is considered appropriate to be designated as a neighbourhood area; and
  - A statement that the organisation or body making the application is a relevant body for the purposes of Section 61G of the 1990 Town and Country Planning Act as applied to Neighbourhood Plans by Section 38a of the Planning and Compulsory Purchase Act (2004).
8. Heslington Parish Council is progressing work on a neighbourhood plan for part of the parish. In November 2015, the Parish Council submitted an area application for an area of the Parish to be designated as a Neighbourhood Area. This boundary includes most of the Parished area, but excludes some of the University of York Campus East and West. This is exactly the same as the Village

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<sup>1</sup> ID 41-024-20140306

Design Statement boundary excluding Halifax College. This application and associated boundary map is attached at Annex A.

9. As detailed in the statement submitted, the application is made by Heslington Parish Council who is a 'relevant body' as defined by the relevant regulations<sup>2</sup>. The statement also details the reasons why the area that is the subject of the neighbourhood area application is appropriate to be designated as a Neighbourhood Area.

#### Reasons for the Proposed Boundary

9. The statement submitted to support the application details that Heslington Parish Council see their role within the community to represent all the residents of the Parish except those University Students and Staff who live and work on campus and are adequately represented by the University of York.
10. The Parish Council highlight the main aims of their proposed Neighbourhood Plan:
  - to support and reinforce the distinctive character and appearance of Heslington Parish and its sense of village community;
  - to preserve and enhance the conservation area for established residents and future generations;
  - to strengthen the existing Heslington Village Design Statement giving it statutory status and a greater influence over planning decisions;
  - to preserve the Green Belt and green space within the Parish;
  - to guide established residents and local planning decision makers in deciding how best to influence key projects on the future of the village and wider Parish;
  - to reinforce the image and identity of the Parish to improve the quality of life for all people who live and work in Heslington, build a stronger community spirit and greater cohesion
11. The Parish Council believe that the aims above are best served by defining the area of the Neighbourhood Plan as identical to the boundary of the current Village Design Statement for Heslington with the exclusion of Halifax College.

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<sup>2</sup> A relevant body means a) a parish or town council or b) an organisation or body which is, or is capable of being, designated as a neighbourhood forum.

12. The reasons for this proposed boundary which excludes the majority of the University of York's campus are based upon the differing objectives of the Parish ('established residents') and the University. The Plan has no interest in influencing the buildings and activities within the current University area, and in addition there is a logistical and financial burden of including approximately 5000 students whose needs and aspirations have no long term interest in the rest of Heslington Parish and will change on an annual basis. The full application is contained in Annex A.
13. Officers will consider these reasons against the criteria set out in paragraph 33 of the National Planning Practice Guidance under the 'Analysis' section of this report.

### **Consultation**

14. When an area application is received, the City of York Council must publish the following details of the Plan:
  - The name of the neighbourhood area;
  - A map identifying the area; and
  - The name of the Parish Council who applied for the designation.
15. The Neighbourhood Planning (General) Regulations 2012 (Regulation 6) and the Neighbourhood Planning (General) (Amendment) Regulations 2015 requires that the information to be published is:
  - a) *a copy of the application*
  - b) *details of how to make representations*
  - c) *the date by which those representations must be received, being-*
    - (i) *in the case of an application to which paragraph (2)(b) of regulation 6A applies, not less than four weeks from the date on which the area application is first published;*
    - (ii) *in all other cases, not less than six weeks from the date on which the area application is first published.*

*This should be published on the website and in such other manner as is considered likely to bring the area application to the attention of people who live, work or carry on business in the area to which the area application applies.*

16. The Council formally published the Heslington Parish Council's application on 18th January for a 6 week period until 29th February.

17. The application was published in the following ways which are legally compliant with the Act and with the Council's adopted Statement of Community Involvement:

- A letter, with the application attached was sent to the Parish Council (for info);
- A notice and a copy of the application was put up at several prominent locations around Heslington including Parish notice boards;
- A letter with the application attached was sent to businesses and landowners/agents in Heslington;
- A letter and copy of the application and boundary were sent to all neighbouring parish councils, these are:
  - Osbaldwick Parish Council
  - Deighton
  - Dunnington
  - Elvington
  - Fulford
  - Kexby
  - Murton
  - Wheldrake
- A webpage has been created at [www.york.gov.uk/neighbourhoodplanning](http://www.york.gov.uk/neighbourhoodplanning) where the Heslington application is available to view as well as additional information on the Neighbourhood Planning process.
- A specific email address [neighbourhoodplanning@york.gov.uk](mailto:neighbourhoodplanning@york.gov.uk) has been set up for representations as has a freepost address.

18. Once the consultation period has ended, the Local Planning Authority has a period of time (defined by the Neighbourhood Planning (General) (Amendment) Regulations 2015) to decide whether or not to designate the boundary applied for. The power to designate a neighbourhood area is exercisable under section 61G of the Town and Country Planning Act 1990. At this stage, it is only the principle of becoming a neighbourhood area and the extent of the proposed boundary which is to be considered. The determination of the application should not pre-judge the content or approach of the proposed draft Neighbourhood Plan. When designating a neighbourhood area, a local planning authority should not make assumptions about the neighbourhood plan that will emerge from

developing, testing and consulting on the draft neighbourhood plan when designating a neighbourhood area.

19. Under section 61H of the 1990 Act whenever a local planning authority exercises powers under 61G to designate an area as a neighbourhood area, consideration must be given to whether the authority should designate the area concerned as a business area. The designation of the specified area can only occur if the authority considers that the area is wholly or predominantly business in nature (Section 61H (3)). The specified area is not wholly or predominantly business in nature and so it is inappropriate to designate it as a business area.

## **Responses to Consultation**

20. The Council has received 17 responses to the consultation which are included (with personal information removed) as Annex B to this report. In summary this includes 11 letters in support of the area application and 6 which suggest alternative boundaries. This is expanded on below.

21. Annex C contains maps showing the proposed alternatives. These include:

Two requests to include a selection of homes which appear to have been excluded from the Neighbourhood Plan area in error

22. The first of these is from a local resident who identifies concerns about the boundary, specifically the northern boundary from Newton Way to Windmill Lane. The application text says it follows the line of the Village Design Statement (VDS) while the map, even though difficult to read, clearly follows the line of the current Conservation Area (CA). These two lines are similar but differ in detail over almost half the length. In addition, both the boundaries exclude several houses which are clearly part of the village and are not part of the University. The respondent recognises the need to reconsider the boundary between the village and the University.
23. The other response is from Heslington Parish Council who write that it has been brought to their attention that the northern boundary of the current Village Design Statement, which has been used again in their Neighbourhood Area application, excludes 9 houses of local



residents at the northern end of Walnut Close and also parts of two other properties served by Spring lane which are Garden House and Springwood. The letter goes on to inform us that the Heslington Parish Council would be prepared to adjust the boundary to include all of these 11 privately owned properties on Walnut Close and Spring Lane.

24. Paragraph 34 of NPPG states that if the qualifying body (i.e. the Parish Council) want a subsequent change to the area application boundary then they need to inform the Local Planning Authority and if no decision has yet been made that the LPA has the option of advising that a new application be submitted with the requested revised boundary. If the LPA accepts the new application it must publish and consult on the new area for at least 6 weeks.

A request from Persimmon Homes to exclude two parcels of land south of Field Lane and Hull Road from the plan area

25. Persimmon state that both parcels of land are physically detached from the village of Heslington and therefore have little, if any impact, on the setting of the village and the church as suggested by the statement included by the Parish Council in their application. This is due to the intrusion of the Heslington East campus into the previous rural area (see map in Annex C).

A request from Quod consultants on behalf of Whinthorpe Development Ltd to exclude the draft Local Plan Strategic Site, ST15 (Whinthorpe) and surrounding land south of the A64 from the plan area

26. Quod highlight that the site and surrounding land is located to the south of the A64 which provides a strong separation between the site and the village of Heslington. They go on to state that the character and function of Whinthorpe is 'divorced' from Heslington's village core and the adjacent areas of open green space which contribute to the village's character (see map in Annex C).

A request from O'Neill Associates on behalf of the University of York to exclude all land in University ownership, or over which it has a lease or agreement.

27. O'Neill's object to the Neighbourhood Area proposed by Heslington Parish Council. They disagree with the Parish Council's justification for including some of the University's campus on the grounds that it

forms an intrinsic part of the village and/or contributes to the character and setting of the area, and that it would ensure consistency with the boundary of the existing VDS.

28. Their response highlights that a Neighbourhood Plan differs from the VDS in that it must primarily relate to the use and development of land and buildings. In this respect, the University's position is already set by the fact it has outline planning permissions for both Heslington West and East campuses, which have been implemented and are valid in perpetuity. They state that the benefits of the outline permissions cover the full extent of the campuses, and could not be overridden by a Neighbourhood Plan.
29. In conclusion, O'Neill's state that their proposed, more consistent approach would be to amend the proposed Neighbourhood Plan boundary to exclude all land in University ownership or over which a lease or other agreement exists (see map in Annex C).

Halifax Estates request that the proposed Neighbourhood Plan Area is rejected and that the City of York Council propose a modified area

30. The modified boundary proposed by Halifax Estates to be included in the Heslington Neighbourhood Plan area is shown in Annex C. This excludes:
  - land owned and leased by the University allowing for long term expansion;
  - land south of the A64 as it performs no function in providing context to the village and part of it has potential as a major strategic site in the emerging Local Plan;
  - other areas that are detached from Heslington village both by distance and by the topography of Kimberlow Hill and do not contribute to the preservation or enhancement of Heslington Conservation Area.

Examples elsewhere

31. In a case in Liverpool in 2014, a group proposed a Neighbourhood Area which included a large proportion of the University of Liverpool buildings and land. 'LoveCanning, the Business Neighbourhood Forum for Liverpool's Georgian Quarter' was designated to act in relation to the Canning Business Neighbourhood Area.

32. During the initial consultation on the boundary, the University objected on the grounds that the proposed boundary stretched way beyond what is interpreted as the Canning area, and made little sense in terms of styles of buildings and historical character and included half the campus.
33. Given that the university owns the majority of the land in the proposed Neighbourhood Plan area, their interest and involvement would have been critical to make the Plan work. It was also agreed that the campus area is not well related in form and function to the Canning Georgian Quarter, and its inclusion does not appear to link to the aims and aspirations of the Neighbourhood Planning group.

On this basis, it was decided that it would be a better decision to re-draw the boundary to exclude all of the University of Liverpool and Liverpool John Moores University buildings and land. This involved the City Council defining a more appropriate boundary. Whilst the City Council could designate a smaller area than that proposed (paragraph 35, NPPG and under 61G of the 1990 Act), as the revised boundary both removed some areas as well as including a new area not previously subject to consultation, the City Council was required to undertake a further public consultation.

34. This case provides an example of where it was decided to exclude an area/organisation where there is little or no interest in being included in the Neighbourhood Planning process and consequently where the aims and aspirations of different groups are incompatible.
35. In a separate case, (Daws Hill Neighbourhood Forum v Wycombe 2014) the Court of Appeal confirmed that the Local Planning Authority has a broad discretion when considering whether a specified area is an appropriate area to be designated as a Neighbourhood Area and that in exercising that discretion the Local Planning Authority should have regard to the particular circumstances existing at the time the decision is made. The Council had not acted unlawfully in designating a smaller area than that which had been applied for.

### **Options**

36. The following options are available for the Executive Member to consider:

**Option 1** – approve the application to designate the neighbourhood area for Heslington Neighbourhood Plan, including the proposed boundary (attached at Annex A) without modification;

**Option 2** – refuse the application and designate an alternative more appropriate area (attached at Annex D)

**Option 3** – defer the decision on the neighbourhood area application to allow officers to discuss further options with Heslington Parish Council, and the various stakeholders in the Parish.

## Analysis

37. If the area applied for is not considered appropriate a Neighbourhood Plan and boundary application cannot be rejected outright as a revised boundary area that includes at least part of the area specified in the application must be designated. National Planning Practice Guidance (NPPG) states that:

*‘The Local Planning Authority should take into account the relevant body’s statement explaining why the area applied for is considered appropriate to be designated as such. The Local Planning Authority should aim to designate the area applied for. However a Local Planning Authority can refuse to designate the area applied for if it considers the area is not appropriate. Where it does so, the local planning authority must give reasons. The authority must use its powers of designation to ensure that some or all of the area applied for forms part of one or more designated neighbourhood areas<sup>3</sup>.’*

38. The NPPG also recognises the benefit of a Neighbourhood Plan that covers the full parished area of Heslington. Section 61G (4) of the Town and Country Planning Act (1990) states that:

*(4)In determining an application the authority must have regard to—*

*(a) the desirability of designating the whole of the area of a parish council as a neighbourhood area*

39. The full parished area of Heslington would form a comprehensive area which recognises the whole community of Heslington within an already established administrative boundary. Whilst the reasons

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<sup>3</sup> National Planning Practice Guidance ID: 41-035-20140306

submitted by the Parish Council and other Stakeholders are valid, they are subjective rather than for the benefit of the community as a whole. As demonstrated in paragraphs 42-59 below, there are many linkages across the whole parish area including the catchment area for many of the services, the intertwining of the historic buildings between the village and the University campus, the setting of the village and the University within a wider rural setting and the transport/walking/cycling links that run throughout the area.

40. It is considered that the correct interpretation is that the Regulations do not allow for the Local Planning Authority to modify the Neighbourhood Plan area to create an area larger than that applied for by the Parish Council. This is because the wider area would not have been published as part of the Regulation 6 consultation allowing for public comment from interested parties.
41. It is also important to note that whilst neighbourhood planning gives local communities greater opportunity to develop planning policies at a local level, the preparation of a neighbourhood plan is optional and not compulsory. Option 3 would allow for further discussion with all parties to agree the most appropriate boundary.
42. Option 1 would designate the area that the Parish Council applied for (but excluding the additional areas referred to in paragraphs 22 to 24 above). The Parish Council included in their statement, as part of their application, why this is considered to be the most appropriate boundary. Their reasons are summarised in paragraphs 9-13 above. A Neighbourhood Plan Area could cover a smaller area than the whole parish area if the proposed area is justified.
43. Officers have considered the reasons set out by the Parish Council and have considered the following matters which the NPPG advises could be considerations when deciding the boundaries of a neighbourhood area:
  - *Village or settlement boundaries which could reflect areas of planned expansion*
44. The village of Heslington has a defined settlement limit which closely follows the built up area. The northern boundary of the village is less clear as it merges with University buildings in Heslington West Campus. The Heslington Conservation Area boundary is drawn through this area and could be used to form a logical boundary.

45. Whilst there are no proposed expansions to the village itself, in the latest draft version of the City of York Local Plan halted in October 2014, there were several strategic sites proposed in the Parish of Heslington; ST15 Whinthorpe new settlement, ST27 University Expansion, and ST4 Land adjacent Hull Road & Grimston Bar. Given that these areas have not been agreed, they cannot be used to help form a logical boundary.
  - *The catchment area for walking to local services, shops, schools, GP, Parks etc*
46. Heslington village is very well serviced and facilities include: three banks, a post office, two pubs, a church, a village meeting room, a primary school and a delicatessen. The University campuses contain several facilities such as shops, hairdressers, doctors, coffee shops, a nursery, a major sports centre, and frequent bus services.
47. As expected, the use of these services are shared between the residents of Heslington village and the people who work and study at the University. The catchment for these facilities, especially the Sports Village stretches across the whole Parish and beyond.
  - *Physical appearance/characteristics of the neighbourhood e.g. consistent size or scale of buildings etc;*
48. Heslington Conservation Area was designated in 1969, and has a richly varied character, with Heslington Hall as its centrepiece. The University complex is adjoining, yet the village retains a strong sense of its own identity.
49. In contrast the University Campus of Heslington West to the north of the conservation area contains mainly 1960/70s buildings on a larger scale to the mainly two-storey residential properties in the village.
50. In addition to the village and Heslington West campus, the development of Heslington East is well underway and will include modern academic buildings, college accommodation, sporting facilities and community facilities.
51. Beyond the built up area of the village and the University campuses, are open fields containing several farms and residential dwellings.
  - *Whether the area forms all or part of a coherent estate for business or residents;*

52. As mentioned above, there are a number of different landuses in the area which could form separate communities although it would be difficult to form logical boundaries particularly between the village and the University to the north.
- *Whether the area is wholly or predominantly for business;*
53. The area is not predominantly for business.
- *Infrastructure or physical features e.g. railways/major roads which would form defined boundaries;*
54. There is a defined settlement limit between the village of Heslington and the open countryside as well as the A64 dual-carriageway providing a strong boundary between the north and south of the parish of Heslington.
- *Natural setting or features;*
55. There are no obvious natural features that would contribute to the definition of a logical boundary in this area.
- *The size of the population living and working in the area*
56. Both the NPPG and the Planning Advisory Service guidance state that electoral ward boundaries are a good starting point for the appropriate size of a neighbourhood area with an average population of 5,500 residents. Paragraph 32 of NPPG states that 'in a parished area a LPA is required to have regard to the desirability of designating the whole of the area of a parish or town council as a neighbourhood area'. This is also required by section 61G (4) of Town and Country Planning Act.
57. The ward boundaries in this area were redrawn in 2015 to establish the new Hull Road Ward which effectively covers the University and combined two wards to form Fulford and Heslington Ward which excludes the majority of the University. The number on the electoral role (age 18+) of Hull Road Ward is 11,847 and Fulford and Heslington Ward is 2,890 (March 2016).
58. Heslington Parish covers areas of both of the wards and consequently includes both students and non-students. The 2011 census electoral role figures for the whole Parish is 4,792. Of these,

3,832 are students and 960 are non-students. Although these figures are 5 years old, they indicate the high proportion of students in Heslington Parish.

59. The application submitted by the Parish Council states one of the reasons for excluding the University from the neighbourhood Plan area is the sheer number of students. They state that including the University campuses would add an enormous logistical burden and financial cost to the Plan's preparation, as well as unnecessary delay to its timely completion.  
The Parish Council identifies that they have a small precept based upon its small number of residences with non-student occupants.
60. In addition, the Parish Council considers that by including University and therefore the approximately 5,000 students that live in Heslington Parish, the results of referendum on the Neighbourhood Plan would be distorted.
61. Having assessed the application and its supporting statement and taken account of government guidance, legislation and representations received, it is considered that the area applied for by the Parish Council may not be the most appropriate in planning terms.
62. Option 2 would allow for the creation of a neighbourhood plan for a modified, smaller area than the area applied for. Section 61G of the Town and Country Planning Act 1990 states that a modified area must include at least part of the area specified in the application. The boundary proposed by officers under Option 2 (attached at Annex D) draws a much tighter boundary around the village of Heslington. This boundary could follow the boundary defined in the latest draft of the City of York Local Plan that was halted in October 2014 to allow further work on housing numbers.
63. This boundary would allow for the Parish Council to fulfil the aims set out in their application in terms of supporting and reinforcing the distinctive character and appearance of Heslington and its sense of village community whilst preserving and enhancing the conservation area for established residents and future generations.
64. This would also respond to several of the representations received through the consultation to exclude areas of land which do not 'fit' with the aims and objectives of the proposed Heslington Neighbourhood Plan.



- The representations received by O'Neill Associates on behalf of the University wish to see all land in University ownership, or over which it has a lease or agreement excluded from the Neighbourhood Plan area (see map at Annex C). This includes land that has been proposed for University expansion through the latest draft version of the City of York Local Plan halted in October 2014, as well as other land controlled by the University without extant planning permissions.
  - Quod, on behalf of Whinthorpe Development Ltd, wishes to exclude the land proposed as a new settlement through the latest draft version of the City of York Local Plan halted in October 2014, as well as all land south of the A64.
  - Persimmon Homes wish to exclude two parcels of land south of Field Lane and Hull Road from the plan area
  - Halifax Estates wish to exclude land owned and leased by the University, land south of the A64, other areas that are detached from Heslington village both by distance and by the topography of Kimberlow Hill.
65. The boundary proposed under Option 2 takes into account the potential considerations identified in NPPG paragraph 33 in that the boundary predominantly follows the settlement boundary of Heslington Village, it would include those buildings with similar physical characteristics, scale and use, no infrastructure/physical boundaries would sever the Plan area, and the size of the population would be limited to those people living in the village and would therefore be less resource intensive. The boundary does not however take account of the catchment area for services which in many cases would not exist if it were not for the University and the wider catchment.
66. Option 2 would exclude from the Neighbourhood Plan the areas referred to in paragraphs 22 and 23 of the report and other extensive area of the Parish.
67. Option 3 looks to defer the decision on the Heslington Neighbourhood Plan area to allow further time for officers to discuss with Heslington Parish Council and relevant Stakeholders a more appropriate boundary for the Neighbourhood Plan area. Deferring the application would also allow time for the Parish Council to submit a

revised boundary to include those areas accidentally excluded and referred to in paragraphs 22 to 24.

### **Next Steps**

68. If Options 1 or 2 are approved, Heslington Parish Council can go ahead and begin preparing the Neighbourhood Plan with advice and assistance from the Council. If Option 3 is approved, further meetings and discussion will take place between officers and the Parish Council and relevant stakeholders with a view to the submission of a modified area application and a further period of consultation as required by the Regulations.
69. Once a draft Plan has been produced, the Parish Council are then required to undertake pre submission consultation by publicising the proposals and inviting representations for a period of not less than 6 weeks.
70. The Parish Council can then submit the Neighbourhood Plan to the Council along with a consultation statement containing details of those consulted, how they were consulted, summarising the main issues and concerns raised and how these have been considered, and where relevant addressed in the proposed Neighbourhood Plan.
71. On receipt of the draft Neighbourhood Plan, the Council needs to publicise the Plan and invite representations for a period of not less than 6 weeks. Once the Council is satisfied that the Plan meets the requirements of the Town and Country Planning Act 1990 the Council then appoints an independent inspector. The Council is responsible for paying the costs of the examination so it is in the Council's interests to ensure that the proposed plan meets the requirements.
72. The Examination and subsequent Referendum will follow. Should the vote be in favour (50% plus 1), then the Council will publish the Neighbourhood Plan.

## **Council Plan**

73. The proposed Heslington Neighbourhood Plan will be a positive contribution to the Council Plan priority of '*A council that listens to residents - to ensure it delivers the services they want and works in partnership with local communities*'.

## **Implications**

74. **Financial/Programme** – If a neighbourhood plan for Heslington is approved, the council will be required to pay for the examination and the subsequent referendum. The costs of these statutory processes will be met in part by central government funding sources from the Department for Communities and Local Government. Any shortfall will need to be accommodated within existing resource
75. **Human Resources** – If a repeat consultation is required, this will have limited HR implications for the Forward Planning Team.
76. **Equalities** – None.
77. **Legal** – The designation of Neighbourhood Plan Areas is to be made in accordance with the Neighbourhood Planning (General) Regulations 2012, the Neighbourhood Planning (General) (Amendment) Regulations 2015 and the provisions of the Localism Act 2011.
78. If the application is not determined in accordance with the prescribed timescales, the local planning authority will not be acting in compliance with the Regulations. However, the NPPG states that where it has not yet made a decision on an area application and the Parish Council wants to change the neighbourhood plan area, the local planning authority has the option of advising the Parish Council that a new application be submitted with the revised boundary.
79. **Crime and Disorder** – None.
80. **Information Technology** – None.
81. **Property** – None.

## **Risk Management**

82. No significant risks are associated with the recommendation in this report have been identified.

**Contact Details:**

**Author**

Rebecca Harrison  
Development Officer  
Tel No: (01904) 551667

**Chief Officer Responsible for the report**

Michael Slater  
Assistant Director Planning and Sustainable Development

**Report Approved**



**Date** 21/03/16

**Specialist Implications Officer(s)**

Patrick Looker  
Finance Manager  
Tel No: (01904) 55 1633

Sandra Branigan  
Senior Solicitor  
Tel No: (01904) 55 1040

**Wards Affected:**

All

Heslington and Fulford Ward  
Hull Road Ward

**For further information please contact the authors of the report.**

**Annexes:**

- Annex A – Heslington Parish Council Neighbourhood Plan application
- Annex B – Representations made during the consultation period
- Annex C – Maps showing alternative boundaries proposed in consultation responses
- Annex D – Officers’ modified boundary as per Option 2.

