



Notice of meeting of

Planning Committee

To: Councillors R Watson (Chair), Crisp, D'Agorne, Firth, Funnell, Galvin, Horton, Hudson, Jamieson-Ball, Moore, Pierce, Potter (Vice-Chair), Reid, Simpson-Laing, Vassie and Wiseman

Date: Thursday, 23 April 2009

Time: 4.30 pm

Venue: The Guildhall, York

There are no site visits scheduled for this meeting.

AGENDA

1. **Declarations of Interest**

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

2. **Minutes** (Pages 3 - 6)

To approve and sign the minutes of the last meeting of the Planning Committee held on 26 March 2009.

3. **Public Participation**

It is at this point in the meeting that members of the public who have registered their wish to speak can do so. The deadline for registering is by 5pm the day before the meeting. Members of the public can speak on specific planning applications or on other agenda items or matters within the remit of the committee.

To register please contact the Democracy Officer for the meeting, on the details at the foot of this agenda.

4. Revisions to the 2006 Development Brief for the Terry's Factory Site - Report Back on Public Consultation (Pages 7 - 50)

This report summarises the main representations received in relation to the revisions to the 2006 Terry's Development Brief approved by Members in December 2008. A full and detailed table of representations received and CYC Officer responses and recommendations are set out in Appendix 1 to the report.

[A copy of the Brief with the proposed revisions is attached to this agenda on line and hard copies are available on request from the Democracy Support Group on ext 2061]

5. Heslington Village Conservation Area Appraisal: Results of Consultation and Final Draft For Approval (Pages 51 - 126)

This report presents the results of a public consultation exercise on the draft Heslington Conservation Area Appraisal and boundary review. The report recommends that, following minor revisions to the report, the document be adopted.

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

Democracy Officer:

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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
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- Copies of reports

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City of York Council

Committee Minutes

MEETING	PLANNING COMMITTEE
DATE	26 MARCH 2009
PRESENT	COUNCILLORS R WATSON (CHAIR), CRISP, D'AGORNE, FIRTH, FUNNELL, GALVIN, HORTON, HUDSON, PIERCE, POTTER (VICE-CHAIR), REID, SIMPSON-LAING, WISEMAN AND ORRELL (SUB FOR CLLR JAMIESON-BALL)
APOLOGIES	COUNCILLORS JAMIESON-BALL, MOORE AND VASSIE

53. DECLARATIONS OF INTEREST

Members were invited to declare at this point in the meeting any personal or prejudicial interests they might have in the business on the agenda.

Councillor Pierce declared a personal non-prejudicial interest in Plans item 4a (Proposed University Campus lying between Field Lane, Common Lane, A64 Trunk Road and Hull Road, York) as a member of the Heslington East Community Forum and former member of staff and student of the University.

54. MINUTES

RESOLVED: That the minutes of the last meeting of the Committee held on 25 February 2009 be approved and signed by the Chair as a correct record.

55. PUBLIC PARTICIPATION

It was reported that there had been no registrations to speak at the meeting under the Council's Public Participation Scheme on general issues within the remit of the Committee.

56. PLANS LIST

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

56a Proposed University Campus Lying between Field Lane, Common Lane, A64 Trunk Road and Hull Road, York (09/00165/REM)

Consideration was given to a reserved matters application, submitted by the University of York, for the erection of a biomass boiler, 2 no. gas boilers and associated fuel tanks, fence enclosure, access and landscaping.

Officers circulated an update, which had been prepared following further discussions with the applicant. This covered the following points:

- Amendment of Condition 4 to read: “Full details of the biomass boiler to be installed in the proposed premises including maximum power output shall be submitted to and approved in writing by the Local Planning Authority before the authorised development is commenced. The biomass boiler shall not thenceforth be used other than in accordance with the written approval of the Local Planning Authority”;
Reason: To protect the amenity of nearby residents;
- Condition 8 to be deleted as it duplicated Condition 4;
- Condition 11 to be amended to remove reference to foul drainage as no foul drainage was intended for the site;
- Items ii) and v) of the informative to be deleted as they duplicated the provisions of the Outline Permission;
- In view of the difficulties in sourcing fuel for the proposed boiler, the applicant, had requested that Condition 10 be amended to alter the radius for sourcing the biomass fuel from 25 to 40 km;
- In response to a Member enquiry, further discussions had taken place with the University’s agent and it was confirmed that there would be a maximum of 3 fuel deliveries by HGV per week. This was felt to be acceptable and colleagues in Highway Network Management confirmed that this would be acceptable;
- Copies of plans detailing an example of a biomass boiler installation and the planting plan for the site were also circulated.

Officers further updated, that following legal advice, they had been advised to further amend Condition 4 to request details of the delivery and sourcing of biomass fuel to be submitted for approval by the Local Planning Authority before the development commenced.