**Abbreviations used in the report**

- CA- Conservation Area
- HR- Human Resources
- NPPG- National Planning Practice Guidance
- VDS- Village Design Statement

**Annex A**

**Heslington Neighbourhood Plan Application**

**HESLINGTON PARISH COUNCIL**  
THE BYRE, FIELD HOUSE FARM,  
THORNTON-LE-CLAY,  
YORK, YO60 7QA  
TEL: 01904 468773  
Email: parishclerk@heslington.org.uk

M. Grainger,  
Head of Planning and Environmental Services  
City of York  
West Offices  
YORK  
YO1 6GA

Date 20/11/2015

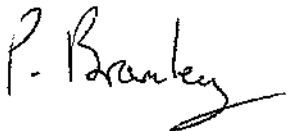
Dear Mr Grainger

**Heslington Parish Council.**  
**Application for Designation of Neighbourhood Plan Area**

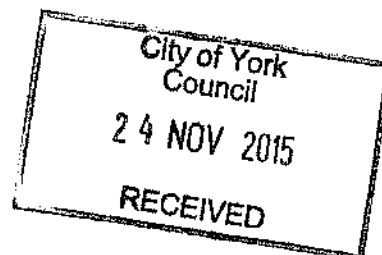
I have pleasure in enclosing a formal application to permit Heslington Parish Council to commence with the preparation of a Neighbourhood Plan for the parish area as marked on the plan attached together with the detailed Conservation area plan.

We look forward to working closely with the relevant officers in your department and we hope to receive a favourable response by January 2016.

Yours sincerely,



**P Bramley**  
**Chair**  
**Heslington Parish Council**



**APPLICATION TO CITY OF YORK COUNCIL  
FOR DESIGNATION OF NEIGHBOURHOOD PLAN AREA**

**INTRODUCTION**

Heslington Parish is situated approximately two miles south of York city centre and currently is in Heslington South and North wards of City of York Council. It comprises the village of Heslington and surrounding farmland interspersed with a number of farmsteads and individual houses. The Parish also includes most of the University of York but the area proposed for inclusion in the Neighbourhood Plan excludes all of the Heslington East Campus built area and the parts of the Heslington West campus which lie to the north of the Heslington Conservation Area and it also excludes Halifax College. The attached plan shows the extent of the area to be included in the plan.

**BACKGROUND**

Heslington has a special character and an important and unique role in supporting York's heritage, identity and cultural life. This is clearly recognized in the CYC Conservation Areas report which states that it has "retained a strong sense of its own identity"<sup>(1)</sup> despite its close proximity to York and being bordered by University of York campuses to the North and East. This identity is defined by the nature of the village which has "a rich heritage of streets, vernacular buildings, trees and open spaces"<sup>(1)</sup> and includes 26 listed buildings. It is further enhanced by its washed over Green Belt status and the outlying rural countryside to the south, which is of ecological and historical importance in itself, featuring ancient cattle routes, 1,000 year old hedges and an SSSI. It provides an essential element of the green wedge which runs through Walmgate Stray reaching close to the city centre. This is recognised in the current draft Local Plan which states "Green Wedges extend from the open countryside into the heart of the main urban area like spokes of a wheel" and "These corridors are vital in maintaining York's Green Infrastructure network and the character and environmental quality of the city."<sup>(2)</sup>

This proximity to the University means that student residents will always be a key part of Heslington and give welcome vitality and diversity to the community.

The predominantly rural nature of the Parish will also mean that Heslington will continue to be an attractive place for people to live; adjacent to jobs, services and education.

The unique qualities of the parish and village contribute greatly to the attractiveness of the university to its staff and students.

<sup>(1)</sup> CYC conservation areas, area 28, Heslington 2009

<sup>(2)</sup> From Local Plan preferred options (June 2013)

**AIMS**

The Neighbourhood Plan must support and reinforce the distinctive character and appearance of Heslington Parish and its sense of village community. The Conservation Area, at its core, will be preserved and enhanced for established residents and future generations.

The Plan will strengthen the existing Heslington Village Design Statement [VDS] giving it statutory status and a greater influence over planning decisions.

The Plan will ensure the preservation of the Green Belt and green space within the Parish.

The Plan will guide established residents and local planning decision makers in deciding how best to influence key projects on the future of the village and wider Parish - its built environment, transport and traffic flows and ensure the sustainability of any development. It will enable those who know and care about Heslington to plan for its ongoing development with community-led planning decisions.

The Plan will reinforce the image and identity of the Parish to improve the quality of life for all people who live and work in Heslington, build a stronger community spirit and greater cohesion. Local residents and stakeholders will be consulted and involved in delivery of the objectives outlined in the Plan.

## **BOUNDARY OF THE HESLINGTON PARISH NEIGHBOURHOOD PLAN**

Heslington Parish Council plays an important and active role within the community and its declared objective is to represent effectively all the residents of the Parish except for those University students and staff who live on campus and are adequately represented by the University of York directly.

Consultation carried out to date shows a strong desire from Parish residents for a Neighbourhood Plan. The Parish Council works alongside City of York Council on many matters and is a statutory consultee on planning applications within its area. It gives support to numerous village groups and organisations and actively keeps Parishioners informed through its regular meetings, website, newsletters and the village notice board.

We believe these objectives are best served by defining the area of the Neighbourhood Plan as identical to the boundary of the current Village Design Statement for Heslington with the exclusion of Halifax College.

All of the Heslington East Campus built area and the parts of the Heslington West campus which lie to the north of the Heslington Conservation Area are excluded.

The reasons are as follows:

- The aims and objectives of the Parish are very different from the educational and commercial aims of the University and the needs of its students.
- The University has its own agreed planning brief and master plan for the campus.
- The Plan would have no significant interest in influencing the buildings and activities within the current university area designated apart from protection of the green buffer zone, traffic and pedestrian flow.
- The majority of public roads and pedestrian crossing areas between the two campuses are included.



- If the University were to be incorporated in the Neighbourhood Plan area, those entitled to vote would include some 5500 students whose needs and aspirations are focused largely around the University with no long term interest in the rest of Heslington Parish. The Parish Council cannot address these needs. They can only be met by the University, which has its own processes in place to communicate and consult with the student body.
- Students make no contribution to the annual Council tax precept, so there are no Parish Council resources to fulfil their needs.
- Students are normally only voting residents for one year, while they are in the halls of residence. Consequently, the cohort that engages in consultation will not be the same group that votes for the final Plan. Their participation will swamp the established residents' views and distort the Neighbourhood Plan, making it almost impossible to achieve its objectives. This difference between the communities has been recognised by CYC recently and reflected in the change of ward boundaries, which now exclude almost the entire built up areas of the university from the Heslington and Fulford Ward.
- Those Students and University Staff living within the designated Plan area itself will give a balanced input into the Plan as they along with other stakeholders will obviously be consulted.
- Inclusion of the University campus in the area to be included in the Heslington Neighbourhood Plan would add an enormous logistical burden and financial cost to its preparation, as well as unnecessary delay to its timely completion. The PC has a small precept based upon its small number of residences with non-student occupants and does not have the resources to deliver a Neighbourhood Plan to include the University West campus and East campus.
- For consistency those parts of the University campus which lie within the Heslington Conservation area and are an intrinsic part of the village will be included in the Neighbourhood Plan area. The Heslington Conservation Area Character Appraisal April 2009 says: "The Conservation Area still gives a fairly accurate illustration of a village life, with pedestrian traffic, busy pubs and shops in the south leg of the Main Street and loud playtime breaks at the school. At night time, when the shops and banks are closed, the area reverts to a peaceful village street. The active farm with its open fields provides a physical linkage to the open rural setting of the village".
- The 'green' buffer zones around the built area of the Heslington East campus are important to the setting of the church and the village and need to be included within the plan area. The playing fields between Holmfield Lane and the golf course are important to the setting of the village and must be included. Here, the sites are fully developed and no further significant development is envisaged.
- The Parish Council therefore propose that the boundary of the land to be included in the Heslington Neighbourhood Plan shall be identical to the boundary of the current VDS for Heslington with the exclusion of Halifax College.

**HESLINGTON PARISH COUNCIL AS THE RELEVANT BODY**

Heslington Parish Council has considerable collective knowledge of its Parish area and is the recognised representative body for the Parish. It is fully prepared to engage and lead the way forward in establishing a Neighbourhood Plan in conjunction with other members of the local community, relevant stakeholders and the City of York.

**CONCLUSION**

Heslington Parish Council looks forward to receiving formal designation of its Neighbourhood Plan area and to working with the City of York in completing its Neighbourhood Plan.





**P Bramley  
Chair**

**Heslington Parish Council**

**20<sup>th</sup> November 2015**

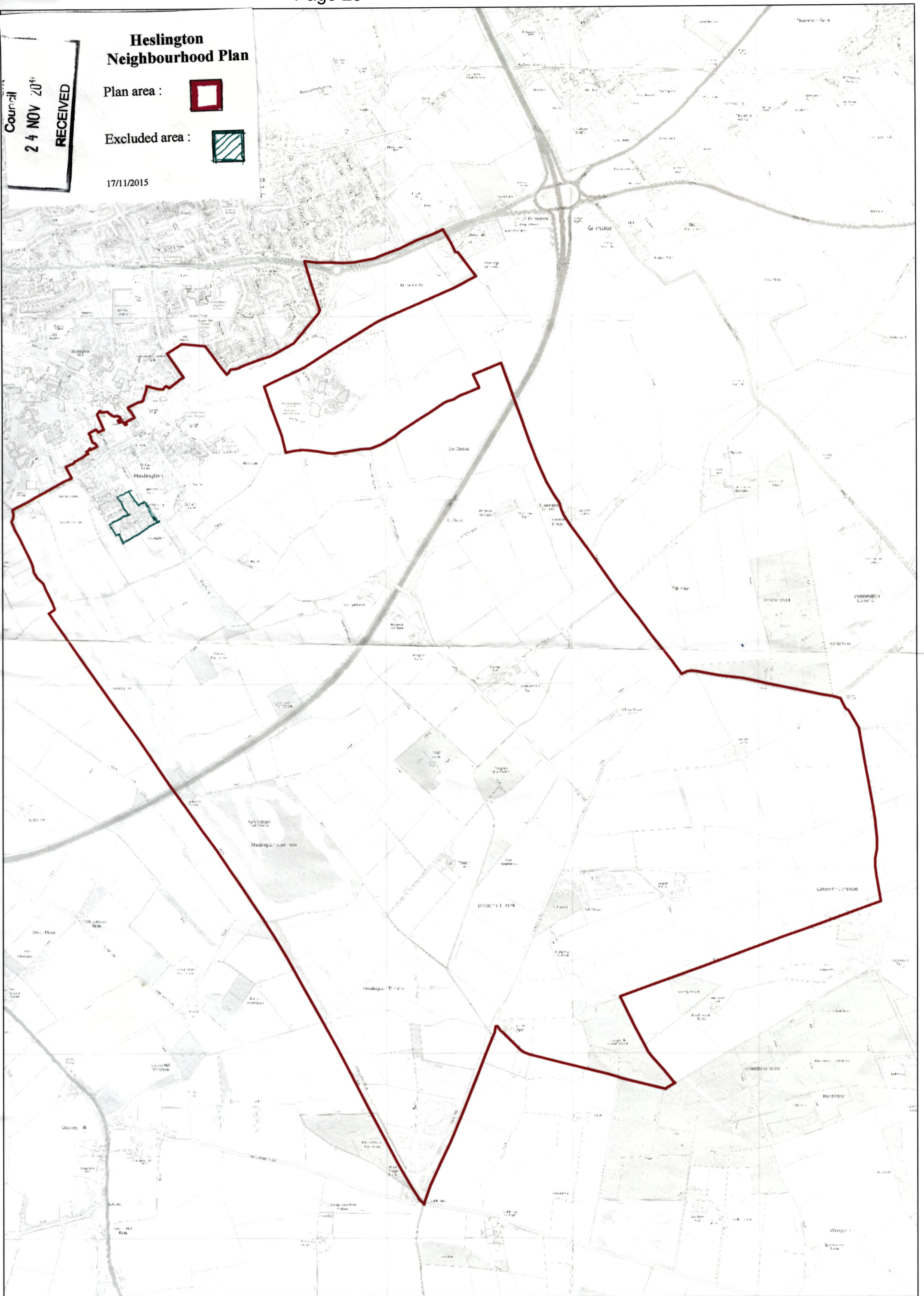
# Heslington Neighbourhood Plan

Plan area : 

Excluded area : 

17/11/2015

Council  
24 NOV 2015  
RECEIVED



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**Annex B**  
**Representations made to**  
**Heslington Neighbourhood Plan**  
**Area Application**

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 25 February 2016 16:34  
**To:** neighbourhoodplanning@york.gov.uk  
**Subject:** Heslington Neighbourhood Plan

[REDACTED]  
[REDACTED]  
[REDACTED]

24 February 2016.

Neighbourhood Planning  
York City Council

Dear Sir/Madam

I am writing in support of the Heslington Neighbourhood Plan proposal.

**Heslington** is a village that is included in the **Domesday Book**. Heslington's existence as a village which is distinct from the city of York and from surrounding villages merits respect and preservation. The people of Heslington have a right to maintain the character and culture they consider part of the village where they and their ancestors have lived and where some may have been buried.

It has always affected me to see structures like the Water Tower erected by Yorkshire Water destroyed. And when Dean's Acre considered hallowed ground was dug up to install water pipes. Even more drastic measures had been proposed i.e. to build a road through Dean's Acre but that was circumvented.

It would not be keeping with the status of the city of York bestowed on it by UNESCO that each time there is a proposal the people in the village have to mount a protest and resort to the media for publicity. Consultation with the villagers should be a mark of respect from the Council to the residents of this ancient village.

Nowhere in the world will one find a village made of concrete and concrete tower blocks. Yet that is what surrounds Heslington village. It is hypocritical for us the British people with a long tradition of fair play and democracy to criticize countries that treat their citizens badly, when we disregard our own small communities. Heslington is neither rich, nor is it large in size as it once was stretching back to St Lawrence Church or in numbers of people, but it does have a long history and it still is a thriving community that welcomes hundreds of tourists, researchers, students, etc.

It would be wonderful if Heslington Village could occupy the space it did as recorded in the Domesday Book but that unfortunately is a pipe dream.

Please add my support to the Heslington proposal.

██████████

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 22 January 2016 16:17  
**To:** neighbourhoodplanning@york.gov.uk  
**Subject:** Heslington neighbourhood plan

Dear Sirs  
I am aware that the parish council is seeking to develop a neighbourhood plan and that the area covered by the university within our parish will be excluded from this plan. As a resident of this parish this makes great sense to me.

Whilst the university is an important employee and wealth-generator for the city it has very different objectives and ambitions to those of the long-term residents' of the parish.

We are looking to promote a sense of village community in Heslington, so that the character of buildings and space are preserved and enhanced for established residents and future generations. Clear guidance for future planning applications and support for our small number of business would also be part of the plan.

Trying to include any wishes of the transient student population would be impractical and time wasting.

Let the parish drive its own future, the university is more than capable of progressing its own master plan separately.

[REDACTED]  
[REDACTED]



**Harrison, Rebecca**

---

**From:** Cllr. K. Aspden  
**Sent:** 22 January 2016 14:41  
**To:** neighbourhoodplanning@york.gov.uk  
**Subject:** Heslington Neighbourhood Plan

Hello,

I am writing to support the application of Heslington Parish Council for permission to prepare a Neighbourhood Plan.

A Neighbourhood Plan would support the Parish's distinctive character and sense of village community. It would be a helpful guide to residents and planners in improving Heslington as a place to live, and I hope to see the proposal approved.

Kind regards,

Keith

Cllr Keith Aspden

Local Councillor for Heslington

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 15 February 2016 11:02  
**To:** neighbourhoodplanning@york.gov.uk  
**Subject:** Heslington Neighbourhood Plsan boundary

I fully support the proposals from Heslington Parish Council for the boundary of the neighbourhood plan for Heslington.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[Redacted]  
From: [Redacted]  
Sent: 22 January 2016 13:42  
To: neighbourhoodplanning@york.gov.uk  
Subject: [Redacted]

Dear [neighbourhoodplanning@york.gov.uk](mailto:neighbourhoodplanning@york.gov.uk)

We have received the following message via the City of York Council website 'comment on this page' button.

I would be grateful if you could file this informaiton as appropriate, or relay this message to the right individual/team to do so.

Many thanks  
Web Admin

---

City of York Council  
1st Floor (near meet@Holgate Windmill)  
West Offices, Station Rise, York, YO1 6GA

[www.york.gov.uk](http://www.york.gov.uk) | [facebook.com/cityofyork](https://facebook.com/cityofyork) | @CityofYork

---

[Redacted]  
[Redacted]  
Sent: 21 January 2016 17:49  
To: webadmin@york.gov.uk  
[Redacted]

[Redacted]  
[Redacted]

Comments: I fully support the application for Heslington to develop a Neighbourhood Plan as set out in the aims for the Proposal. I also strongly support the proposed boundary for the Plan, in that it will truly represent the views of the permanent local community while having no adverse impact on the University which has its own agreed planning brief and master plan for the campus.

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 01 February 2016 22:02  
**To:** neighbourhoodplanning@york.gov.uk  
**Subject:** Heslington Neighbourhood Plan boundary.

I fully support the boundary of the neighbourhood plan for Heslington and the reasons put forward in the proposals from Heslington Parish Council published in the recent notice.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]

Sent from my iPad

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 12 February 2016 09:45  
**To:** neighbourhoodplanning@york.gov.uk  
**Subject:** [REDACTED]

Hi There,

We have received the following message via the City of York Council website 'comment on this page' button. As it's about the Heslington neighbourhood plan, I am forwarding it for your attention.

I would be grateful if you could respond as appropriate to our customer, or relay this message to the right individual/team to do so.

Many thanks  
Web Admin

---

City of York Council, West Offices, Station Rise, York, YO1 6GA  
[www.york.gov.uk](http://www.york.gov.uk) | [facebook.com/cityofyork](https://www.facebook.com/cityofyork) | @CityofYork

---

[REDACTED]

[REDACTED]

[REDACTED].com

Sent: 11 February 2016 16:47  
To: webadmin@york.gov.uk  
Subject: [REDACTED]

[REDACTED] has sent you comments on the following content from City of York Council  
Online: [http://www.york.gov.uk/downloads/file/7323/heslington\\_neighbourhood\\_plan\\_application\\_and\\_boundary](http://www.york.gov.uk/downloads/file/7323/heslington_neighbourhood_plan_application_and_boundary)

Comments: [REDACTED]. We write in support of the proposal for Heslington to have a Neighbourhood Plan. We are also in full agreement with the area proposed for inclusion in the neighbourhood plan and in particular to the exclusion of the University of York campus as the contrast in the needs and priorities of a village community cannot be further away from the educational and commercial needs of the University and Science Park. Whilst both will continue to work closely together it is important to both residents and business owners that we can retain and enhance the unique character of our village.

[REDACTED]

---

[REDACTED] [REDACTED]  
**Sent:** 24 February 2016 14:09  
**To:** neighbourhoodplanning@york.gov.uk  
**Subject:** The Heslington Neighbourhood Plan

York County Council  
Head of planning and environmental Services,  
City of York,  
West Offices,  
York.  
24th February, 2016

Dear Sir or Madam,

I am writing to you in support of the Heslington Neighbourhood Plan Area as proposed by Heslington Parish Council. I have read the relevant document on your website and fully support the boundary and application for Heslington to maintain its special distinctive and rural community features including the Conservation Area, the green belt around the village. This proposal also includes the right of the Heslington Parish Council to have greater influence over planning decisions within this area.

If, as a supporter, there is a form for me to complete, then please forward one to me otherwise I shall take it that this communication is sufficient to show my support for the Heslington Neighbourhood Plan as set out in the document.

Yours sincerely,  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



**HESLINGTON PARISH COUNCIL**  
THE BYRE, FIELD HOUSE FARM,  
THORNTON-LE-CLAY,  
YORK, YO60 7QA  
TEL: 01904 468773  
Email: parishclerk@heslington.org.uk

M. Grainger,  
Head of Planning and Environmental Services  
City of York  
West Offices  
YORK  
YO1 6GA

Date *26 February 2016*

Dear Mr Grainger

**Heslington Parish Council.**  
**Application for Designation of Neighbourhood Plan Area**

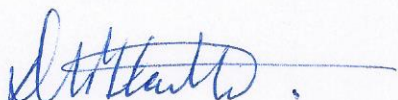
We refer to the above application made on 20/11/2015.

The Parish Council has received positive feedback from a number of residents of Heslington and we believe that the boundary which was proposed in our application will work well for the long term residents of the Parish.

However it has been brought to our attention that the northern boundary of the current Village Design Statement, which has been used again in our application, excludes 9 houses of local residents at the northern end of Walnut Close and also parts of two other properties served by Spring lane which are Garden House and Springwood.

We now write to inform you that the Heslington parish Council would be prepared to adjust the boundary to include all of these 11 privately owned properties on Walnut Close and Spring lane.

Yours sincerely,



.....  
**Heslington Parish Council**

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 25 January 2016 09:31  
**To:** neighbourhoodplanning@york.gov.uk  
**Subject:** Heslington Neighbourhood Plan

To whom it may concern:

I am writing in support of the Heslington Neighbourhood Plan as submitted by Heslington Parish Council. Heslington does have a very distinct identity which needs to be preserved for future generations. The plan would preserve green belt and open spaces important to Heslington and York as a whole. Heslington is a cohesive village that wants to work together to guide it into the future, moving forward and keeping abreast of issues while maintaining and preserving its special qualities.

Because of its proximity to the University, Heslington has unusual boundary issues, and it is important that these be recognised for the benefit of all concerned.

Thank you for your attention.

Yours faithfully,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Sent:** 07 February 2016 15:36  
**To:** neighbourhoodplanning@york.gov.uk  
**Subject:** Heslington Neighbourhood Plan

## Heslington Neighbourhood Plan Area

I fully support the **AIMS** of this application.

But I have some concerns about the **BOUNDARY**, specifically the northern boundary from Newton Way to Windmill Lane.

First, the northern boundary is not clearly defined. The application text says it follows the line of the Village Design Statement (VDS) while the map, even though difficult to read, clearly follows the line of the current Conservation Area (CA). These two lines are similar but differ in detail over almost half the length. The differences are shown on the map on p 11 of the VDS (and where Walnut Close is marked by a 9 in a circle and said to be Spring Lane, see the next paragraph).

Second, both these boundaries exclude several houses (9¼ for VDS, 10 for CA) which are clearly part of the village and are not part of the University. Nine houses are in Walnut Close, numbers 11, 15, 17-21, 23, 25. The other ¼ or whole is Garden House, which is in Spring Lane; it's house and garden are bisected by the VDS boundary. When the CA boundary was drawn, Garden House seems to have been thought wrongly to have its entrance (or an entrance) on Walnut Close. Its only entrance is in Spring Lane, though it does have a hedge along Walnut Close. VDS and CA both separate Springwood, Spring Lane, from the west half of its garden. All these houses and gardens should be within the boundary of the Neighbourhood Area.

Third, the differences between the VDS and CA boundaries and the need to draw a new boundary, north of Walnut Close and including all the houses and gardens in Spring Lane apart from University House, means that the boundary between the University and the Village needs reconsideration. I would like to mention some possible considerations.

The University has many buildings in or adjacent to the historic village. I have listed them, possibly incompletely, in the Table below. The os and xs of that Table define six categories. Note that Eden's Court (a part of Derwent College) and Halifax College are in different categories as one is in the CA and the other isn't, but in my view, should be treated in the same way. Both are student residencies, Colleges. If inclusion or exclusion from the Neighbourhood Plan were done by category, there are 64 possible answers.

One possibility is to exclude all University buildings and their associated grounds. That possibility seems to be the obvious conclusion from the two statements in the application:

The aims and objectives of the Parish are very different from the educational and commercial aims of the University and the needs of its students

and

The University has its own agreed planning brief and master plan for the campus.

A second possibility, with much to be said for it, is to include all the buildings in the Table in the Neighbourhood plan. A third possibility, excluding the two campus sets and including all others, would mean that no area had two sets of rules.

Between those three and the other sixty-one possibilities I have no preferences. I do though think the possibilities should be discussed between the University and the Village. As far as I know there is no mechanism for that at present.

TABLE

University buildings that might be in or out of the NPA. (Lawns, lakes, shrubberies not listed)

	listed	campus	residen	Main St	CA	category
Heslington Hall	x	x	o	x	x	1
Walled garden buildings	x (part)	x	o	x	x	1
Eden's Court (Derwent College)	o	o	x	x	x	2
The Stables	o	o	o	x	x	3
Home Farm	o	o	o	x	x	3
5a Main Street	x	o	o	x	x	4
Alumni House (5 Main St)	x	o	o	x	x	4
The New Building	o	o	o	x	x	3
Halifax College	o	o	x	o	o	5
Sports Pavilion (and Fields)	o	o	o	o	o	6

x = yes, o = no. residen = students sleeping Main St = a frontage CA = within CA boundary  
Each category is defined by a particular combination of x and o.

Six categories gives 64 possible choices from none to all.

[Redacted]

--

[Redacted]

[REDACTED]

---

**From:** webadmin@york.gov.uk  
**Sent:** 12 February 2016 09:36  
**To:** neighbourhoodplanning@york.gov.uk  
**Subject:** [REDACTED]

Hi There,

We have received the following message via the City of York Council website 'comment on this page' button. As it's about the Heslington neighbourhood plan, I am forwarding it for your attention.

I would be grateful if you could respond as appropriate to our customer, or relay this message to the right individual/team to do so.

Many thanks  
Web Admin

---

City of York Council, West Offices, Station Rise, York, YO1 6GA  
[www.york.gov.uk](http://www.york.gov.uk) | [facebook.com/cityofyork](https://www.facebook.com/cityofyork) | [@CityofYork](https://twitter.com/CityofYork)

---

----- [REDACTED]  
[REDACTED]  
Sent: 11 February 2016 16:39  
To: webadmin@york.gov.uk  
Subject: [REDACTED]

[REDACTED] has sent you comments on the following content from City of York Council Online:  
[http://www.york.gov.uk/downloads/file/7323/heslington\\_neighbourhood\\_plan\\_application\\_and\\_boundary](http://www.york.gov.uk/downloads/file/7323/heslington_neighbourhood_plan_application_and_boundary)

Comments: We live [REDACTED] Heslington and we very much support both the area that has been propose by Heslington Parish Council to be covered by the Neighbourhood Plan and we also agree the need for our village to have one. We would urge CYC to agree that this proposal be adopted such that it can be further developed into a useful document.

[Redacted]

**From:** [Redacted]  
**Sent:** 20 January 2016 16:04  
**To:** neighbourhoodplanning@york.gov.uk  
**Subject:** Designation of A Neighbourhood Plan Heslington

Dear [Redacted]

Please note that we are entirely in favour of the Neighbourhood Plan Area put forward by Heslington Parish Council.

Yours sincerely

[Redacted signature block]



Agent: D J LORD FRICS FAAV

Our Ref: DJL/DBW/22708

Date: 24 February 2016

ESTATE OFFICE  
BUGTHORPE  
YORK YO41 1QG

Tel: 01759 368219  
Fax: 01759 368447  
dlord@halifaxestates.co.uk

Neighbourhood Planning  
City and Environmental Services  
FREEPOST RTEG-TYYU-KLTZ  
City of York Council  
West Offices  
Station Rise  
YORK  
YO1 6GA

Dear Sirs

**REPRESENTATIONS ON THE APPLICATION MADE BY HESLINGTON PARISH COUNCIL FOR DESIGNATION OF A NEIGHBOURHOOD PLAN AREA**

**INTRODUCTION**

As owners of approximately 90% of the land within the Neighbourhood Plan Area proposed by Heslington Parish Council, the views of Halifax Estates must be regarded as important and influential when considering the designation of the Neighbourhood Plan Area.

Although the plan attached to Heslington Parish Council's Application is indistinct and unclear, the boundaries have been interpreted as being those edged in red on the attached plan. These representations make the case for the areas coloured in orange, blue, green and pink to be excluded from that area, leaving the residual Heslington Neighbourhood Plan Area coloured in yellow.

**UNIVERSITY OF YORK**

It is recognised that the presence of the University of York with its 15,000 students, has a significant effect on the Heslington village community, particularly during term time. This has been the case for over 50 years since the University was founded in the early 1960's.

Heslington Parish Council have excluded Heslington West Campus, Halifax College and the area designated for building on Heslington East Campus. However, the green buffer zone around the built area of Heslington East Campus stretching from Kimberlow Hill to the eastern edge of Heslington village have been included.

This green area of Heslington East is within the long lease granted by Halifax Estates to the University of York. When outline planning permission was given for Heslington East there was wide recognition of the need to retain a green buffer strip between the eastern part of the village and the new campus, which has strong protection from development and which has been



landscaped by the University over the last few years to increase the biodiversity and attractiveness of this space.

The University is highly regarded nationally and internationally as a centre of excellence and is crucially important to York and the region as an economic driver and a large employer.

All University development has a low development density and is protected by planning restrictions, which Heslington Parish Council should have confidence in. It is not appropriate for the Neighbourhood Plan Area to cover the non-built areas of Heslington East as they perform an important function in creating the parkland setting for the campus.

To enable the University to compete in what is increasingly a global academic market, it needs to have the potential to expand and adapt over the next 20-30 years. For this reason the land that the University of York owns, has a long lease over or holds some agreement that could facilitate future University expansion, should be excluded from the Neighbourhood Plan Area. These areas are shown in orange on the attached plan.

### **LAND TO THE SOUTH OF THE A64**

The A64 creates a clear separation between the land to the north and land to the south. The land to the south performs no function in providing context to the village and should therefore be left out of the Neighbourhood Plan Area in its entirety. Heslington Tilmire has the protection of being an SSSI and the section of Fulford Golf Course south of the A64 is also protected. Together they obviously provide an important green wedge but do not need to be part of the NPA. The majority of the remaining land within the proposed boundary, south of the A64 is within the boundaries of the proposed new settlement of Whinthorpe, which is a major strategic site in the Emerging Local Plan and for this reason should be excluded from the Neighbourhood Plan Area, in addition to the detachment of the area from Heslington Village.

There are areas bordering the Halifax Estates ownership to the south and east which, although they are in third party ownership, it is proposed should also be excluded in the interests of continuity. The area south of the A64 that is proposed should be excluded from the Neighbourhood Plan Area is coloured in blue on the attached plan.

### **POTENTIAL DEVELOPMENT SITES**

The land off Hull Road coloured in green on the attached plan has been designated as a strategic development site within the Emerging Local Plan. It is detached from Heslington village both by distance and by the topography of Kimberlow Hill and therefore does not contribute to the preservation or enhancement of Heslington Conservation Area and therefore should be excluded from the Neighbourhood Plan Area.

Pond Field coloured in pink on the attached plan is adjacent to Badger Hill and is surrounded on two sides by housing development and by Field Lane and Windmill Lane on the other two sides. It is our view that Pond Field should be excluded from the Neighbourhood Plan Area as Field Lane and Windmill Lane form a natural boundary to the development which, if designed properly, would not have a detrimental impact on the setting of the Church or the village.

### **CONCLUSION**

Heslington Village is on the urban fringe and the presence of a large institution such as the University of York inevitably impacts on the character and ambiance of the village. Heslington

West forms the northern boundary of Heslington village, but a green buffer has been incorporated between the eastern boundary of the village and the built up area of Heslington East campus to avoid the eventual merging of the built area of the campus with the village and to maintain a degree of openness to the south and east.

As previously stated, the University must be in a position to expand in the future, subject to demand for additional student places and facilities and obviously subject to planning. However, this must not be constrained by any potential expansion land being included in the Neighbourhood Plan Area and therefore the orange area on the plan should be excluded

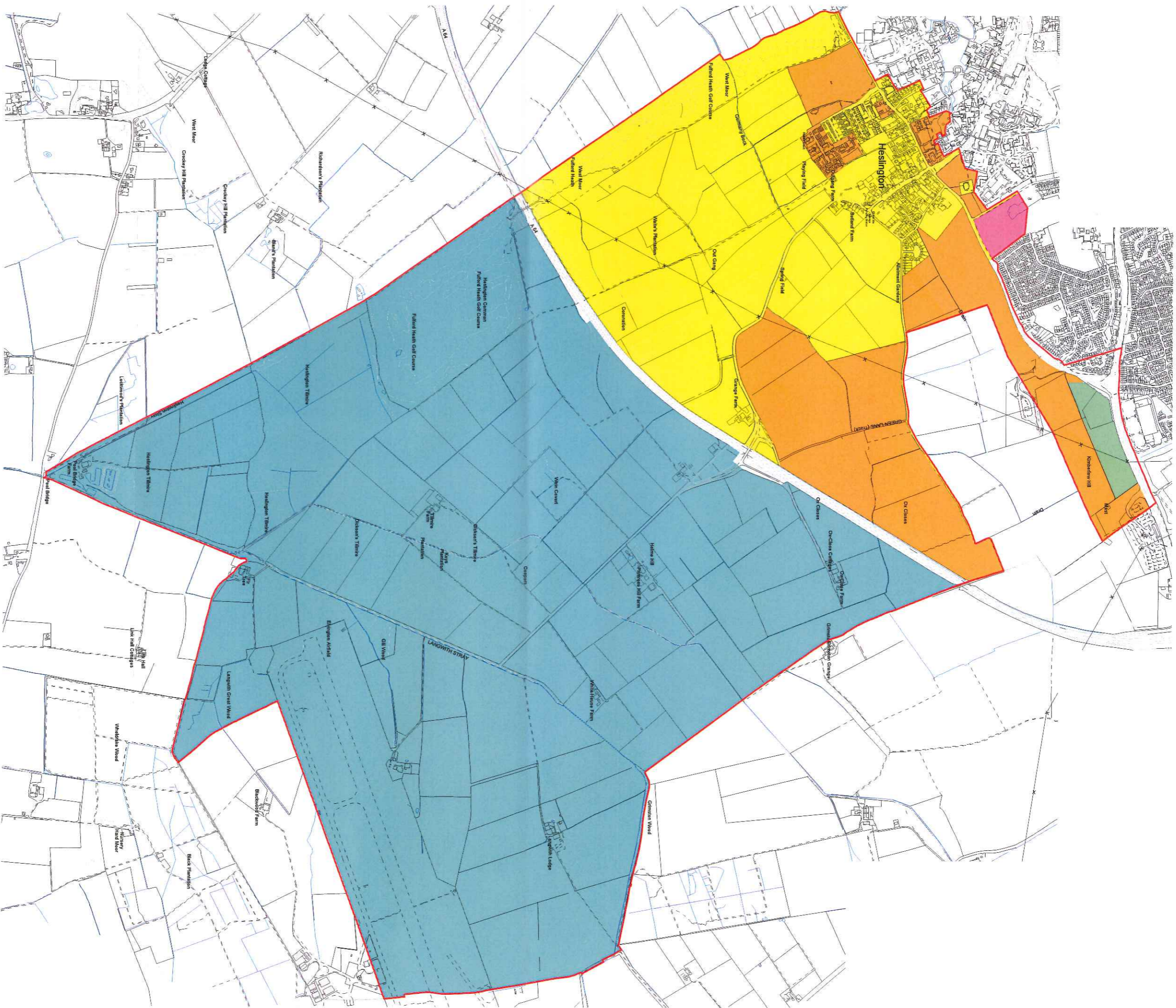
The potential for Whinthorpe to provide a significant proportion of the additional houses required in York over the next few decades should not be in any way hampered by the inclusion of the proposed site within the Heslington Neighbourhood Plan Area, as the provision of additional housing is of upmost strategic importance to the future of York.

The additional potential developments sites off Hull Road and at Pond Field will also contribute to the housing requirements and should be excluded.

Halifax Estates therefore request that the proposed Neighbourhood Plan Area is rejected and that the City of York Council proposes to Heslington Parish Council that the appropriate extent of the NPA would be the area coloured in yellow on the attached plan.

Yours faithfully

**D J LORD**



**Legend**

- Proposed Heslington Neighbourhood Plan Area
- University of York - existing and potential expansions
- Land off Hull Road- residential development site
- Pond Field- potential residential development site
- Land south of A64 to be excluded from Neighbourhood Plan Area

## Halifax Estates

Estate Office, Bughtopre, York, YO41 1QG  
Tel: 01759 368219 Fax: 01759 368447

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**Heslington Neighbourhood Plan Area**

SCALE : 1 : 17500	DATE : 24/02/2016
MAP FILENAME : TP14hes NP A3 1 17500 160216.mxd	

Power Technology Services Ltd Email: info@powertechnology.co.uk  
Maps based on Ordnance Survey Mapping at 1:25000. Mosaic data with the permission of the Controller of HMSO & Crown Copyright.

N



Chartered Town Planning Consultants

Neighbourhood Planning  
City and Environmental Services  
City of York Council  
West Offices, Station Rise  
York YO1 6GA

Our ref: uhnp1602.lpa.ph  
Date: 23 February 2015  
Email: [p.holmes@oneill-associates.co.uk](mailto:p.holmes@oneill-associates.co.uk)

Dear Sir/Madam

**HESLINGTON NEIGHBOURHOOD PLAN – APPLICATION FOR DESIGNATION OF A  
NEIGHBOURHOOD PLAN AREA  
CONSULTATION RESPONSE ON BEHALF OF THE UNIVERSITY OF YORK**

This consultation response is provided on behalf of the University of York in relation to Heslington Parish Council's application for designation of a neighbourhood plan area.

The University has no objections in principle to proposals for a Neighbourhood Plan for Heslington. However, the proposed boundary for the Neighbourhood Plan area is considered to be inappropriate, as outlined below.

The Parish Council's submission provides a number of reasons why the Neighbourhood Plan should exclude the 'Heslington East Campus built area' as well as omitting the majority of the Heslington West campus. Nevertheless, the boundary as proposed would still include;

- Parts of the Heslington West campus within the Heslington village Conservation Area
- A significant part of the Heslington East campus
- Land to the south of Heslington East on which the University has a pre-emptive agreement (right to purchase) as a potential expansion site for the campus

The Parish Council's reasoning for including this land is that it forms an intrinsic part of the village and/or contributes to the character and setting of the area, and that it would ensure consistency with the boundary of the existing VDS.

However, a Neighbourhood Plan differs from the VDS in that it must primarily relate to the use and development of land and buildings. In this respect, the University's position is already set by the fact it has outline planning permissions for both Heslington West and East campuses, which have been implemented and are valid in perpetuity. The benefits of the outline permissions cover the full extent of the campuses, and could not be overridden by a Neighbourhood Plan.

The University has also made representations to the Council as part of the process for the emerging Local Plan in respect of the land to the south of Heslington East, and this area was allocated as an expansion site with strategic buffer zone in the 2014 Publication Draft Plan.

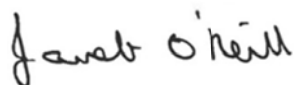
As a distinct higher education institution, it is important that the University is constrained only by the framework of approved planning permissions and local planning policy, and should not be subject of a Neighbourhood Plan which proposes to selectively incorporate only parts of its campuses.

It is therefore proposed that a more consistent approach would be to amend the proposed Neighbourhood Plan boundary to exclude all land in University ownership or over which a lease or other agreement exists.

For reference, we have enclosed an amended version of the proposed Neighbourhood Area plan which has been marked-up to illustrate the areas we require are removed from the boundary. Also enclosed is a plan illustrating the land currently in University ownership, or over which it has a lease or agreement.

We would be happy to provide clarification or any further information on the above points if required.

Yours sincerely,



Janet O'Neill

Encl.

### Heslington Neighbourhood Plan

Plan area :



Excluded area :

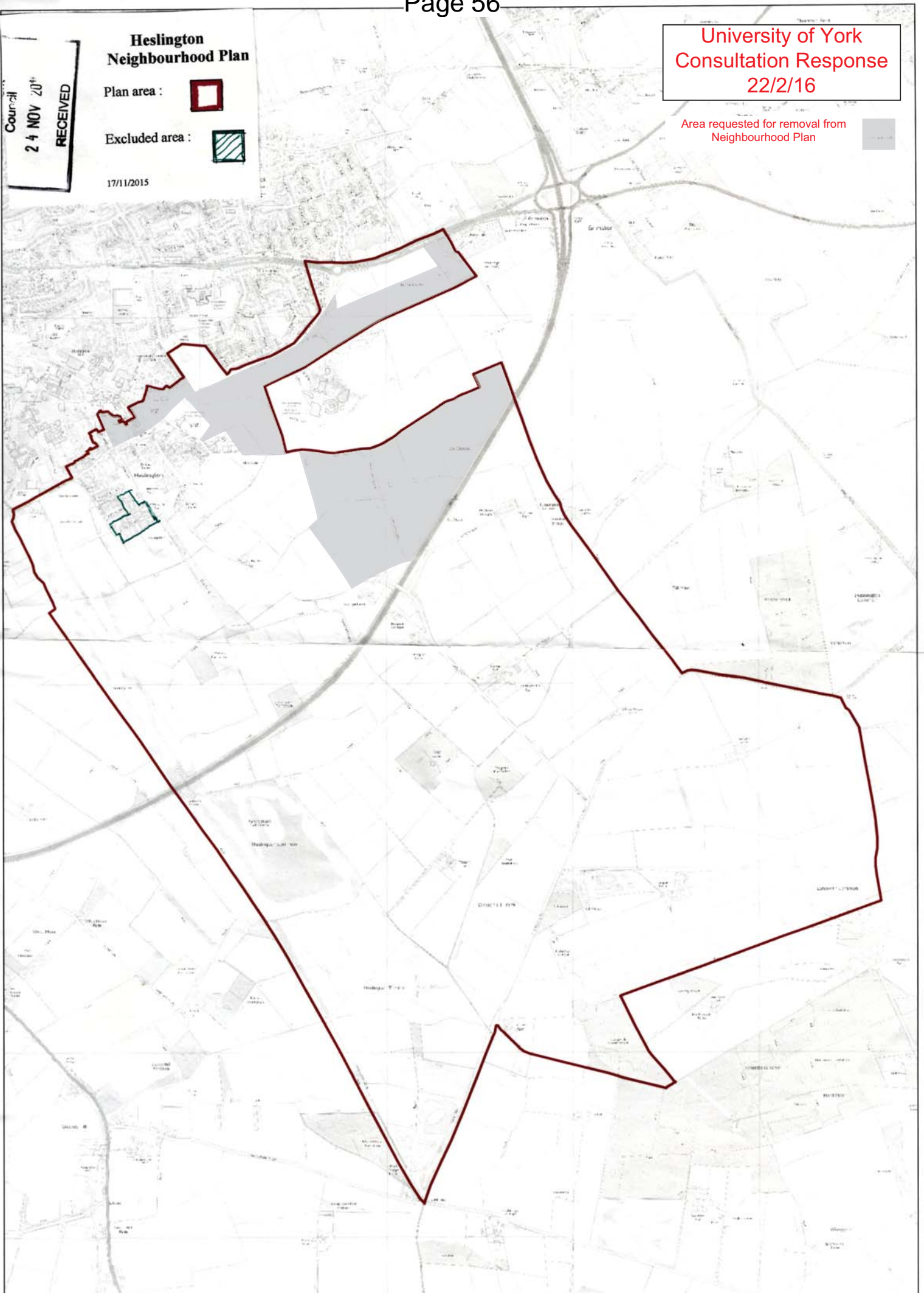


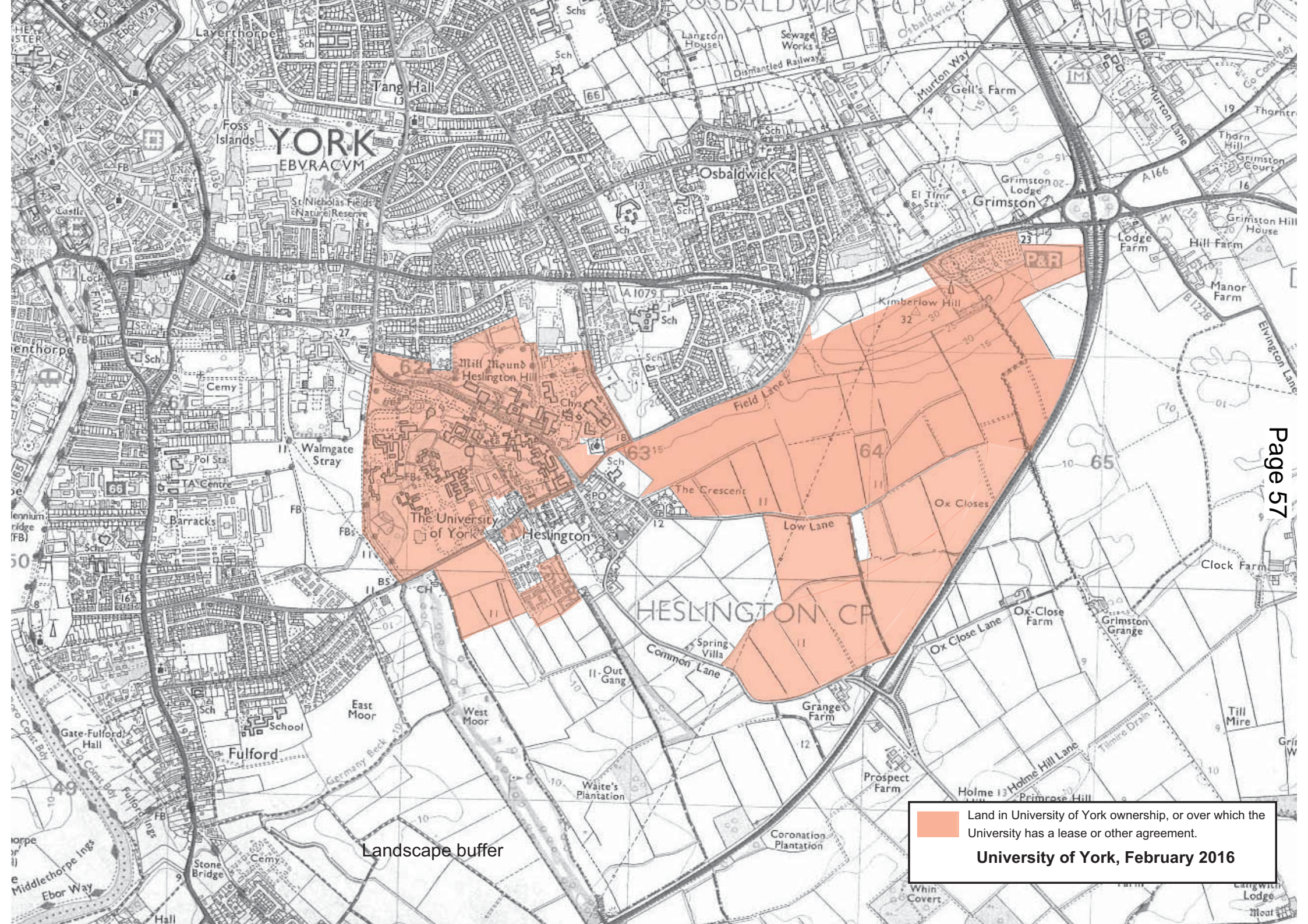
17/11/2015

Council  
24 NOV 2015  
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University of York  
Consultation Response  
22/2/16

Area requested for removal from  
Neighbourhood Plan





Landscape buffer

 Land in University of York ownership, or over which the University has a lease or other agreement.  
**University of York, February 2016**

## Heslington Neighbourhood Plan Boundary

Persimmon Plc is responding to the formal consultation being carried out by the City of York Council on the Neighbourhood Plan Boundary proposed by Heslington Parish Council. The Company does not object to the preparation of a Neighbourhood Plan for Heslington subject to the following comments.