Representations in objection to the application were received from a resident of Field Lane adjacent to the site. She confirmed that she supported the principle of the development and the use of biomass fuel but expressed concerns in particular the need for a 1000KW Gas Oil Boiler back up system when the main Biomass Boiler was only 250Kw. She pointed out that Condition 4 was confusing, that the length of the temporary permission should be reduced and requested Members to arrange for the monitoring of energy use by the University and to refuse permission for the Gas Oil boilers.

A representative of the University’s Planning Consultants confirmed that the biomass boiler would provide 10% of the annual energy needs for Cluster 1. He made representations in support of the proposals and

confirmed that wood chips were a sustainable renewable fuel, which they were confident, could be sourced locally. He also stated that they were investigating the possibility of sourcing fuel from the University's land in the longer term.

Members then questioned the following points:

- Expressed concern regarding the need for two large back up gas/oil boilers. Questioned the possible restriction of these boilers to when the biomass boiler was not in use or during its service or repair;
- Mechanism for periodic feedback from the Sustainability Officer of monitoring to ensure that 10% of the University's energy demand was met from renewable sources.¹

A representative of Arup, Consulting Engineers for the project, confirmed that they were on a tight schedule for the Cluster 1 site. He stated that if there were any unforeseen problems and the proposed utilities corridor was not operational by the October date that there may be a need to commission heat from this system but that it was still very much only a contingency measure.

RESOLVED: That the application be approved subject to the conditions detailed in the report and the following amended and additional conditions:²

Amended Condition 4 - Full details of the biomass boiler to be installed in the proposed premises including maximum power output, details of delivery and sourcing of biomass fuel shall be submitted to and approved in writing by the Local Planning Authority before the authorised development is commenced. The biomass boiler shall not thenceforth be used other than in accordance with the written approval of the Local Planning Authority;

Deletion of Conditions 8 and 10

Amended Condition 11 – Development shall not begin until details of all surface water drainage works have been submitted to and approved in writing by the Local Planning Authority, and carried out in accordance with these approved details.

Deletion of items ii) and v) of the Informative.

REASON: In the opinion of the Local Planning Authority the proposal, subject to the conditions listed, would not cause undue harm to interests of acknowledged importance, with particular reference to impact of the proposal on residential amenity, securing sustainable sourcing of the biomass fuel, suitability of the plant to secure the requirement for 10% of the energy needs of the site to come from renewable sources, ensuring the safe and efficient drainage of the site and the general requirement for the proposal. As such the proposal complies with ****IN of Policies ED9, ED10, GP4a),

GP4b) and GP5 of the City of York Local Plan Deposit Draft.

Action Required

1. That arrangements be made for the Sustainability Officer to provide feedback to Members to ensure that 10% of the University's energy is met from renewable sources. SS
2. Issue the decision notice and include on the weekly planning decision list within the agreed timescales. SS

R WATSON, Chair

[The meeting started at 4.30 pm and finished at 5.05 pm].



Planning Committee

23rd April 2009

Report of the Director of City Strategy

REVISIONS TO THE 2006 DEVELOPMENT BRIEF FOR THE TERRY'S FACTORY SITE – REPORT BACK ON PUBLIC CONSULTATION

Summary

1. Revisions to the original Terry's Development Brief, 2006, were approved by Members in December 2008, with agreement that these be deposited for public consultation early in 2009. The schedule of proposed changes was compiled through a cross-Directorate project team in response to changes in policy, recent evidence base studies and issues raised in negotiation and the reasons for refusal of the planning application in August 2008. A copy of the full document, with tracked changes, was made widely available at the time of consultation, and the CYC webpage updated accordingly. Copies of the revised brief were sent out to various key organisations, and further copies made available to the public in local libraries, local pubs and the CYC planning reception.

2. This report summarises the main representations received – from organisations and individuals – and highlights where proposed revisions have been accepted, and where they have not. A full and detailed table of representations received and CYC Officer responses and recommendations is set out in Appendix 1, attached to this report. Copies of the Brief with proposed revisions have been distributed to Members (revisions consulted on are tracked in blue, proposed additional revisions following consultation are tracked in red) and are available to view online. The consultation comment (in Appendix 1) to which each revision in the Brief relates is shown in square brackets in the Brief next to the revision.

3. Members are being asked to consider the representations received, and approve the Officer recommendations and revisions as non-statutory draft supplementary planning guidance, which will revise and supplement the existing approved Brief as a basis for negotiating an appropriate scheme to redevelop the site and for considering planning and listed building / conservation area consent applications.

Background

4. The Terry's Development Brief was approved by Members in June 2006 following extensive consultation with local residents and key stakeholders. The Brief set out the Council's requirements and aspirations for the re-development of the site, namely an employment-led mixed use development with careful consideration given to its landscape setting, conservation area status and listed buildings.