### 1. Proposed Plan Base

Before commenting on the proposed Neighbourhood Plan boundary itself Persimmon requests that the Parish Council provides a clearer plan base with the proposed boundary marked. The current plan is not clear. It is difficult to identify exactly what features the boundary follows yet this will be important over time so everyone can be sure where the Neighbourhood Plan applies.

### 2. Proposed Neighbourhood Plan Boundary

Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area. They are able to choose where they want new homes, shops and offices to be built, have their say on what those new buildings should look like and what infrastructure should be provided, and grant planning permission for the new buildings they want to see go ahead. It is important therefore that the neighbourhood plan area is realistic and coherent.

In most cases it is assumed the Neighbourhood Plan will be the same as that of the Parish. However, there can be instances where there is a variation by either extending the boundary of the Neighbourhood Plan beyond the Parish boundary or reducing the area within the Parish.

Heslington Parish Council has provided ten bullet points explaining why certain parts of the Parish should be excluded from the Neighbourhood Plan boundary. These are largely concerned with the inter-relationship of the Parish with York University. The Parish Council is seeking to differentiate between parts of the Parish with different social and physical characteristics. Persimmon can understand why the Parish Council seeks to make the differentiation but considers the justification of proposing the inclusion of areas of land in the north western section of the Parish needs be considered in more detail.

### 3. Parish Council Bullet Point 11

Bullet Point 11 states:

“The ‘green’ buffer zones around the built up area of Heslington East campus are important to the setting of the church and the village and need to be included within the plan area.”

For simplicity, it is proposed to divide the finger of proposed Neighbourhood Plan land north of Heslington East Campus into two parcels.

The first parcel has the Park and Ride along its eastern boundary, Hull Road along its northern one, existing housing at Low Mill Road, and part of Field Lane to its access into the Campus as its western boundary. The southern boundary is formed by Kimberlow Hill, see plan 1. Kimberlow Hill is part of the open space strategy for the campus and extensive tree planting has been carried out. Its use will not change;



it will remain open. Land on the north side of Kimberlow Hill has no relationship whatsoever with the setting of Heslington village. There is no visual link, no preparation, no transition, for anyone in this area in respect of Heslington village.

The second parcel is the narrow rectangle of land sandwiched between the campus and the Badger Hill housing area on the north side of Field Lane. The main element includes part of the linear park proposed as part of the campus development. More specifically it includes part of the Badger Hill housing area on the west side of Field Lane then excludes the frontage housing but follows Field Lane almost as far west as Pond Field on the north side of Field Lane. The southern boundary runs parallel with Field Lane, beyond the screening bund, formed by the Heslington East campus buildings. The eastern boundary is defined at the western end of the narrow neck of land proposed for inclusion in the neighbourhood plan, without specific definition on the ground, see plan 1.

The area defined in the preceding paragraph is created by the development of Heslington East campus. The Field Lane hedgerow and bund running parallel to the road, constructed as part of the campus development, serve to limit views south of Field Lane; other than from upper windows of houses looking south across Field lane. The views that do exist to the south are of a fairly sterile, man made landscape. This aspect continues as far as the junction with Lakeside Way and Windmill Lane and beyond. On the north side of Field Lane it is only after the junction of Sussex Road with Field Lane is reached that the church steeple can first be seen. This point is to the west of the proposed Neighbourhood Plan boundary. From this point only very limited views of the village can be seen.

#### **4. Proposed Boundary Amendment**

In view of the detachment of the two areas defined above from the village and church it is clear they have little, if any impact, on their setting as suggested in bullet point 11 because of the intrusion of Heslington East campus into the previous rural area. The issue therefore is where to define the boundary. The Kimberlow Hill area as described above has strong boundaries and clearly needs to be excluded from the Neighbourhood Plan. But using the north /south section of Field Lane as a Neighbourhood Plan boundary still would leave an awkward narrow rectangle of land south of Field Lane as it runs between the Badger Hill estate and Heslington East campus which has no relevance for the setting of the church and village.

It is important to have a well defined physical boundary so Persimmon Homes proposes that the proposed Neighbourhood Plan boundary be amended to run along Windmill Lane and across Field Lane along Lakeside Way as far as the south eastern corner of the campus before picking up the Parish Council's proposed boundary around the southern edge of the campus.


Attached plan 2 shows the proposed amendment to the Neighbourhood Plan boundary.


#### **5. Conclusion**

The exclusion of Heslington East campus from the Neighbourhood Plan boundary creates a narrow neck of land south of Field Lane and Hull Road. This land has no impact on the setting of the church and village at its eastern end and minimal impact at its western end. The amended boundary should follow Windmill Lane and Lakeside Way.

Council  
24 NOV 2015  
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### Heslington Neighbourhood Plan

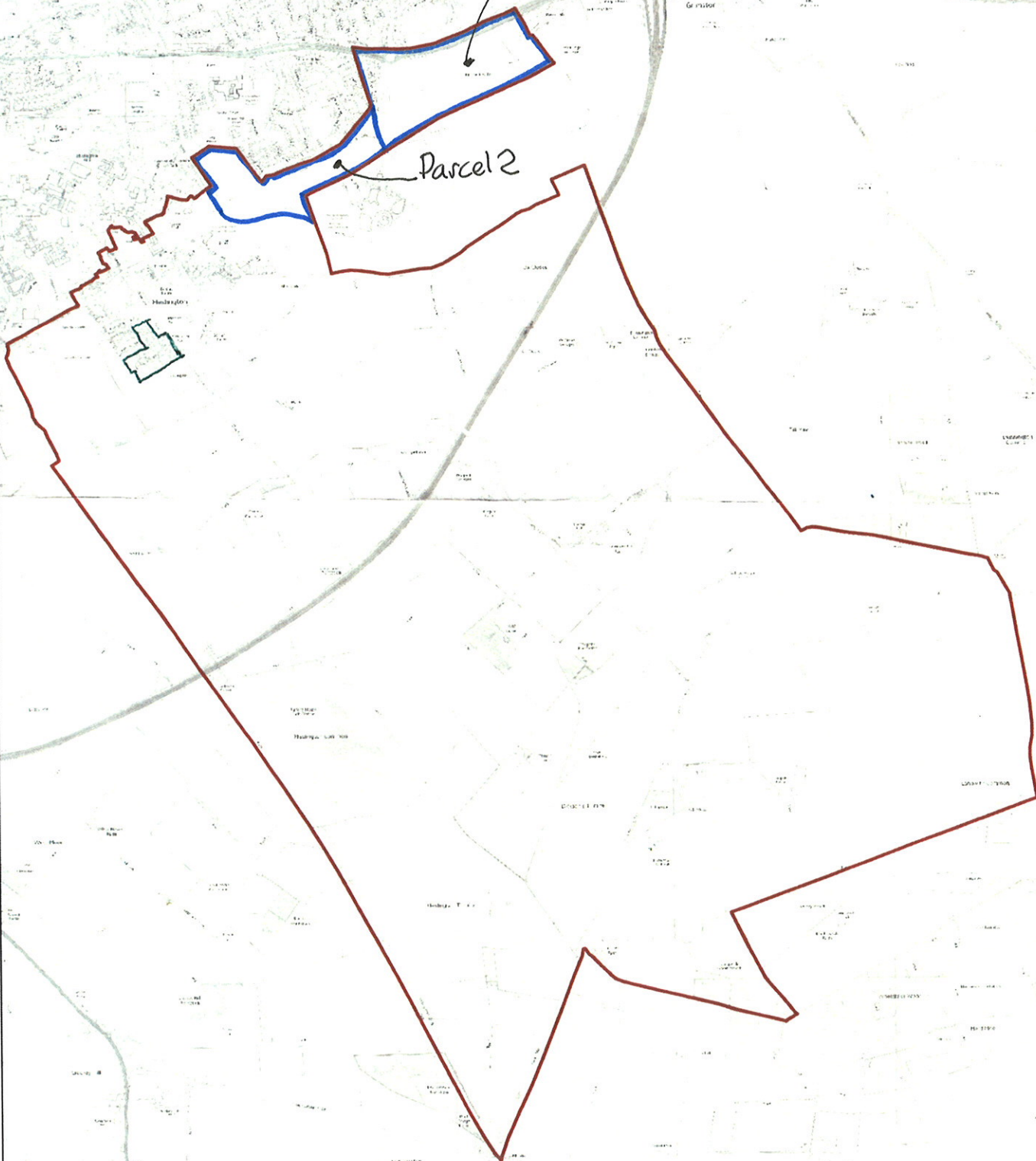
Plan area : 

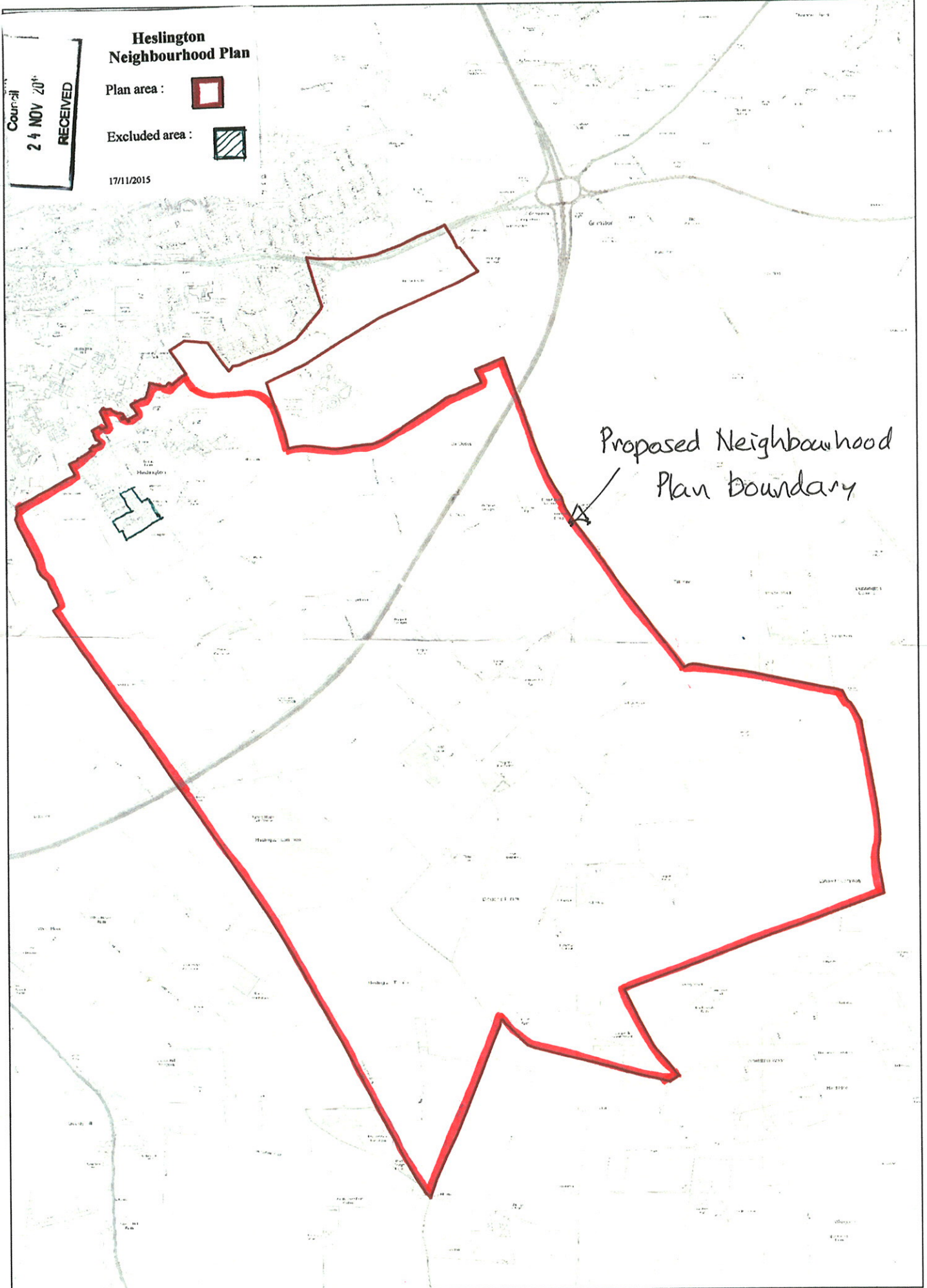
Excluded area : 

17/11/2015

Parcel 1

Parcel 2





our ref: Q60027/hs/gl  
your ref:  
email: Tim.waring@quod.com  
date: 26 February 2016



NEIGHBOURHOOD PLANNING  
City and Environmental Services  
FREEPOST RTEG-TYYU-KLTZ  
City of York Council  
West Offices  
Station Rise  
York YO1 6GA

Dear Sirs

**REPRESENTATIONS TO HESLINGTON PARISH COUNCIL APPLICATION FOR DESIGNATION OF NEIGHBOURHOOD PLAN AREA**

These representations are provided on behalf of Whinthorpe Development Ltd who are the promoters of draft Local Plan Strategic Site, ST15 ('Whinthorpe').

The Site has been considered by City of York Council (CYC) as part of the City's Local Plan process. It is allocated in the most recent draft Local Plan (Publication draft, October 2014). In allocating the Site in the emerging Plan Officers have concluded the Site to be appropriate for a range of uses and have at all stages of the Local Plan process considered it to be a suitable and appropriate location for a new self-sustaining settlement for York and to be necessary for allocation in order to help CYC meet (in full) their objectively assessed housing needs.

The Site is located to the south of the A64, York Ring Road which provides a strong separation between the Site and the village of Heslington to the north. The Site is characterised by farmland and areas of woodland coppice. Its character and function is 'divorce' from Heslington's historic village core and the adjacent areas of open green space which contribute to the village's character.

Whinthorpe is proposed for designation within the proposed Heslington Neighbourhood Plan Area (NPA). These representations demonstrate that it is both inappropriate, undesirable and unnecessary to do so.

The Parish Council have concluded when setting their proposed NPA that it is not appropriate to designate the whole of the Parish (removing the University and associated college buildings from the proposed designation). They have specified their reasons for this.

These representations demonstrate that when applying the necessary policy tests it is also appropriate to exclude Whinthorpe and associated land to the south of the A64 from the NPA and we respectfully ask the Council to refuse the designation in accordance with Regulation 7(2) of the Town & Country Planning England Neighbourhood Planning (General) Regulations 2012.



**a) Policy Context**

An application can be made by a Parish or Town Council or a prospective Neighbourhood Forum to the Local Planning Authority for a NPA to be designated under Regulation 5 of the Neighbourhood Planning (General) Regulations 2012 (as amended) ('the Regulations').

Regulation 5 of the Regulations requires the promoting Parish Council to provide with their application: (i) a map identifying an area to which the application relates; and (ii) a statement explaining why this area is considered appropriate to be designated as a NPA.

CYC are consulting on the proposed NPA for a 6 week period (as prescribed by Regulation 6 of the Regulations) for a period of six weeks ending on 29 February 2016.

In accordance with Paragraph 32 of the NPPG, and in determining the appropriateness of the NPA, CYC are required to judge what is an appropriate geographical area for designation. This can include all or part of a Parish area. Paragraph 32 of the NPPG requires that the reasons for this be explained within a supporting statement with the application.

Guidance on what should be considered when deciding the boundaries of a NPA is provided under Paragraph 33 of the NPPG and indicates that boundaries should be set in accordance with:

- Village or settlement boundaries which could reflect areas of planned expansion;
- The catchment area for walking to local services such as primary schools, doctors surgeries, parks or other facilities;
- The area where formal or informal networks of community based groups operate;
- The physical appearance or characteristics of the neighbourhood, for example buildings may be of a consistent scale or style;
- Whether the area forms all or part of a coherent estate either for business or residents;
- Whether the area is wholly or partially a business area;
- Whether infrastructure of physical features define a natural boundary, for example a major road or railway line or waterway;
- The natural setting or features in an area; and
- Size of the population living and working in the area.

When considering the proposed NPA, CYC should determine whether the area applied for is appropriate for designation (NPPG, paragraph 35).

CYC can refuse to designate the NPA if it considers that it is not appropriate albeit must use its powers to ensure that some or all of the area applied for forms part of one or more designated NPAs.



In designating a NPA, CYC should avoid prejudging what the Parish Council may subsequently decide to put in its draft Neighbourhood Plan and it should not make assumptions about the Neighbourhood Plan that should emerge from developing, testing or consulting on the draft Neighbourhood Plan when designating a NPA.

It is clarified under paragraph 36 of the NPPG that a NPA can include land allocated within a Local Plan as a strategic site. However, where a proposed NPA includes such a site, the Parish Council should discuss with the Local Planning Authority the particular planning context and circumstances that may inform the Local Planning Authority's decision on that area.

## **b) Representations**

### *(i) Aims*

In their application for designation of the Heslington NPA, Heslington Parish Council set out the 'aims' for the Neighbourhood Plan as being to *"support and reinforce the distinctive character and appearance of Heslington Parish and its sense of village community"*.

Key to this aim is the preservation and enhancement of the Conservation Area and the 'village core'.

It is stated within the application that the Neighbourhood Plan, once adopted, will strengthen the aspirations and objectives of the Heslington Village Design Statement (HVDS) and will allow its policies to have greater influence over planning decisions. The Neighbourhood Plan is to assist in delivering a strong community spirit and greater cohesion between local residents and stakeholders who will be involved in the delivery of the Plan and who will live and work in Heslington.

It is evident from the Parish Council's application that the aspiration of the Plan is to preserve and control future development in and around the historic core of Heslington Village and to maintain areas of green space within its immediate vicinity. The green buffer between the village, the University of York Heslington East Campus and the City of York is to be retained and enhanced.

The landscaped setting of the Village is described in further detail within the HVDS, which was drawn up and adopted as informal planning guidance in 2009.

Within the HVDS the rural aspect of the Village is described with reference to the green spaces surrounding it and within the Village core including the playing field between the Church and Heslington Hall, the fields and paddocks alongside Boss Lane, the wide green verges within Heslington Village and the gardens and open spaces behind and between private residential properties. The open spaces in and around the Church are also suggested to contribute to Heslington's Village setting and to require preservation.

The HVDS does not suggest that the land beyond the A64 (to be encompassed by the new self-sustaining settlement of Whinthorpe) provides any contribution towards the character of the village.

### *(ii) Characteristics and Functional Areas*

The area to the south of the A64 shares no *'physical experience or characteristics'* (NPPG paragraph 33) with Heslington Village and its green spaces, nor does it contain any buildings that could be regarded as *'consistent in scale or style'* to the properties located within the Village.



Page 4

The significant distance and the visual and physical separation (reinforced by the A64) between Whinthorpe and the settlement of Heslington means that the area to the south of the A64 does not materially contribute to the setting of the Village.

To the contrary, Whinthorpe is distinct in both function and character from the remainder of the Parish to the north of the A64. This would remain the case on designation and development of the Local Plan strategic allocation.

It would appear from the Council's application that one of the key aims of the Neighbourhood Plan will be to restrict development and retain the Green Belt which currently washes over the Village and its surrounding open spaces.

Contrary to the recommendations of paragraph 36 of the NPPG, it would appear that the Parish Council have given little consideration or regard to the CYC draft Local Plan and its intention to re-draw the currently draft Green Belt boundary around Whinthorpe and to allocate it as a strategic site and a new self-sustaining settlement for York. In this respect the aims of the Neighborhood Plan designation appear contrary to the Council's draft spatial strategy.

Whilst the Local Planning Authority cannot give consideration to the intentions of the Neighbourhood Plan, it should have regard to the appropriateness and desirability of including the strategic site within the NPA based upon its current and future function.

*(iii) Excluding Areas of the Parish*

The Parish Council have concluded that it is neither appropriate nor desirable to draw the line for the NPA around the boundary of the Parish and as such have gone through a process of review and evaluation to determine the function and character of the Parish's constituent areas and their relationship with the Village centre and its immediate surroundings.

In doing so, the Parish Council have excluded the University of York Heslington East Campus from the NPA in addition to Halifax College which lies within the centre of the Village.

In justifying their decision, the Parish Council refer to the operation and objectives of University community which they consider to be different to that of Parish residents and business owners.

The Council refer to the University's planning brief and masterplan for the Heslington East campus and conclude that the University have specific development intentions which are defined from those of the Village. They suggest that the University students and staff will have little interest in the future of the Village nor would the Neighbourhood Plan serve any purpose in seeking to influence the University's masterplan.

Whilst Whinthorpe remains a draft allocation in the Local Plan, it is a strategic policy allocation for CYC that is required to deliver a specific set of development parameters (not least the provision of in the order of 6,000 new homes) in order to meet the City's development needs. The allocation has been subject to a masterplanning exercise to determine its appropriateness and deliverability through the Local Plan process.

Similarly to the University, once developed Whinthorpe will occupy its own function as a self-sustaining new settlement for York which will be separate from Heslington both in physical and functional terms.



Page 5

Whinthorpe will include new local and district centres together with new community uses such as schooling to support and sustain the new residential population that it will deliver. Whinthorpe will provide new mixed and sustainable communities which will function independently from Heslington and pose no concern or interest in influencing development decisions in Heslington.

The Parish Council's aim to maintain the Village's separation both functionally and physically from nearby urban areas, and the desire to preserve and enhance the green spaces which provide its context, will be actively supported through the development of Whinthorpe.

There is no need to retain Whinthorpe within the NPA - to the contrary it is inappropriate and undesirable to do so.

**c) Conclusion**

The area to the south of the A64 is disconnected in physical and functional terms from the rest of the proposed NPA and provides no contribution to the setting of the village of Heslington or the green spaces that immediately surround it.

The Parish Council recognise that the Parish comprises a series of distinct land uses and communities including Heslington's historic village core, its open green spaces and the University of York Heslington East Campus. It is appropriate in this context for CYC to designate a NPA that is different to the Parish Council boundary to better reflect its various functions and to ensure that the Parish Council's aims for this Neighbourhood Plan i.e the preservation and enhancement of the character of village core and its immediate surroundings, can be delivered.

The land to the south of the A64 is and will continue to be functionally separate from the remainder of the Parish boundary and in this context it is neither appropriate nor desirable to include the area within the NPA.

It is for these reasons that Whinthorpe Development Ltd respectively request that the proposed NPA be refused and that CYC request the boundary be redrawn to also exclude the area to the south of the A64 in accordance with Regulation 7(2) of the Neighbourhood Planning Regulations 2012.

I trust that the above comments will be taken into consideration when reaching a conclusion on the designation and I would be grateful if we could be kept informed of progress on the Neighbourhood Plan.

Yours sincerely

A handwritten signature in black ink, appearing to read "Tim Waring".

TIM WARING  
Director



## **Annex C**

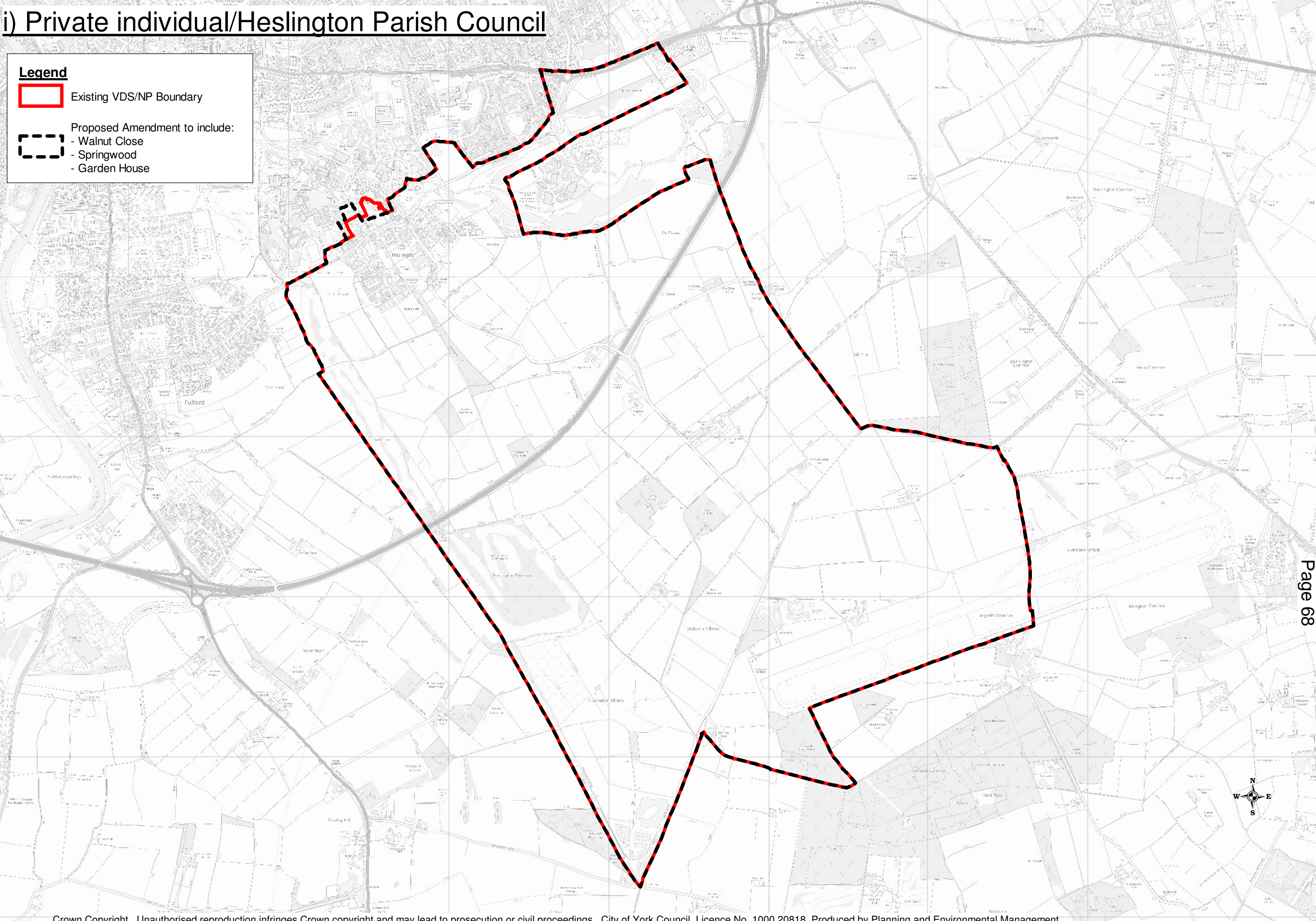
### **Maps showing alternative boundaries**

- i) Private individual/Heslington Parish Council
- ii) Persimmon Homes
- iii) Quod
- iv) O'Neill Associates
- v) Halifax Estates
- vi) Full Heslington Parish Boundary

# i) Private individual/Heslington Parish Council



**Legend**

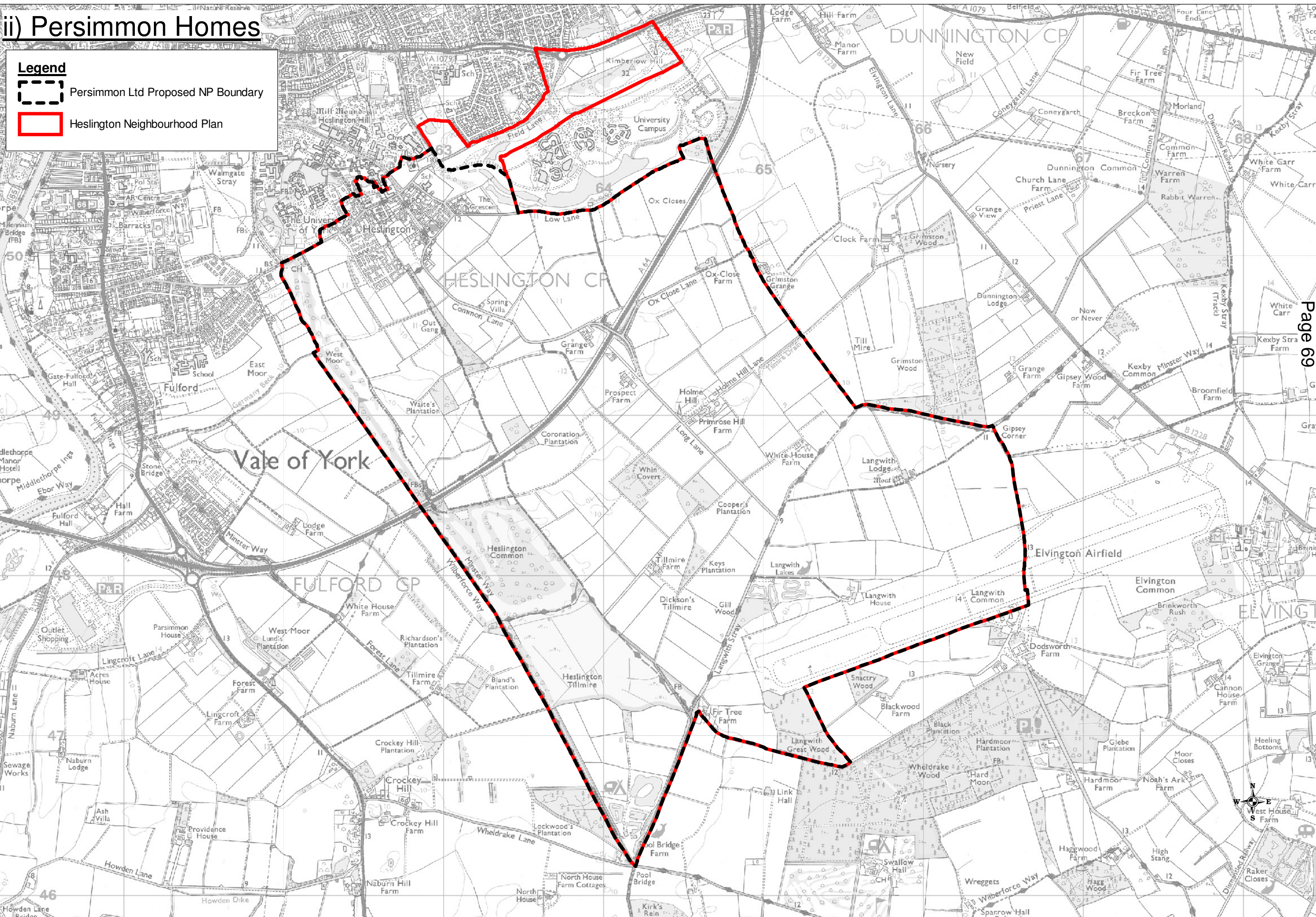
- Existing VDS/NP Boundary
- Proposed Amendment to include:
  - Walnut Close
  - Springwood
  - Garden House



# ii) Persimmon Homes



**Legend**

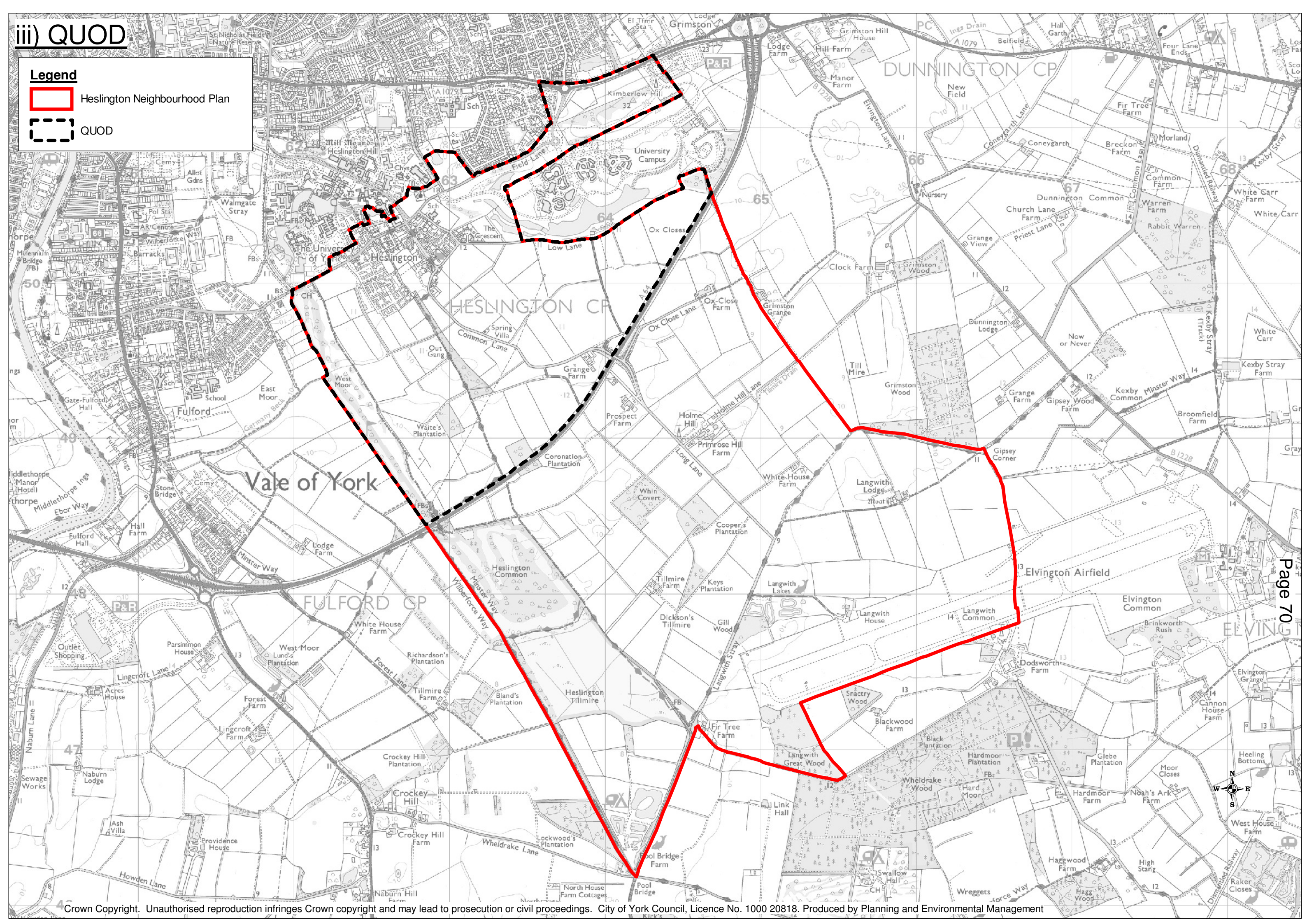
-  Persimmon Ltd Proposed NP Boundary
-  Heslington Neighbourhood Plan



# iii) QUOD



**Legend**

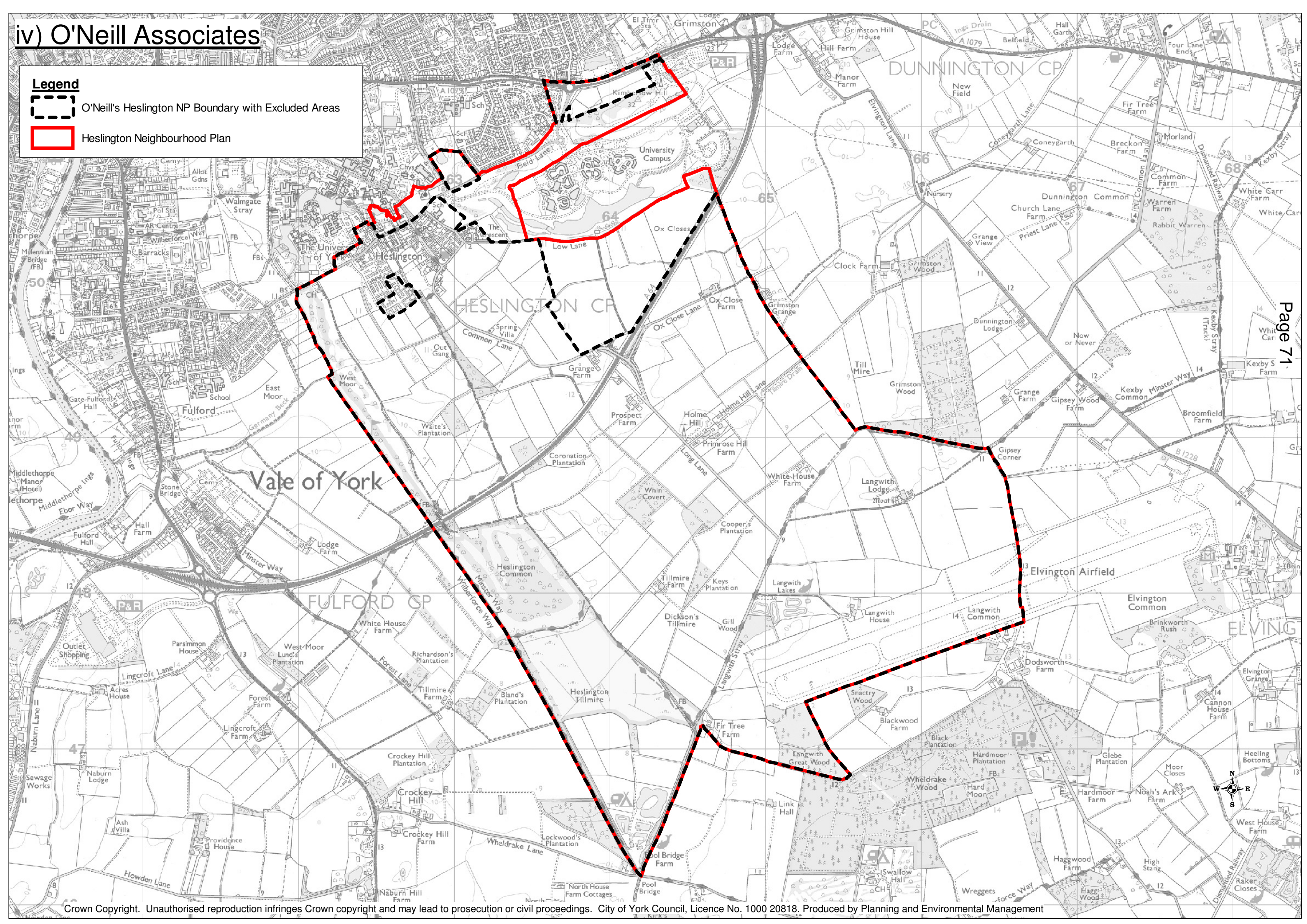
-  Heslington Neighbourhood Plan
-  QUOD



# iv) O'Neill Associates



**Legend**

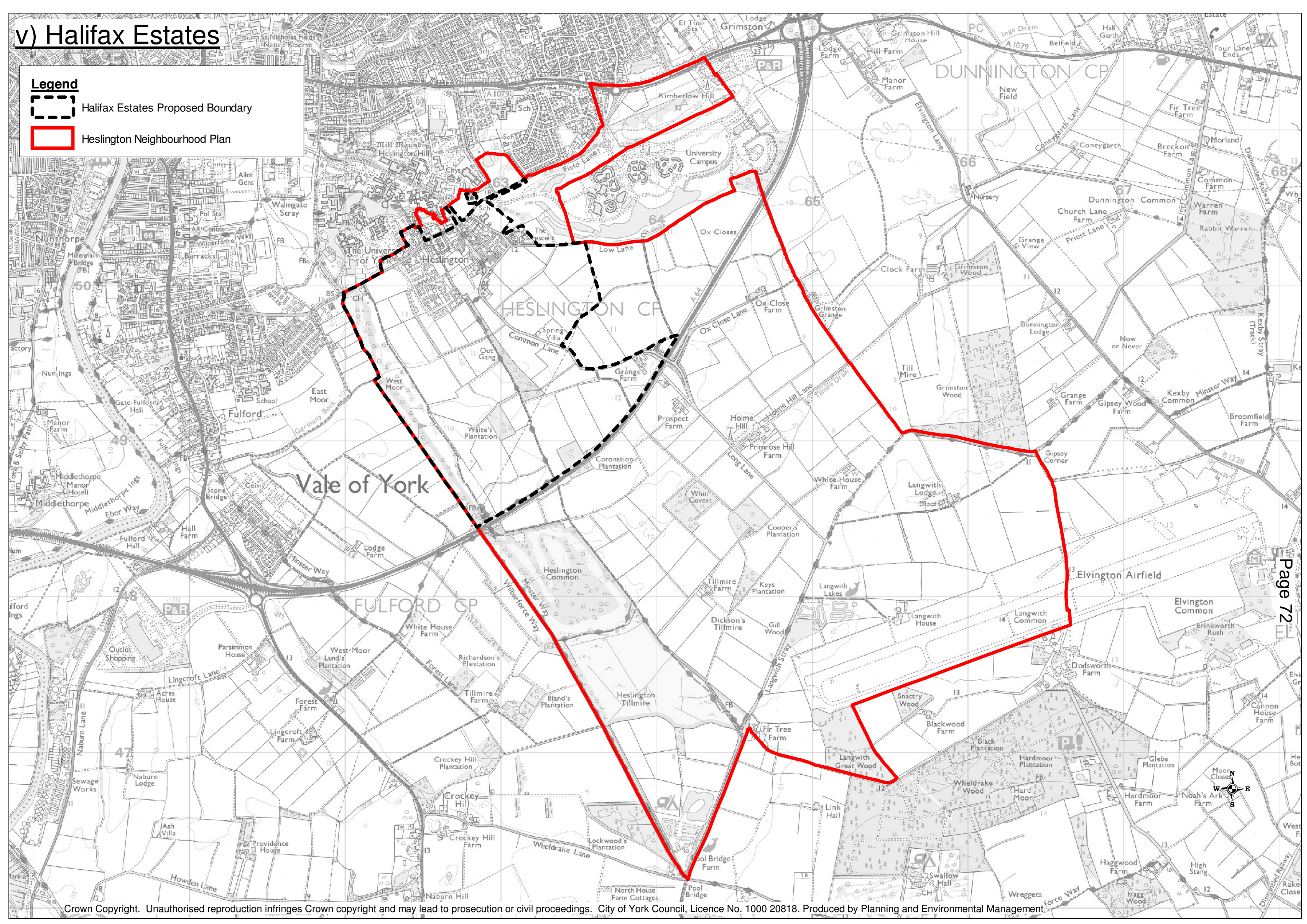
-  O'Neill's Heslington NP Boundary with Excluded Areas
-  Heslington Neighbourhood Plan



# v) Halifax Estates

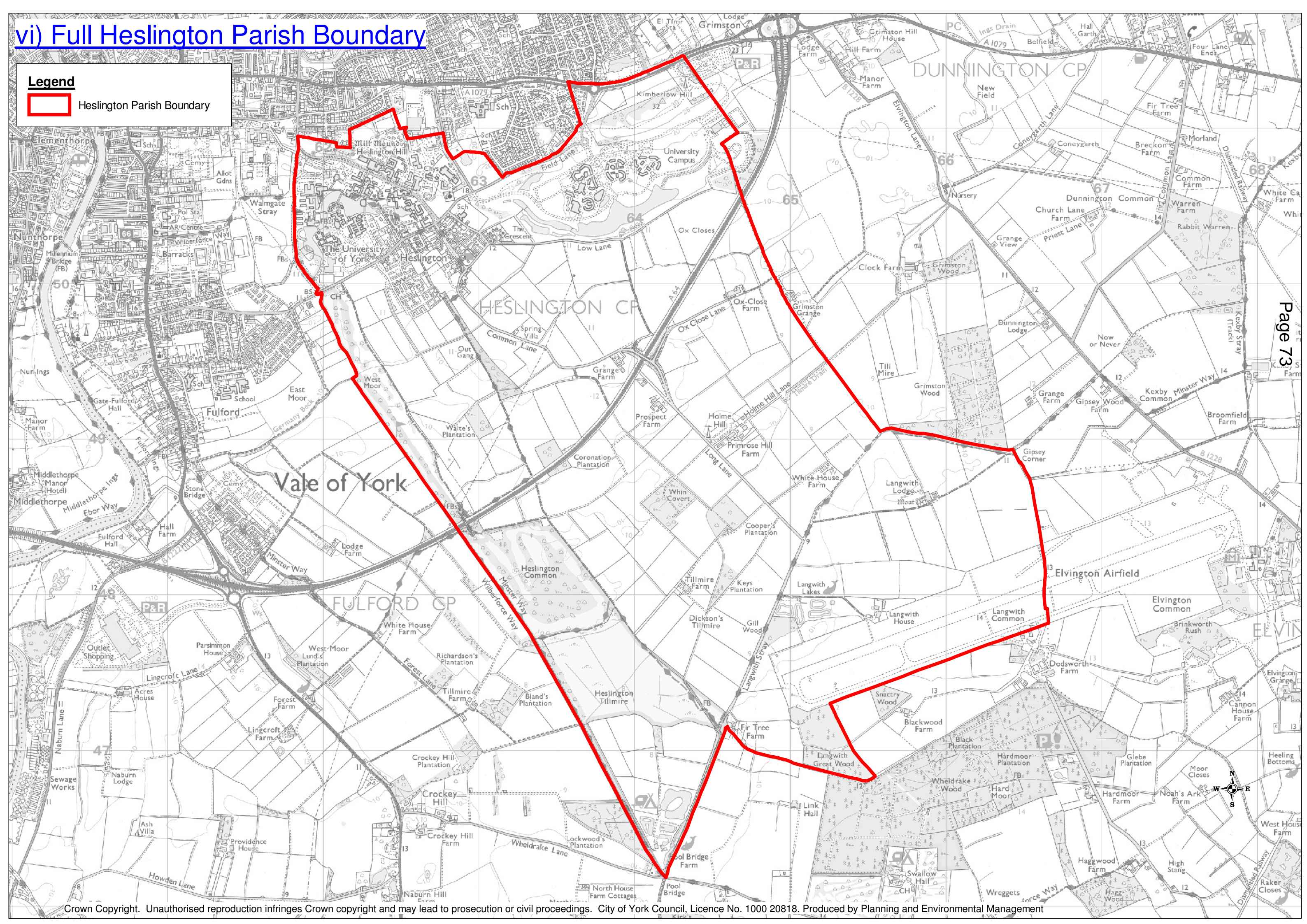
**Legend**

-  Halifax Estates Proposed Boundary
-  Heslington Neighbourhood Plan



# vi) Full Heslington Parish Boundary

**Legend**  
[Red outline box] Heslington Parish Boundary



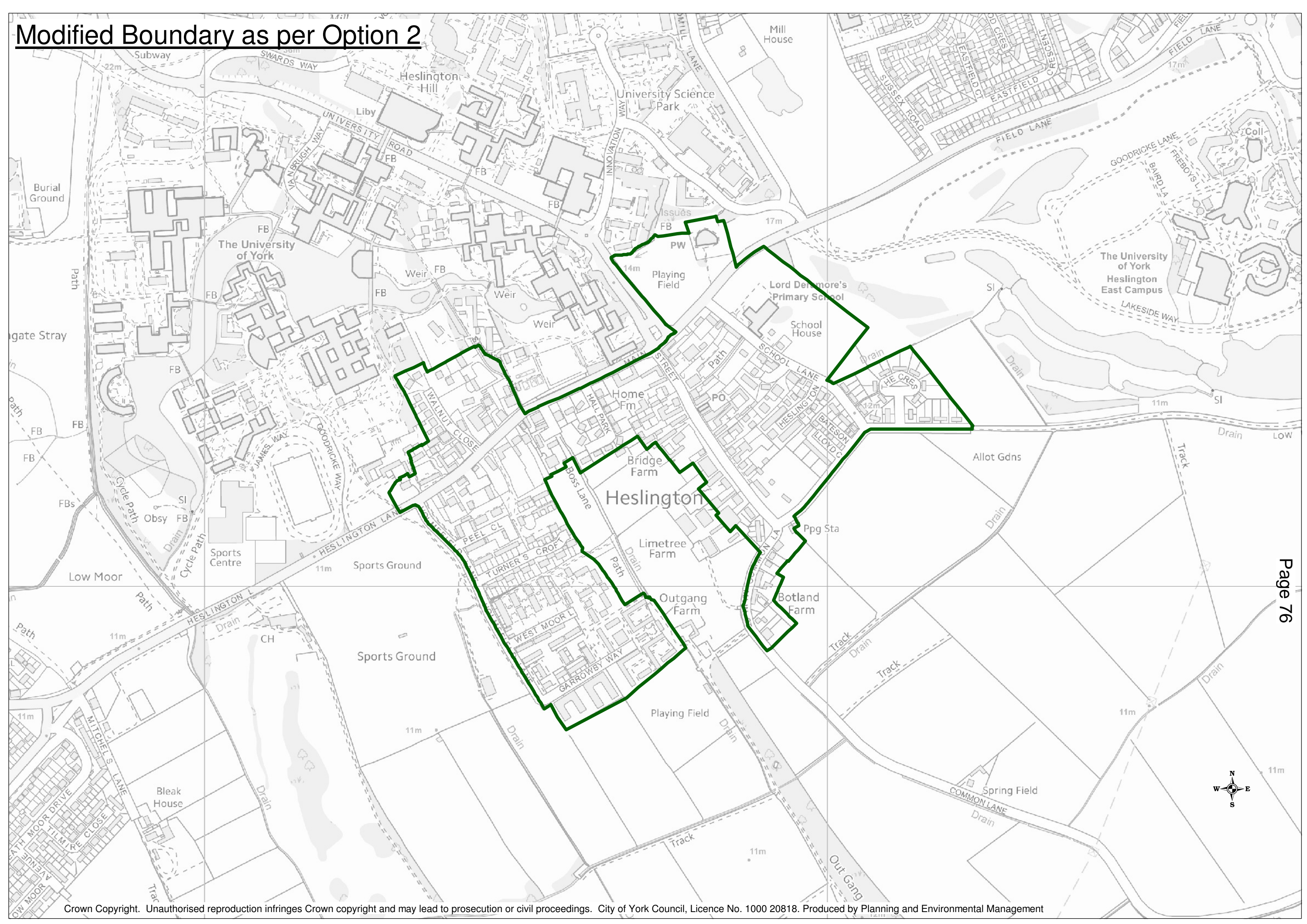
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**Annex D**

**Officers' modified boundary as per Option 2**

# Modified Boundary as per Option 2





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**Decision Session - Executive Member for  
Transport and Planning**

**14 April 2016**

Report of the Director of City and Environmental Services

**Holgate Road (Iron Bridge to Acomb Road) Cycle Scheme**

**Summary**

1. This report summarises the responses to recent consultation on a proposed cycle lane scheme on Holgate Road, which includes the creation of new residents' only and community parking bays. The report seeks approval of a preferred layout and to advertise the necessary Traffic Regulation Orders (TROs).

**Recommendations**

2. It is recommended that the Executive Member approves:
  - a) the progression of the scheme as proposed in **Annex F**
  - b) the advertisement of the necessary TROs, and implementation of the scheme if no substantive objections are received.

Reason - To enhance road safety for cyclists by providing more continuity of the cycle lanes on Holgate Road, whilst maintaining good parking provision for local residents.

**Background**

3. A feasibility study was carried out in 2013 looking at ways of providing continuous cycle lanes on Holgate Road between the Iron Bridge and Acomb Road. This study showed that the extent of cycle lane provision on both sides of Holgate Road would be largely determined by the amount of on-street parking retained. Indeed, fully continuous cycle lanes would require all the existing parking to be removed.

Discussions based on the study's findings took place with the residents of Holgate Road. Those residents living in the raised dwellings between numbers 101 and 111 presented a request in early 2014 to Cllr Alexander, the then Leader of the Council, that a residents priority zone be set up to allow local residents a much greater chance of finding a parking space close to their property.

4. At a subsequent meeting between Members and Officers, it was agreed that a parking survey was required to obtain a clear picture of the extent and location of the existing parking. A parking survey was therefore subsequently carried out to obtain a clear picture of the existing situation, and three cycle lane scheme options were subsequently developed:
  - Option (i) removed all the existing parking to allow continuous cycle lanes to be provided.
  - Option (ii) sought to achieve a reasonable balance between reducing parking and cycle lane provision.
  - Option (iii) retained most of the parking, but had large gaps in the cycle lane provision;

In 2015 the Acting Director decided that option (ii) offered the best way forward, and authorised consultation on this basis, with feedback to be reported to an Executive Member Decision Session.

## Consultation

5. Consultation has been carried out in two stages. The **first stage** was a scheme-wide consultation exercise undertaken in the autumn of 2015, based on the option (ii) layout (see **Annex A**). This involved local residents/businesses, key Members, and external organisations.

The **second stage** consultation dealt specifically with how two of the proposed parking bays in the scheme should operate. The results of both stages of consultation are outlined below:

## **STAGE ONE - overall scheme**

### **6. Residents/Businesses**

The boundary for the consultation concerning the whole scheme is shown in **Annex B**.

The results are summarised in **Annex C**, and show five respondents supporting the cycle scheme, with three opposing it.

There was a varied selection of comments. One objector replied that he would only support the scheme if the streets leading immediately off Holgate Road were designated residents' only parking too. Another respondent objected because she felt that the proposed parking restrictions outside Nos. 150-154 would ruin her business. The third objector was unconcerned about the changes to the parking, but felt that the road was too narrow for the scheme to be successful.

#### *Officer response*

Consideration of an area wide residents' only parking scheme is considered to be beyond the scope of the cycle lane scheme. Usually the council would expect to receive a petition requesting residents' only parking for an area, which would demonstrate that a more formal Council survey would be justified. We would not initiate this approach as there needs to be clear support in the area and because there is a significant cost involved.

The proposed daytime restriction outside Nos. 150-154 is outside the respondent's business, and will result in about three spaces being unavailable. Therefore customers arriving by car will need to find alternative parking nearby. However, this should be available during the day in adjacent streets, and it is considered important for cycling safety not to have any parking in this part of Holgate Road at peak traffic times.

It would be very tight to fit in cycle lanes in some places, and in places it may be necessary to reduce cycle lane width from 1.5m to 1.2m. This should still be better for cyclists than having no lanes at all.

## **Members' Views**

7. **Ward Councillors** - Councillor Cannon has raised concerns that the parking on the surrounding streets will get worse as a result, and queried whether it would be feasible to widen the consultation area to include streets on both sides.

**Group Spokespersons** - Councillor D'Agorne suggested that we omit certain sections of cycle lane to improve safety. Examples of these are: (1) stopping the cycle lane in advance of a parking bay to allow cyclists more distance to manoeuvre around any parked vehicles, (2) removing a length of cycle lane for outbound cyclists opposite the parking bay between nos. 138-146. He also agreed with Cllr Cannon regarding consulting more widely.

### *Officer response*

On Holgate Road itself we are proposing to reduce the overall parking capacity by about 9 spaces during the day time, and 6 at night, to facilitate better provision for cyclists. By proposing extra areas of residents' only control we are seeking to minimise the impact on the local residents and businesses. This could lead to some additional parking in other streets, but it is very difficult to predict where this might be and how much of a problem it might cause. Hence it was not considered practical to expand the consultation area to the all the areas that might be affected, and it can be assumed that the general response would be in opposition. This is in line with council practice when implementing parking schemes across the city.

If the cycle scheme and associated parking changes are implemented, we would investigate any subsequent requests for changes to local parking arrangements on a separate basis.

As mentioned earlier in paragraph 6, consideration of an area wide residents' only parking scheme is considered to be beyond the scope of the cycle lane scheme.

Where a cycle lane is heading directly towards a parking bay it would seem sensible to terminate it a little in advance to encourage cyclists to move outwards more gradually. Hence it is proposed to include this change in the final scheme layout.

Regarding the suggestion that the cycle lane adjacent to numbers 138-146 should be omitted, officers agree with this idea. The width of carriageway here does not allow the provision of an uphill lane and buffer while retaining adequate width for the general traffic lanes. However, it does permit either a narrow downhill cycle lane and two equal general lanes of 2.7m, or it allows a wider uphill general lane and a reasonable downhill one, but without cycle lanes in either direction. Where there is insufficient space, it is safer to omit a cycle lane on the downhill side, and provide extra width on the uphill side. This is because the exertion of travelling uphill tends to make cyclists meander from side to side and so require more width. For this reason, officers are proposing to amend the scheme to omit the cycle lanes in both directions and to move the centre line to provide a wider uphill general lane. The inclusion of cycle symbols in place of cycle lane lines has been included to make the presence of cyclists more obvious to other road users.

### **External Organisations**

8. The Cyclists' Touring Club highlighted existing drainage issues at the entrance to the former carriageworks entrance. The Club also suggested that we should widen the cycle lane in advance of the Hamilton Drive East junction to help prevent "left hook" turns by vehicles, and that extra signage is required at the Ashton Lane segregated shared use path.

#### *Officer response*

These issues would be considered further at the detailed design stage.

The York Cycle Campaign representative commented that the cycle lanes are at the minimum of 1.5m. He suggested that we provide just above the minimum width for general traffic lanes and provide the rest as cycle lane, and that we should terminate the cycle lanes well in advance of parking bays (similar to Cllr D'Agorne's comment).

#### *Officer response*

The traffic lanes will already be narrow, and it is not considered practical to provide cycle lane widths greater than 1.5m.

## STAGE TWO – Detailed Parking Proposals

9. A further consultation was conducted in February 2016, focussing on the proposed residents' only parking bays at the east end of the scheme.

The proposals in **Annex D** show two separate parking zones: a **residents' only** priority bay on the south side and a **community bay** on the north side. This is being put forward because there are a number of residential properties on the south side with no alternative parking provision, whilst on the north side there are mainly guest houses. Importantly a **residents' only bay** can only be used by permit holding residents. **Community bays** are mainly intended for use where there is a nearby mix of businesses and houses in multiple occupancy (HMO's), but can also be used by permit-holding residents. Hence the proposals are designed to give the residents on the south side the best chance of being able to park nearby, whilst supporting local businesses.

A general letter about this detailed amendment to scheme proposals was sent to all of the residents/businesses in the original distribution area (**Annex B**), and an additional information and voting pack was sent to those properties within the proposed parking zone (**Annex E**) boundary. This was drawn up tightly around the area concerned because of a need to restrict the numbers of potential permits issued and thereby prevent the bays being greatly oversubscribed.

### Response

10. The results show that that five respondents are in favour of the proposals (all residents on the south side), while two are opposed (guest houses on the north side). Neither of the two objectors stated their reason for doing so.

#### *Officer response*

The results show that the creation of the parking bays is strongly supported by the adjacent residents, and they also expressed a preference for them to operate 24 hours a day, seven days a week.

However, there does not appear to be support for creating the parking bays among the guest-houses owners on the north side.



It should be noted that all the guest-houses on the north side of the road have off-street parking which is either accessible from Holgate Road or Watson Terrace.

Officers' view of the uncontrolled parking on this side of Holgate Road by commuters and shoppers is that it undermines the Council's transport strategy. Uncontrolled parking of this nature does not encourage the use of the Council's Park and Ride sites, and leads to further congestion and pollution.

As the overall number of respondents met the required threshold of 50% of ballot papers returned, the proposed changes to the parking arrangements may proceed to be considered. The next stage would be to advertise a formal TRO.

In light of the feedback, there is an option to omit the community bay proposal at this stage, leaving that length of road as uncontrolled parking. However, given the low response from the north side of the road, and the lack of reasons given for opposing the idea, it would still seem sensible to include the proposal to create a community bay in the TRO advert, which should draw out more responses before a decision is made.

Also, since the number of residents' only parking spaces on the south side is unlikely to meet demand at peak times, it is probable that adjacent residents would be unhappy about a community bay not being provided on the other side of the road. Hence it would be officers' intention to put forward the residents' only and community bays as two independent proposals in the TRO advertisement, and make locals aware that there could be an option for the north side parking to be left uncontrolled depending on the feedback received.

### **Amended Scheme**

11. In response to the feedback from the two stages of consultation and amended scheme plan has been developed, as shown in **Annex F**. The main differences to the plan originally put forward for consultation (**Annex A**) are:
  - the cycle lanes leading directly into a parking area would be terminated approximately 15m in advance

- at the east end of the scheme the parking bay on the south side of the road is proposed to be a residents' only bay, whilst on north side a community bay is proposed.
- The proposed residents' only parking bay on the south side of the road near Nos. 99 -111 has been moved eastwards a few metres to improve visibility for drivers exiting from No. 127 (Hollybank House).
- The downhill cycle lane outside nos 138-146 has been removed and the centre line moved to provide a wider uphill general traffic lane. Cycle symbols have been added along both sides of this section of road.

## Options

- 12 Based on the above information, there are considered to be three basic options available:
- a) Approve the overall scheme layout as shown in **Annex F**, and approve the advertisement of necessary TROs .
  - b) Approve the overall scheme layout as shown in **Annex F**, with any changes considered necessary, and approve the advertisement of the necessary TROs .
  - c) Do nothing.

## Analysis of Options

### 13. Option (a)

The overall scheme shown in **Annex F** should achieve a reasonable balance between cycle lane provision and the retention of on-street parking, and is in- line with the earlier Acting Director decision on the best solution.

There would be a reduction of six parking spaces on the southern side. However, the decrease in competition for the remaining spaces in the residents' only and community bays ought to make it easier for permit holders to find a space. There would also be an additional daytime reduction of three spaces on the northern side, where an 8am to 6pm restriction is proposed outside nos. 150-154.

As discussed at the end of paragraph 10, although consultation has revealed some opposition to the proposed creation of a community parking bay, it is still considered sensible to include this in the TRO advert before making a final decision on this.

#### Option (b)

It is not thought that the consultation feedback warrants any further changes to the scheme proposals shown in **Annex F**

#### Option (c)

This would not achieve the objective of helping cyclists travelling along Holgate Road, but it would leave the levels of parking at their current numbers.

Based on the analysis, option (a) is recommended.

### **Safety Audit**

- 14 A safety audit was carried out on the original scheme layout. The auditors' recommendations have been largely followed in developing the current proposal, or will be considered as part of the detailed design of any scheme which is taken forward.

### **Council Plan**

15. The links to the priorities in the Council plan are:
  - **A council that listens to residents** –since the idea of residents' priority parking came from residents' suggestions, the implementation of the proposals would show how the Council is working in partnership with local communities to solve local problems. The provision of better road safety conditions on Holgate Road for cyclists, would also show how the Council is listening and responding to the concerns of road users.

### **Implications**

16. This report has the following implications:-
  - **Human Resources (HR)** – None
  - **Financial**

It is estimated that Option (a) could be implemented for approximately £15,000, which includes the TRO advert. This expenditure will take place in 16/17.

The 15/16 budget for the scheme was £20K, and about £15K was spent on developing the scheme design and carrying out consultation.

The remaining expenditure will be funded by a combination of carry over from the 15/16 budget, plus an allocation from the 16/17 cycling block within the Transport Capital Programme.

- **Equalities** – None
- **Legal** – The City of York Council, as Highway Authority, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984, and the Town and Country Planning (General Permitted Development) Order 1995 to implement the measures proposed.
- **Crime and Disorder** – None
- **Information Technology (IT)** – None
- **Property** – None
- **Other** – None

### **Risk Management**

17. In compliance with the Council's risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below,

- Health and safety – the risk associated with this is in connection with the road safety implications of the final layout, and has been assessed at 2.
- Authority reputation – this risk is in connection with local media coverage and public perception of the Council not undertaking a project that has been consulted upon and is assessed at 6.

Risk Category	Impact	Likelihood	Score
Health and safety	Insignificant	Unlikely	2
Organisation/ Reputation	Moderate	Minor	6

Together these produce a risk score of 6, which being in the 6-10 category means that the risks have been assessed as being “Low”. This level of risk requires regular monitoring.

### Contact Details

**Author:**

**Tom Blair**

Tel: (01904 553461)

Transport Projects

**Chief Officer:**

**Neil Ferris**

Acting Director

City and Environmental Services

**Report**

**Approved**



**Date** 24/03/2016

### Specialist Implications Officer(s)

There are no specialist implications

**Wards Affected:** Holgate

### Background Papers:

“Report to the Acting Director of City and Environmental Services Decision Session meeting on 2nd February 2015”.

### Annexes

**Annex A** Original scheme layout approved for consultation at Director of City and Environmental Services Decision Session meeting on 2nd February 2015.

**Annex B** Stage One - Consultation Boundary.

**Annex C** Stage One - Results of Consultation.

**Annex D** Parking Zone proposals.

**Annex E** Stage Two Consultation Boundary.

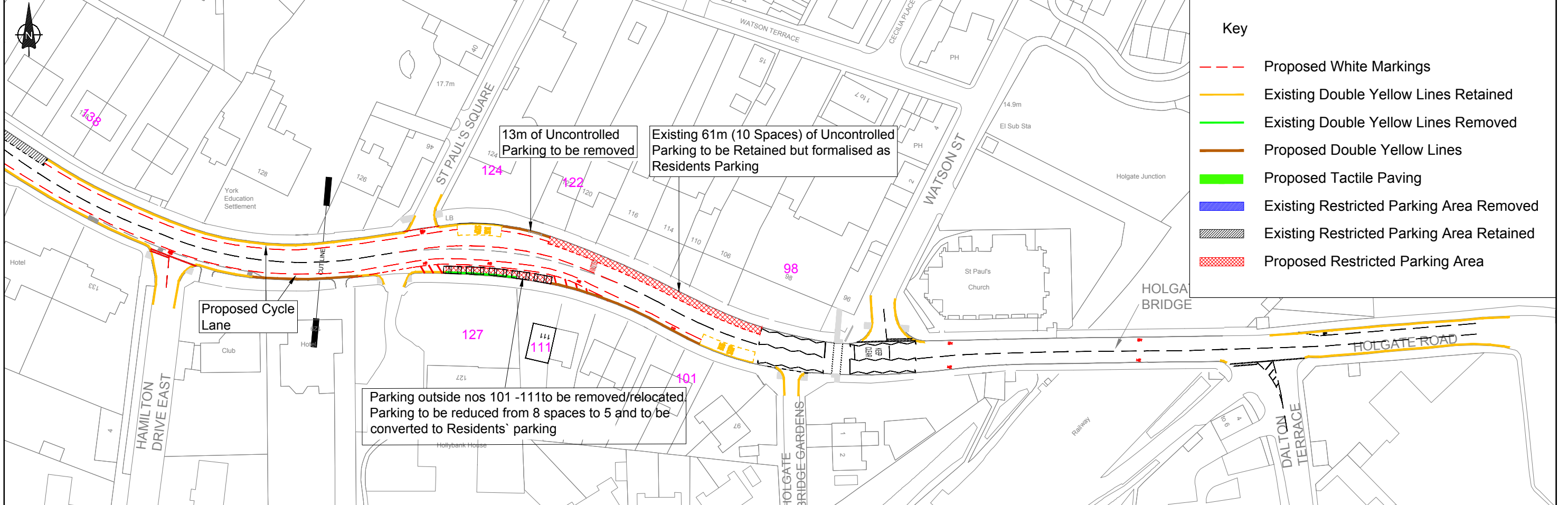
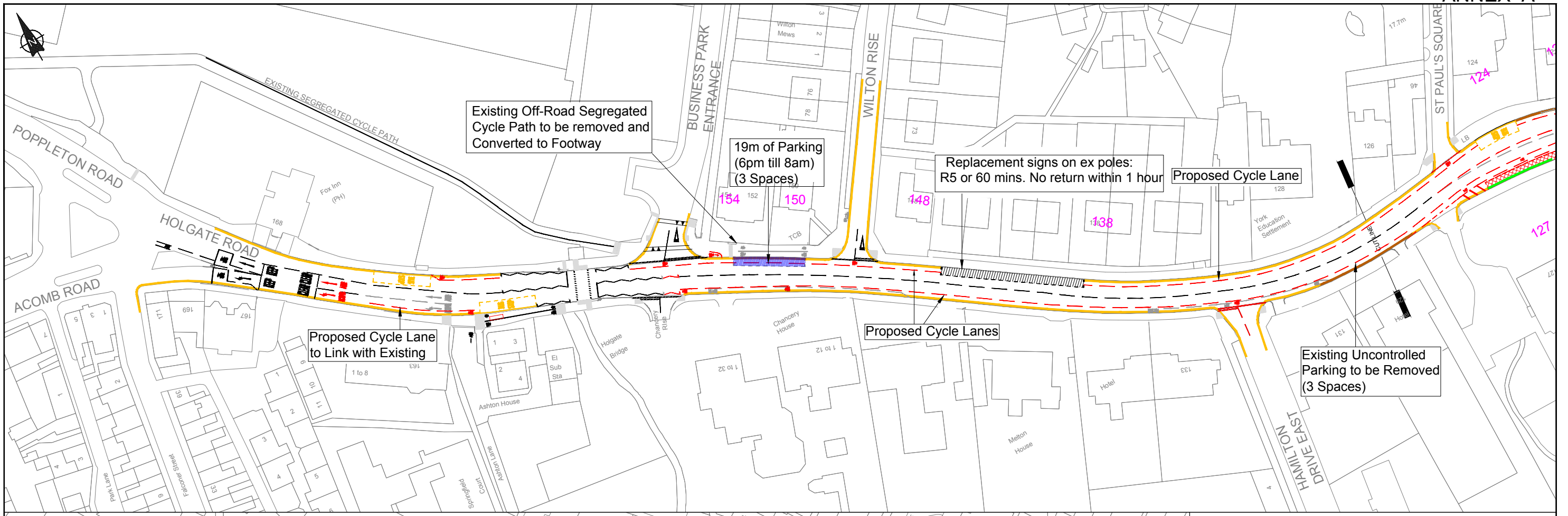
**Annex F** Holgate Road (Iron Bridge to Acomb Road) Cycle Scheme – amended proposed layout.

**Abbreviations used in the report**

HR- Human Resources

HMO- Houses in Multiple Occupation

TRO- Traffic Regulation Orders



**Key**

- Proposed White Markings
- Existing Double Yellow Lines Retained
- Existing Double Yellow Lines Removed
- Proposed Double Yellow Lines
- Proposed Tactile Paving
- Existing Restricted Parking Area Removed
- Existing Restricted Parking Area Retained
- Proposed Restricted Parking Area



Drawn by	TJ	Date:	OCT 2014
Checked by	TB	Date:	DEC 2014
Authorised by	DM	Date:	DEC 2014
Drawing Scale:	1:500	Sheet:	A1

Project  
**Holgate Road  
(Iron Bridge to Acomb Road Cycle Route)**

Drawing  
**PROPOSED LAYOUT OPTION (ii)  
INTERMEDIATE LOSS OF PARKING**

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**TP/1201082/005**

Revision

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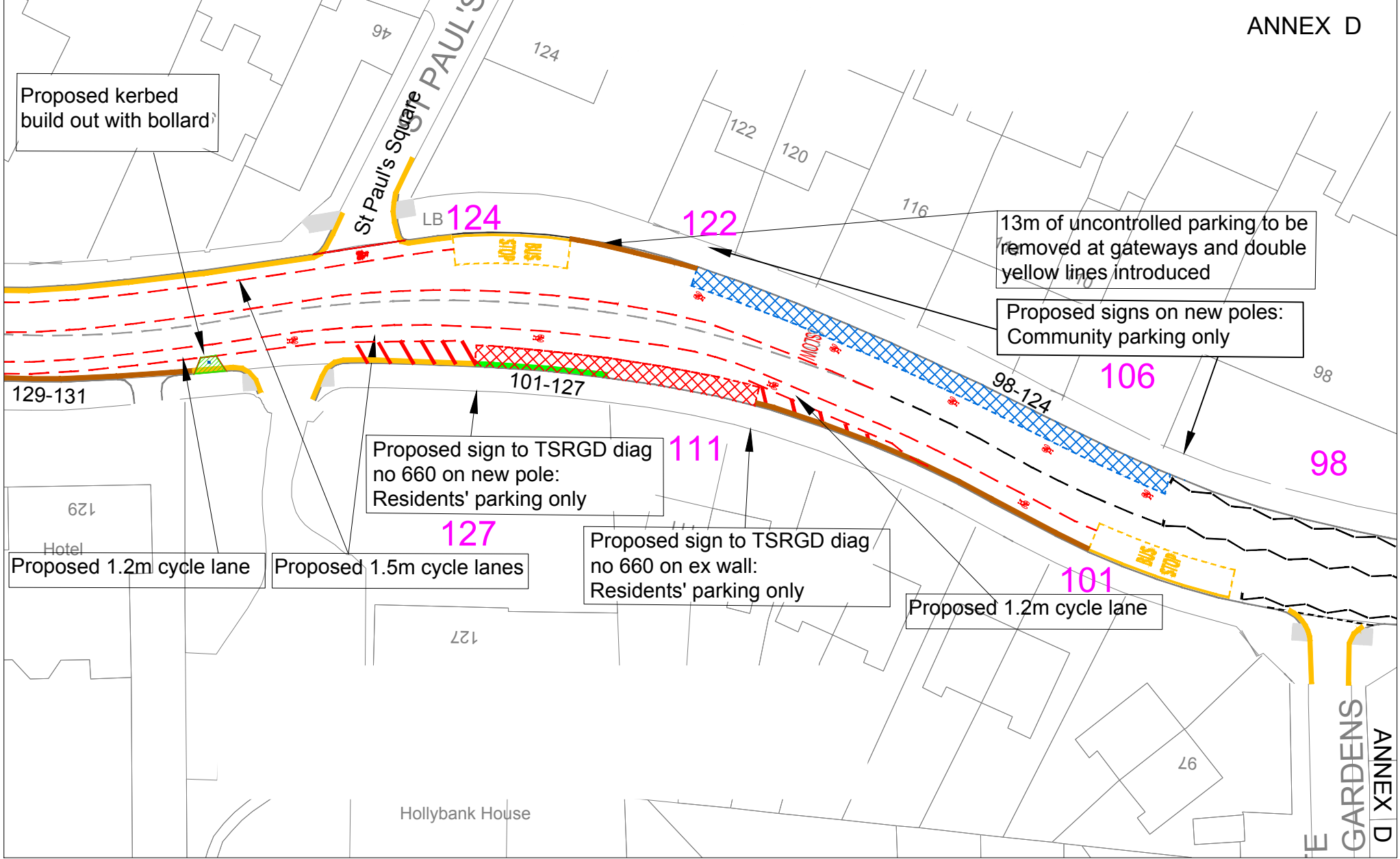
HOLGATE ROAD - PROPOSED FULL SCHEME BOUNDARY

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## STAGE 1 CONSULTATION - CYCLE SCHEME

RESIDENT	Return Method	SUPPORT	CONSULTEE COMMENTS
A	Phone call	Yes	Place all res parking on south side, and just cycle lane on north side (B&B side)
B	Letter	Yes	Supports proposals
C	Letter	Yes	Supports proposals
D	Phone call and letter		Supports proposals. Wants to know if he can have an allocated space (he's blind). The siting of the parking spaces would make it difficult and dangerous to pull out of Hollybank House.
E	e-mail	Yes	Various questions regarding eligibility for permits , enforcement of restrictions and incorporating parking on Holgate Bridge Gdns
F	e-mail	No	
G	e-mail	No	Loss of parking outside her premises will ruin her business
H	e-mail	Yes	Wanted confirmation that cycle lanes will be on-road.
I	Phone call	No	Has enough parking, so not concerned about loss of parking. Road widths too narrow.

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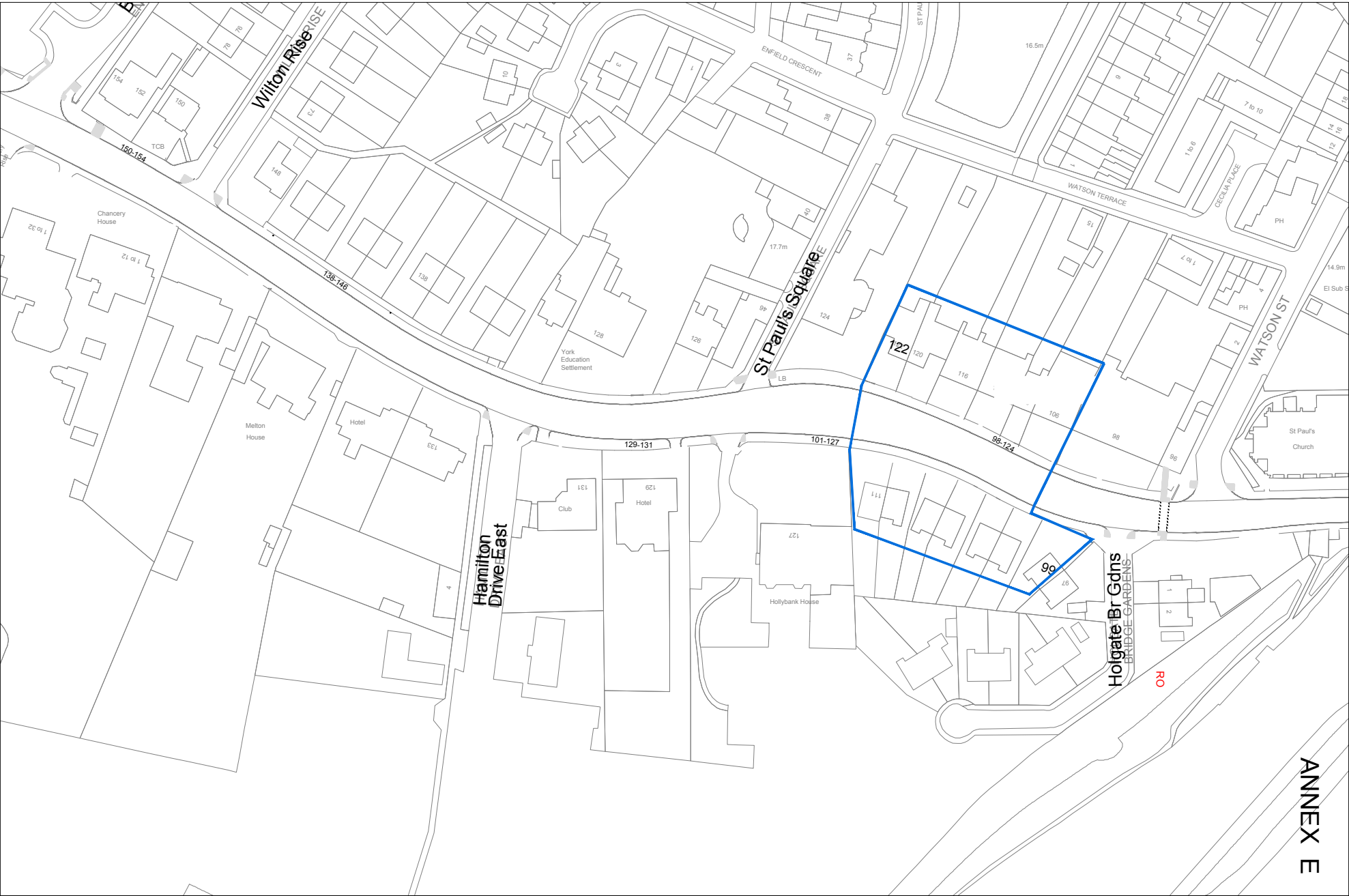


	INITIAL	REV	AMENDMENT	DATE
DRAWN BY	TB			
CHECKED BY	MD			
SCALE	1:500	A4		
DATE	Mar 2016			

HOLGATE ROAD  
 (Iron Bridge to Acomb Road Cycle Route)  
 Proposed Controlled Parking Area

TP/1201082/016

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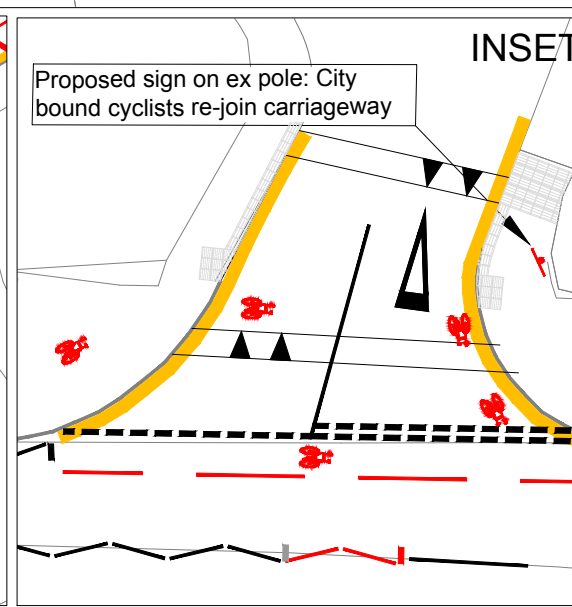
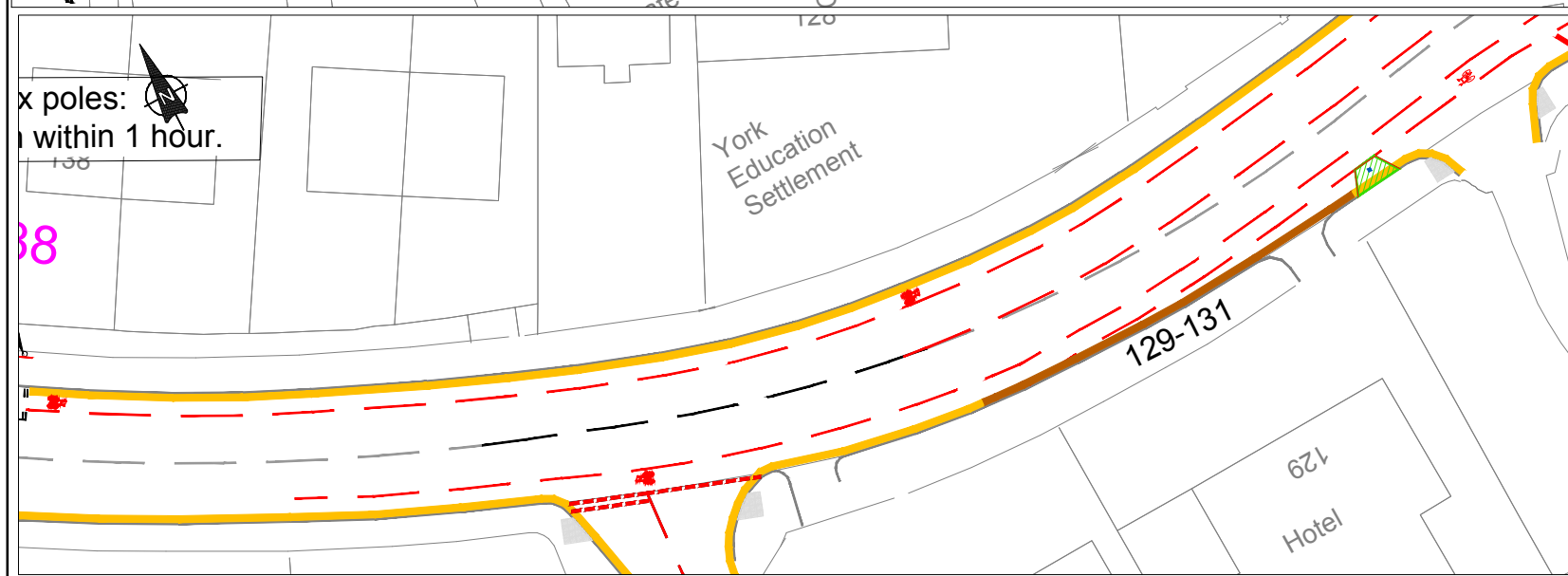
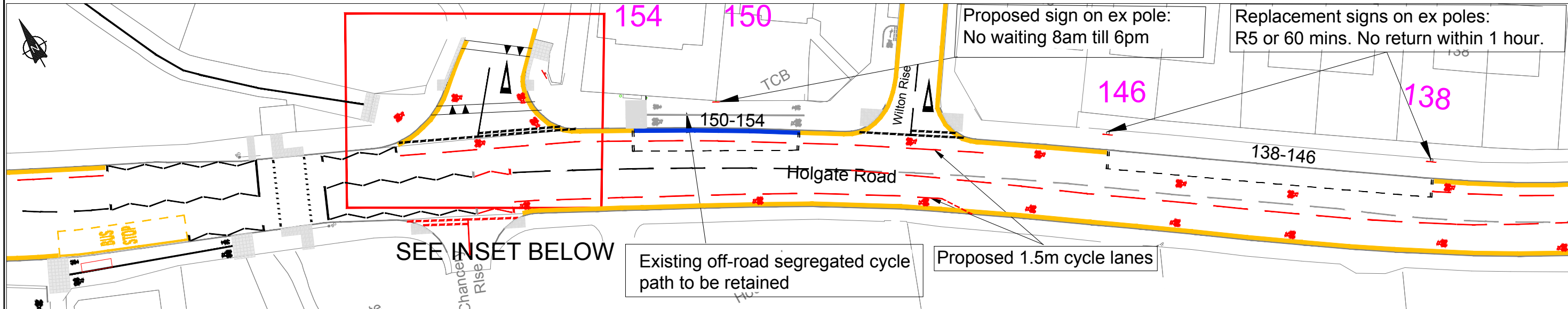
HOLGATE ROAD - PROPOSED RESIDENTS AND COMMUNITY PRIORITY PARKING ZONE BOUNDARY

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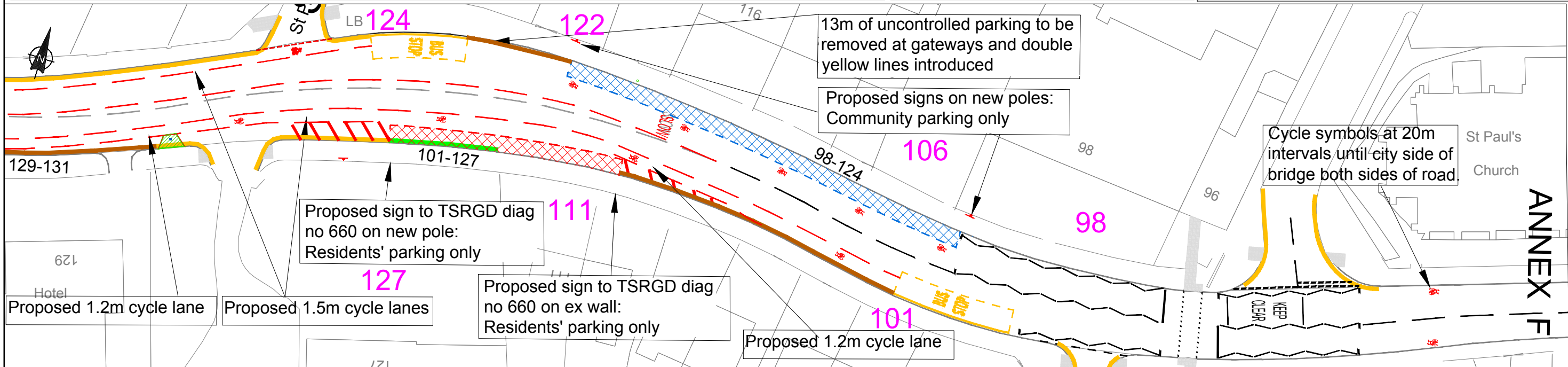
**PROPOSED**

**ANNEX F**



**KEY**

- Existing double yellow lines retained
- Existing double yellow lines removed
- Proposed double yellow lines
- Proposed single yellow line
- Proposed restricted parking area - Residents only
- - - Proposed white markings
- - - Existing white markings to be removed
- - - Existing white markings to remain
- Proposed restricted parking area - Community Parking
- Proposed kerbed build-out with bollard



Drawn by	TJ/TB	Date:	MAR 2015
Checked by	TB	Date:	JAN 2016
Authorised by	MD	Date:	JAN 2016
Drawing Scale:	N.T.S.		
Revision	By	Checked/Approved	Date

Project  
**Holgate Road**  
 (Iron Bridge to Acomb Road Cycle Route)

Drawing  
**General Layout - Option (ii)**

Drawing No.  
**TP/1201082/015**

Revision

**ANNEX F**

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**Decision Session: Executive Member for Transport and Planning****14 April 2016****Report of the Acting Director of City and Environmental Services****Consideration of Petition received:****Residents of Trentholme Drive (Micklegate Ward)****Summary**

1. Consideration of petitions from residents of Trentholme Drive requesting Residents' Priority Parking. There are 43 households with vehicle access onto Trentholme Drive. We have received evidence of support for a Residents' Priority Parking Area from 23 (53%).

**Recommendation**

2. We recommend the Executive Member approves a formal consultation with residents.

Reason: The documentation package we provide enables residents to make an informed decision.

**Background**

3. We have been aware for some time that Trentholme Drive is subject to commuter parking. Drivers park up and walk into the city centre or other nearby business outlets.
4. All properties have off-street parking amenity or the possibility of providing this.
5. The carriageway around the crescent part of the street is narrow, under 4.5 metres. Consequently, drivers tend to park partially obstructing the footway in order to allow other vehicles to pass.
6. The width of the carriageway would have prevented us placing a Resident Parking scheme before 2012. Regulations introduced in January 2012 allow us to introduce a scheme without marking individual parking bays and signs. A Residents' Priority Parking Area can be enforced with entry signage only. The recommended consultation will be undertaken for this type of scheme.

## **Options and Outline Analysis**

7. Option one: Conduct a formal consultation, report the outcome to the Director of City and Environmental Services, who will decide whether sufficient support is evident to advertise an amendment to the Traffic Regulation Order.

This is the recommended option as it provides a parking amenity for residents whilst preventing non-resident parking. There is an established procedure for deciding whether or not to initiate the legal work necessary to undertake a scheme. From the consultation we would require a 50% return of ballot sheets and the majority of those to be in favour to proceed. Reporting the outcome for a Director Decision, after consulting with the Executive Member and Ward Councillors will allow the process to be undertaken quicker. Any objections to the advertised proposal (legal process) will be reported to the Executive Member for Transport at a public meeting as is now established practice.

8. Option two; Take no further action

This is not the recommended option because although an unrestricted carriageway gives residents some chance of parking adjacent to their homes the amount of non-resident parking taking place is causing residents inconvenience and stress on a daily basis.

### **Consultation**

9. No formal consultation has been undertaken with residents or Councillors to date. Ward Councillors will receive a copy of the consultation documentation.
10. If sufficient support is forthcoming from the formal consultation the proposal to amend the Traffic Regulation Order will be advertised in The Press, notices placed on street and details delivered to all properties eligible within the proposed scheme.

### **Council Plan**

11. The above proposal confirms the participation of residents in the decision making process and democratic life.

### **Implications**

12. This report has the following implications:

**Financial** – None

**Human Resources** – None

**Equalities** – The consultation process will highlight how any proposal to amend the Traffic Regulation order might impact on those in the community. If necessary, a Community Impact Assessment will be initiated if any detrimental impact is highlighted as part of the consultation process.

**Legal** – Implementation of a scheme requires amendment to the York Parking, Stopping and Waiting Traffic Regulation Order 2014:

Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply

**Crime and Disorder** – None

**Information Technology** - None

**Land** – None

**Other** – None

**Risk Management** - None

## Contact Details

### Authors:

Name: Sue Gill  
Job title: Traffic Technician  
Dept: Transport  
Tel: (01904) 551497

### Chief Officer Responsible for the report:

Neil Ferris  
Acting Director  
City and Environmental Services

**Date:** 29 February 2016

### Specialist Implications Officer(s)

There are no specialist implications.

### Wards Affected:

Micklegate Ward

All

**For further information please contact the author of the report.**

### Background Papers

None.

### Annexes

Annex A: Wording of petition received

Annex B: Plan of proposed scheme (properties to be consulted)

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12<sup>th</sup> February, 2016.

Dear Ms Gill,

**Re Residents Priority Parking: Trentholme Drive.**

Following a survey of the residents of Trentholme Drive we believe there is enough support to invite the Council to proceed towards establishing a Residents' Priority Parking zone in Trentholme Drive.

An information paper (based on the information you supplied) and a return slip, were distributed to all households fronting onto Trentholme Drive. (Copies enclosed).

There are 43 households in total, including 2 with addresses of Mount Vale and 1 with an address on The Mount. These last three all face onto Trentholme Drive, which is a cul-de-sac.

**32 households sent in returns (74%).**

**23 were clearly in favour of establishing Res Park. (72%).**

**5 had no particular view or had some reservations.**

**4 households were against introducing Res Park.**

I hope that you can now proceed to a formal consultation with all residents.

Yours sincerely,

The problems of people using Trentholme Drive as a "car park" are clearly on the increase. They often obstruct the footpaths, forcing people to walk up the road and cause difficulties for people exiting their drives. Delivery and service vehicles, such as the refuse lorry, find it very difficult to negotiate around the corners. Restrictions on parking which are planned for some nearby roads will only displace cars and put further pressure on Trentholme Drive.

One possible solution is to introduce a Residents' Priority Parking Scheme. Under such a scheme any residents of Trentholme Drive who wish to park on the road during the restricted days/times would need to purchase a Residents' Permit. The restricted days/times are up to us to agree but could be, for example, Monday to Saturday, 9.00 a.m. to 5.00 p.m.

The annual cost of the permit is £93.00 for a standard vehicle, but £46.50 for a low emission car (mainly relatively new cars). Of course, if you don't need to park on the road during the restricted days/times you don't pay!

What about visitors, workmen, etc.? If they are calling for more than 10 minutes they require a Visitor Permit. These cost £5.50 for 5 permits, or £1.50 for 5 if you are over 60 or a Blue Badge holder. There are exceptions to the requirement for a Visitor Permit, such as blue badge holders, emergency vehicles, etc.

More information on charges are set out in the papers which each of us has available or which can be e-mailed to you (address below).

#### What happens next?

Firstly, we have to assess how much support there would be for introducing such a scheme. To this end, we are enclosing a slip for your comments. Please return this to one of us as soon as possible. If you want further information before filling out the slip, please ask to see the papers which we each have copies of, or e-mail [don@tretholme.org.uk](mailto:don@tretholme.org.uk) and Don will forward copies of the papers.

Secondly, if there is sufficient support for such a scheme, we have to demonstrate this to the City of York Highways' Department by raising a petition of a majority of residents of Trentholme Drive.

Such a petition would trigger a formal consultation by the Council, which includes them issuing ballot sheets to all of us in order that the Council is assured of support for introducing the Residents' Priority Parking.

Finally, if a majority of residents are supportive of the proposal, the Council will go through the formalities of adopting the Scheme and displaying the necessary notices. (This will all take some time!)

None of us want this proposal to lead to bad feeling between neighbours, or to lose the community spirit which is evident within Trentholme Drive, so please talk with one another and with any of us if you have concerns. Thankyou.



**RESIDENTS' PRIORITY PARKING SCHEME.**

**Please tick ONE of the following:**

I am IN FAVOUR of introducing a Residents' Parking Scheme .....

I am AGAINST introducing a Residents' Parking Scheme .....

I am UNSURE about introducing a Residents' Parking Scheme .....

I have NO PARTICULAR VIEW on the introduction of a Parking Scheme .....

**COMMENTS:**

.....  
.....

If "IN FAVOUR", have you any thoughts about days and times of restrictions?

DAYS: (e.g. Mon-Sat): .....





TIMES: (e.g. 9.00 a.m. – 5.00 p.m.): .....

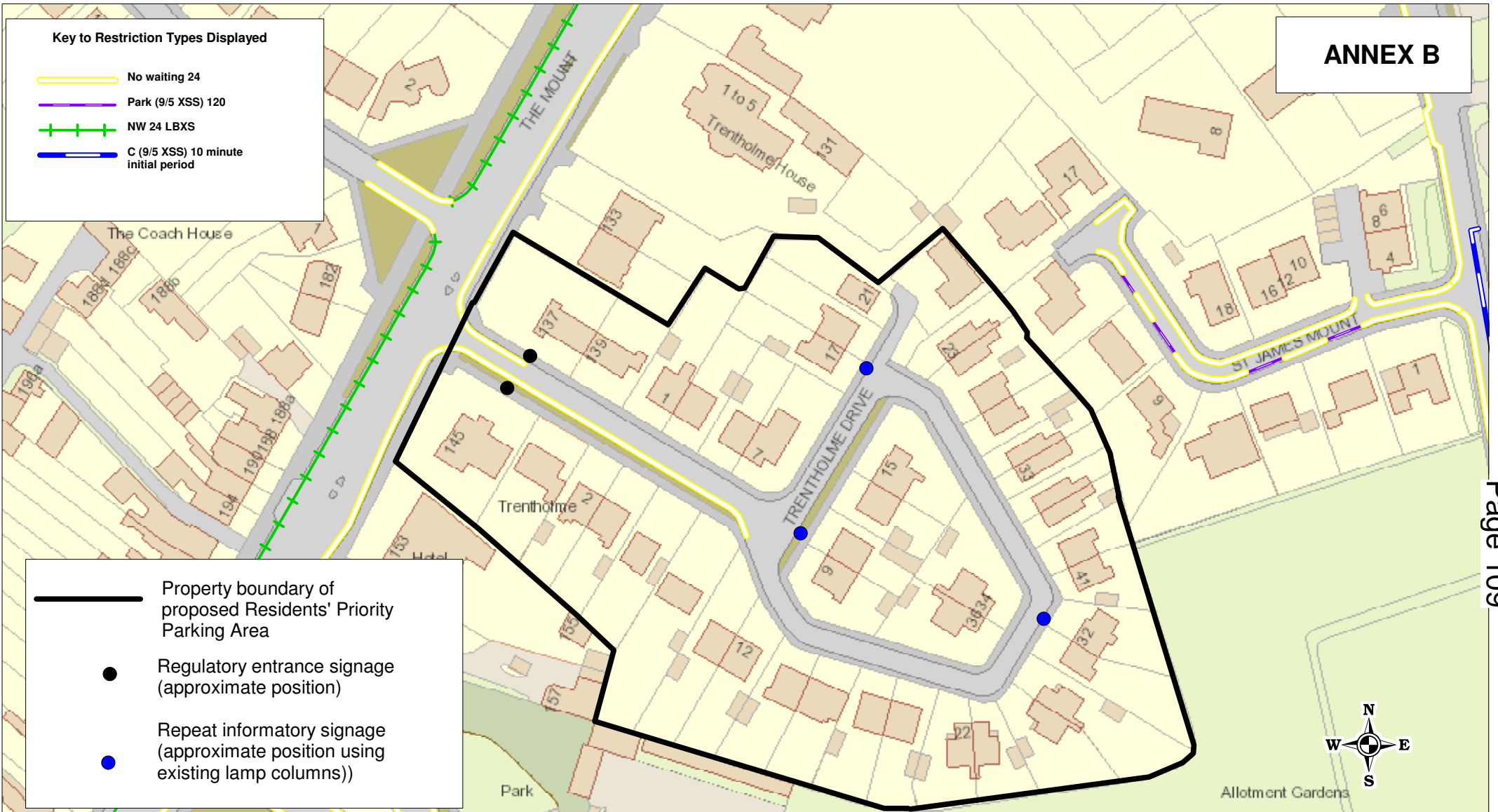
Your name: .....




Your address: .....

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**Key to Restriction Types Displayed**

-  No waiting 24
-  Park (9/5 XSS) 120
-  NW 24 LBXS
-  C (9/5 XSS) 10 minute initial period



-  Property boundary of proposed Residents' Priority Parking Area
-  Regulatory entrance signage (approximate position)
-  Repeat informatory signage (approximate position using existing lamp columns))



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**Trentholme Drive  
Proposed Residents' Priority Parking Area  
(for consultation)**

SCALE	1 : 1250
DATE	17/02/2016
DRAWING No.	
DRAWN BY	

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## **Decision Session – Executive Member for Transport & Planning**

**14 April 2016**

Report of the Acting Director of City and Environmental Services

### **City and Environmental Services (CES) Capital Programme – 2016/17 Budget Report**

#### **Summary**

1. This report sets out the funding sources for the City and Environmental Services Transport Capital Programme, and the proposed schemes to be delivered in 2016/17. The report covers the Integrated Transport and City and Environmental Services (CES) Maintenance allocations.

#### **Recommendations**

2. The Executive Member is asked to:

Approve the proposed 2016/17 City and Environmental Services Transport Capital Programme as set out in this report and Annexes 1 and 2.

Reason: To implement the council's transport strategy identified in York's third Local Transport Plan and the Council Priorities, and deliver schemes identified in the council's Transport Programme

#### **Background**

3. Following approval at Full Council on 25 February 2016, the CES Transport Capital Programme budget for 2016/17 has been confirmed as **£3,793k**. The budget includes £1,920k of Local Transport Plan (LTP) funding, plus other funding from the Better Bus grant, the Department for Transport's Local Pinch Point Funding (Tranche 3) grant, developer contributions, and council resources.

### Proposed Transport Capital Programme

4. The proposed programme has been split into a number of blocks (shown in Table 1), which summarise the strategic aims of the third Local Transport Plan (LTP3) and the Council Plan. More details of the proposed allocations are included in the following paragraphs and in Annex 1 to this report.
5. The allocations shown in Table 1 include funding for schemes committed in previous years and an allowance for overprogramming. Overprogramming is used in the capital programme to ensure the funding allocation is fully spent within the year. It allows reserve schemes to be developed and delivered if other schemes are delayed due to unforeseen circumstances.
6. From the start of the LTP3 period, the level of overprogramming has been kept to a much lower proportion than in previous years, due to the reduced Local Transport Plan funding allocation compared to previous years.

**Table 1: Proposed 2016/17 Transport Capital Programme**

<b>Proposed Transport Capital Programme</b>	<b>£1,000s</b>
Access York Phase 1	150
Public Transport	590
Traffic Management	1,960
Pedestrian & Cycling Schemes	553
Safety Schemes	250
Scheme Development and Design Costs	300
CES Maintenance Schemes	350
<b>Total Transport Programme</b>	<b>4,153</b>
<b>Overprogramming</b>	<b>360</b>
<b>Total Transport Budget</b>	<b>3,793</b>

7. The proposed programme for 2016/17 has been developed to support the five strategic aims of LTP3, and the priorities identified in the Council Plan. It includes some schemes from the 2015/16 capital programme which have carried over into 2016/17, and

schemes that were developed in 2015/16 for implementation in 2016/17.

8. Project Initiation Documents (PIDs) have been drafted for all new schemes and the proposed reserve schemes in the 2016/17 capital programme. These summarise the aims of the scheme, the expected outcomes, and the proposed programme of works, and are listed in Annex 2 to this report.
9. Following the completion of the Access York scheme in summer 2014, funding has been allocated for the payment of the final retention for the construction works, and other ongoing issues that may still need to be addressed.
10. Funding has been allocated for the ongoing programme of improvement works at Park & Ride sites across the city, and for work to improve bus stops across the city to address accessibility issues. Funding has been carried forward from the 2015/16 capital programme for the installation of a new bus shelter on Rougier Street, which will be installed once the work on Roman House has been completed by the developer in autumn 2016.
11. The council has submitted a bid to the Department for Transport for £600k to install charging facilities for electric buses at the Park & Ride sites. £200k of funding from the capital programme is proposed to be allocated to support the delivery of low emission infrastructure for the Park & Ride operation. This allocation will be used as match funding for the bid, or directly to deliver infrastructure at the sites to help deliver the lowest emission service possible. The outcome of the bid should be announced by summer 2016.
12. The council has also been awarded £800k funding for the installation of rapid charger hubs around the outer ring road and city centre areas. This is funded through the Go Ultra Low York scheme from the government's Office of Low Emission Vehicles. The grant funding should be awarded shortly, and will be added to the 2016/17 capital programme at the Consolidated Report in summer 2016.

13. Funding has been allocated for the first year of the five-year programme of work to renew traffic signals across the city, following work carried out in 2015/16 to review all traffic signals in the city and develop a prioritised list of signals to be upgraded. Funding has also been allocated to install new above-ground vehicle detection equipment at traffic signals as part of the traffic signals renewal programme. Both these programmes of work were approved by the Executive Member at the November 2015 Decision Session meeting.
14. Funding has been allocated for the ongoing review of signs and lining across the city, and for improvements to the Footstreets area. An allocation has also been made for the continued monitoring of air quality in the city centre.
15. Work on the upgrade of Variable Message Signs (VMS) will continue in 2016/17, and the funding allocated in 2016/17 will be used to upgrade the existing car park guidance signs, as agreed at the January Decision Session meeting.
16. The council is required to make a contribution towards the construction of the remaining section of Phase 2 of the James Street Link Road (Layerthorpe to Heworth Green), which is being progressed by the developer of the former gasworks site in 2016/17. This will be funded from Section 106 contributions from the Foss Basin Master Plan fund.
17. As reported in the Transport Capital Programme Monitor 2 report to the February 2016 Decision Session meeting, funding for Phases 2 and 3 of the A19 Pinchpoint scheme was slipped to 2016/17 due to the delays to the Germany Beck development. Phase 1 of this scheme was completed in 2015. Further development work is being undertaken to ensure that the funding is used to deliver the maximum benefit in the area.
18. The Pedestrian and Cycling schemes block includes funding allocated for feasibility and implementation of cycle schemes, funding allocated for a review of pedestrian crossings across the city, and allocations for smaller-scale schemes to improve pedestrian and cycling facilities across the city.



19. Last year the council was awarded £2m grant funding from the Department for Transport Cycle City Ambition grant allocation to the Leeds City Region to widen Scarborough Bridge footbridge to make it more accessible for all users. Access ramps will also be constructed on both sides of the river to provide step-free access for cyclists, pedestrians, and wheelchair users. It was agreed in the 2015/16 Council Budget that the council would match-fund this grant with £1m from council resources over three years. Feasibility work on the scheme has been carried out in 2015/16, and £333k has been allocated in the 2016/17 capital programme for work to continue on this scheme. Implementation of the scheme is planned for 2017/18.
20. Funding has been allocated to continue the School Safety Schemes programme, which will implement measures to improve walking and cycling facilities and address safety issues on routes to school. The Local Safety Schemes/ Danger Reduction allocation will fund the development and implementation of measures to address safety issues at sites with a recent history of accidents, including investigation of issues raised by the public through the Danger Reduction allocation.
21. The allocation for speed management work will allow measures to address speed management issues (as identified through the Speed Review Process) to be implemented in 2016/17.
22. Funding has been allocated to allow schemes to be developed for implementation in future years, and an allocation of £50k has been made to fund retentions, final completion works, and items identified during safety audits of schemes completed in previous years. Funding has also been allocated for the staff costs incurred in the development and implementation of schemes in the transport capital programme.
23. An allocation of £350k has been made to carry out restoration work on the City Walls, including funding for urgent repairs and an allocation for work on Micklegate Bar in 2016/17.
24. There are a number of schemes in the 2015/16 capital programme that are expected to continue into 2016/17, due to delays implementing these schemes in 2015/16. These include schemes funded through the Better Bus Area grant to improve the bus network, the conversion of tour buses to electric drive, and the refits

of school buses to reduce vehicle emissions. Carryover funding for these schemes will be added to the 2016/17 capital programme at the Consolidated Report in summer 2016.

### **Consultation**

25. The capital programme is decided through a formal process, using a Capital Resource Allocation Model (CRAM). CRAM is a tool used for allocating the council's scarce capital resources to schemes that meet corporate priorities.
26. Funding for the capital programme was agreed by the council on 25 February 2016. Whilst consultation is not undertaken on the capital programme as a whole, individual scheme proposals do follow a consultation process with local councillors and residents.

### **Options**

27. The Executive Member has been presented with a proposed programme of schemes, which have been developed to implement the priorities of the Local Transport Plan and the Council Plan.

### **Analysis**

28. The programme has been prepared to meet the objectives of the LTP3 and the Council Plan priorities, implement the remaining schemes in the Better Bus programme, and implement the A19 Local Pinch Point Fund improvements.

### **Council Plan**

29. The Council Plan has three key priorities:
  - **A Prosperous City for All.**
  - **A Focus on Frontline Services.**
  - **A Council That Listens To Residents**
30. The Transport Capital Programme supports the prosperity of the city by improving the effectiveness, safety and reliability of the transport network, which helps economic growth and the attractiveness for visitors and residents.

The programme aims to reduce traffic congestion through a variety of measures to improve traffic flow, improve public transport, provide better facilities for walking and cycling, and address road safety issues.

31. Enhancements to the efficiency and safety of the transport network will directly benefit all road users by improving reliability and accessibility to other council services across the city.
32. The capital programme also addresses improvements to the transport network raised by residents such as requests for improved cycle routes, measures to address safety issues and speeding traffic, and improvements at bus stops such as real-time information display screens and new bus shelters.

### **Implications**

33. The following implications have been considered.
  - **Financial:** See below.
  - **Human Resources (HR):** In light of the financial reductions in recent years, the Executive Member's attention is drawn to the fact that the majority of Highways and Transport staff are now funded either through the capital programme or external funding. This core of staff are also supplemented by external resources commissioned by the council to deliver capital projects, which provides flexible additional capacity and reflects the one-off nature of capital projects.
  - **Equalities:** There are no Equalities implications.
  - **Legal:** There are no Legal implications.
  - **Crime and Disorder:** There are no Crime & Disorder implications.
  - **Information Technology (IT):** There are no IT implications.
  - **Property:** There are no Property implications.
  - **Other:** There are no other implications.

## Financial Implications

34. The LTP allocation for 2016/17 was confirmed by the Department for Transport on 24 July 2014. Following approval at Full Council on 25 February 2016, the full City and Environmental Services Transport Capital Programme budget is **£3,793k**. The programme will be amended to include carryover funding from 2015/16 at the Consolidated Report in summer 2016.
35. The programme is funded as follows:

Funding	2016/17
	£1,000s
Local Transport Plan	1,920
A19 Pinchpoint Grant	650
Section 106	300
Better Bus Area Fund	240
CYC Resources – Scarborough Bridge	333
CYC Resources - City Walls	350
<b>Total Budget</b>	<b>3,793</b>

36. If the allocations proposed in this report are accepted, the total value of the CES Transport Capital Programme for 2016/17 would be **£4,153k** including overprogramming. The overprogramming level of £360k is felt to be appropriate for the level of funding available in 2016/17.

## Risk Management

37. The Capital Programme has been prepared to assist in the delivery of the objectives of the Local Transport Plan. Owing to the lower availability of funding for LTP schemes, there is a risk that the targets identified within the plan will not be achievable. For larger schemes in the programme, separate risk registers will be prepared and measures taken to reduce and manage risks.
38. Phases 2 and 3 of the A19 Pinch Point Scheme were not progressed in 2015/16 due to the delays to the Germany Beck development.

Funding has been allocated in the 2016/17 capital programme for these schemes, but the implementation is still dependent on the progress of the Germany Beck development.

**Contact Details**

**Author:**

**David Carter**  
Major Transport  
Programmes Manager  
City & Environmental  
Services  
01904 551414

**Chief Officer Responsible for the report:**

**Neil Ferris**  
Acting Director – City and  
Environmental Services

**Report  
Approved**



**Date** 21 March  
2016

**Specialist Implications Officer(s)** None

**Wards Affected:**

All

**For further information please contact the author of the report**

**Background Papers:**

CES 2015/16 Capital Programme Monitor 2 Report – 11 February 2016  
<http://modgov.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9033&Ver=4>

**Annexes**

Annex 1: Proposed 2016/17 CES Transport Capital Programme  
Annex 2: List of Draft Project Initiation Documents

**Abbreviations used in report**

CES- City and Environmental Services  
CRAM- Capital Resource Allocation Model  
HR- Human Resources  
LTP- Local Transport Plan  
PID- Project Initiation Documents  
VMS-Variable Message Signs

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Scheme Ref	2016/17 Transport Capital Programme	2016/17 Total Budget	Comments
		£1,000s	

<b>Access York Phase 1</b>			
AY01/09	Access York Phase 1 - Retention	150.00	Payment of retention

<b>Total Access York Phase 1</b>	<b>150.00</b>
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<b>Public Transport Schemes</b>			
PR01/16	Park & Ride Site Upgrades	100.00	Upgrades at existing Park & Ride sites
PR02/16	Park & Ride ULEV Infrastructure	200.00	Bid for DfT grant funding to install chargers at P&R sites for electric buses
PT01/16	Public Transport Facilities Priority Works	50.00	Improvement of public transport facilities across the city

<b>Public Transport - Carryover Schemes</b>			
PT10/12b	BBAF - Rougier Street - Roman House Bus Shelter	240.00	Replacement of shelter attached to Roman House

<b>Total Public Transport</b>	<b>590.00</b>
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<b>Traffic Management</b>			
TM01/16	Traffic Signals Asset Renewals	400.00	Upgrade of traffic signals across the city
TM02/16	Signal Detection Equipment Programme	100.00	Installation of new vehicle detection equipment at traffic signals
TM03/16	Signing and Lining Schemes	20.00	Review of existing signing and lining across the city to reduce street clutter
TM04/16	Air Quality Monitoring	20.00	Purchase of air quality monitoring equipment
TM05/16	City Centre Footstreets Improvements	50.00	Improvements to the Footstreets area
TM06/15	Variable Message Signs (VMS) Upgrade	70.00	Refurbishment of Car Park Guidance VMS
TM06/16	James Street Link Road Phase 2	300.00	Contribution to construction of missing section of James Street Link Road Phase 2 (Layerthorpe to Heworth Green)

<b>Traffic Management - Carryover Schemes</b>			
TM03/13	A19 Pinchpoint Scheme	1,000.00	Improvements to A19 (South) corridor

<b>Total Traffic Management</b>	<b>1,960.00</b>
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<b>Pedestrian &amp; Cycling Schemes</b>			
CY01/16	Cycle Schemes	100.00	Improvements to cycle infrastructure across the city
PE01/16	Pedestrian Crossing Review	50.00	Investigation and implementation of requests for new pedestrian crossings
PE02/16	Pedestrian Minor Schemes	50.00	Minor improvements for pedestrians across the city
CY02/16	Cycle Minor Schemes	20.00	Minor improvements to cycling facilities across the city
CY04/15	Scarborough Bridge Improvements	333.00	Development of scheme to improve existing footbridge at Scarborough Bridge

<b>Total Pedestrian &amp; Cycling Schemes</b>	<b>553.00</b>
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Scheme Ref	2016/17 Transport Capital Programme	2016/17 Total Budget	Comments
		£1,000s	

Safety Schemes			
-	School Safety Schemes	100.00	Continuation of the Safe Routes to School programme
-	Local Safety Schemes/ Danger Reduction	100.00	Implementation of schemes to address safety issues
-	Speed Management	50.00	Implementation of schemes identified in the Speed Management Review process

<b>Total Safety Schemes</b>	<b>250.00</b>
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Scheme Development			
-	Future Years Scheme Development	50.00	Development of schemes for implementation in future years, including review of layout in Bishopthorpe Road area
-	Previous Years Costs	50.00	Budget required for minor completion works and retention payments
-	Staff Costs	200.00	Staff resources required to support transport capital programme

<b>Total Scheme Development</b>	<b>300.00</b>
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<b>Total Integrated Transport Programme</b>	<b>3,803.00</b>
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CES Maintenance Schemes			
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City Walls			
CW01/16	City Walls Restoration	350.00	Repairs and restoration work on the City Walls

<b>Total City Walls</b>	<b>350.00</b>
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<b>Total CES Maintenance</b>	<b>350.00</b>
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<b>Total Capital Programme</b>	<b>4,153.00</b>
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<b>Total Overprogramming</b>	<b>360.00</b>
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<b>Total Capital Budget</b>	<b>3,793.00</b>
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**Proposed 2016/17 CES Transport Capital Programme:  
Draft Project Initiation Documents (PIDs)**

<b>PID Ref.</b>	<b>Scheme</b>	<b>Comments</b>
<b>2016/17 Capital Programme Schemes</b>		
01/16	Park & Ride Site Upgrades	Upgrades at existing Park & Ride sites
02/16	Park & Ride ULEV Infrastructure	Bid for DfT grant funding to install chargers at P&R sites for electric buses
03/16	Public Transport Facilities Improvements	Improvement of public transport facilities across the city
04/16	Traffic Signals Asset Renewals	Upgrade of traffic signals across the city
05/16	Traffic Signal Detection System Upgrade Programme	Installation of new vehicle detection equipment at traffic signals
06/16	Signing and Lining Schemes	Review of existing signing and lining across the city to reduce street clutter
07/16	Air Quality Monitoring	Purchase of air quality monitoring equipment
08/16	City Centre Footstreets Improvements	Improvements to the Footstreets area
09/16	Variable Message Signs (VMS) Upgrade	Refurbishment of Car Park Guidance VMS
10/16	Cycle Schemes	Improvements to cycle infrastructure across the city
11/16	Pedestrian Crossing Review	Investigation and implementation of requests for new pedestrian crossings
12/16	Pedestrian Minor Schemes	Minor improvements for pedestrians across the city
13/16	Cycle Minor Schemes	Minor improvements to cycling facilities across the city
14/16	School Safety Schemes	Continuation of the Safe Routes to School programme
15/16	Local Safety Schemes/ Danger Reduction	Implementation of schemes to address safety issues
16/16	Speed Management	Implementation of schemes identified in the Speed Management Review process
17/16	Future Years Scheme Development	Development of schemes for implementation in future years

<b>2016/17 Capital Programme: Potential Reserve Schemes</b>		
R1/16	City Wide Traffic Signal Operation	Development of new approach to traffic signal control to improve reactive response to changing traffic
R2/16	Variable Message Signs (VMS) Upgrade	Continuation of refurbishing car Park Guidance VMS (as per 09/16 above)
R3/16	Residents Parking Review (ResPark)	Review of resident parking systems and policies to rationalise and improve efficiencies of operation.
R4/16	Street De-Clutter Programme	Works to rationalise signing and street furniture along several routes/ areas
R5/16	Bus Network Pinchpoint improvements	Improvements to address traffic management issues in that delay bus services.
R6/16	City Centre Park & Ride improvements	Bus stop improvements in the city centre for Askham Bar and Poppleton Bar services at Tower Street.

Note: All PIDs are in draft format and will be finalised once the 2016/17 Capital Programme budget has been approved.

The list of reserve scheme may vary in line with changing priorities.

Please contact the report author for further information on draft PIDs.

Decision Session – Executive Member for Transport & Planning, 14 April 2016

Written Representations Annex

Agenda item	Received from	Comments
<p><b>5. Holgate Road (Iron Bridge to Acomb Road) Cycle Scheme</b></p>	<p>Cllr Andy D'Agorne</p>	<p>I very much welcome the amendments to the scheme that you have made to improve the design to achieve better cycle safety and very much support the scheme as it now appears.</p> <p>However there is one point where I would ask for some reassurance or attention during the stage 2 and 3 safety audits. The idea of cycle logos without a formal 'lane' on the uphill carriageway is very welcome but needs to be positioned with a gap of at least 250mm away from the outside box of the residents parking bay so as to ensure it doesn't imply an instruction to cycle close to parked vehicles within the 'door zone' (but will serve as a reminder to drivers getting into or out of parked vehicles).</p> <p>I still have some doubts about 1.2m wide cycle lanes given the policy of 1.5m minimum which was specified during the cycle city programme. However it is certainly better to allow a wider overall carriageway width on the</p>

		<p>uphill side where the cyclists will be going more slowly and present more of an obstacle to drivers.</p> <p>LTN 2/08 emphasises my point about going uphill (extract below) .Cyclists need a wider dynamic envelope, as their often slower speeds increases their deviation from the straight &amp; narrow!</p> <p>7.1.6 Where there is a significant gradient, a cycle lane can be beneficial in the uphill direction – the speed differential between cyclists and motorists tends to be larger, while cyclists may wander a little as their speed is reduced. A cycle lane in the downhill direction can make conditions worse for cyclists. As a cyclist’s speed increases, the speed differential with motor traffic speeds reduces or disappears, and the cyclist needs to take up a more prominent position further from the nearside kerb. This helps ensure that drivers waiting to join from a side road can better see them and helps drivers behind to judge when it is safe to overtake. A single cycle lane of the recommended width going uphill is far preferable to substandard cycle lanes in both directions.</p>
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