5. A planning application for the re-development of the site was refused planning permission in August, 2008 and, since then, Officers have been working in partnership with the developers, GHT Developments LLP, in order to address the reasons for refusal and to work towards a high quality re-application. The Council remains committed to mixed-use development of the site, but the proposal must be right for the city.

6. As part of this process it was agreed that the 2006 Development Brief should be looked at again in order to acknowledge where there have been changes in national, regional and local policy since 2006. The evidence base upon which the Development Brief was based has been significantly added to, revised and updated as part of the York Local Development Framework. Updated evidence bases, in terms of employment, housing, retail and open space studies are important in order to create a robust and sound framework for options-testing and decision-making.

7. The developer design team have been working through a number of design options for the site whilst consultation has progressed on the Brief. They have regularly met Council Officers through a project team approach, and have also reported to a newly set up Community Forum and to the wider public through local exhibitions. Any significant changes made to the Development Brief following consultation will need to be reflected in their masterplan designs or, at the very least, very strong justification given to any departure from it.

Consultation

8. The 2005 Draft Development Brief was presented to Planning Committee and approved for consultation purposes in September 2005. It was duly put on deposit for 8 weeks of public and statutory consultation between October and December 2005. 184 representations were received during this time, making around 1200 separate comments.

9. Consultation on the revised Brief took place between 12th January and 23rd February 2009, a period of six weeks. Summary leaflets were delivered to over 2,000 homes in the South Bank area and Middlethorpe and copies of the full brief, with tracked changes, made widely available to view locally in St Chad's Church, South Bank Social Club, St Clements Working Men's Club and The Winning Post Pub, in Central, Bishopthorpe and Dringhouses libraries and the CYC Planning and Guildhall receptions, as well as online via the CYC webpage. Officers also attended the Conservation Area Advisory Panel, and Ward Committee meetings at Micklegate, Bishopthorpe and Wheldrake, and Dringhouses and Woodthorpe in February, as well as making information available at Fishergate Ward Committee. Copies of the Draft Brief were also sent to a statutory list of consultees. 47 representations were received during this time, making around 267 separate comments (see Appendix 1).

Analysis

10. It is important to acknowledge that the 2006 approved Brief remains up-to-date and pertinent in all aspects except those listed in the appended schedule of proposed changes. Public consultation in 2005 concluded that there was broad and strong support for the Brief. Main issues raised were in regard to potential uses, traffic and

conservation, and these were addressed at that time, then reported to and approved by Members in June 2006.

11. The Brief has a whole section on Accessibility, Traffic and Transport, which seeks to minimise the impact of traffic from the site on surrounding areas and encourage sustainable forms of transport. Traffic issues, along with car parking, will be considered in detail through a Transport Assessment, which is required to accompany a planning application. The requirement for the Assessment is included in the approved 2006 Brief. Traffic, parking, accessibility and transport issues account for approximately half of the responses to the consultation.

12. However, at the time of refusal of the planning application a Member motion to consider a relief or bypass road for Bishopthorpe village was received. A full report was presented to the Council's Executive on 17th March 2009, which concluded that the traffic relief benefits of a village link road would be minimal, there would be a cost in terms of increased traffic flows along Bishopthorpe Road, it would be in direct contravention to green belt and other planning policies, and no specific funding has been identified for its construction. The report strongly recommends that no further works be instigated into the link road proposal. The summary findings are included in the Officer responses to public representation, and the full report available online or by request from the Democracy Support Group.

13. Many responses highlighted either (1) the opportunity to remove the bunding and mounds on the north and north-eastern boundaries of the site, or (2) the importance of retaining this setting, especially in terms of the trees, as originally set out in the 2006 Brief. Local exhibitions have revealed that more local residents want to see their removal than retention, but other individuals and organisation are not as convinced. The Conservation Area Advisory Panel agree as a group that they should be retained. The Micklegate ward Members, however, consider that removal would open the site up and help to integrate the proposed new community with the existing South Bank and Bishopthorpe Road communities. The revisions to the Brief seek to clarify the tests to determine if it would be acceptable to remove any trees or any part of the bunding.

14. In addition to these key issues, responses were received regarding a wide range of topics. This included: the need to make full reference to the Conservation Area Appraisal – emphasis has now been given throughout the Brief; the need to ensure that appropriate open space is provided on the site – the Brief now refers to the approved open space study; a desire for community uses to be provided as part of the development – greater emphasis is given in section 8; the need to ensure the listed buildings and their settings are fully considered – a number of amendments and additions have been made to the Design Principles to emphasise the need to retain the dominance of the Clock Tower and Factory buildings. A number of responses highlighted where the Brief needs to be updated to reflect the current planning policy position, particularly with regard to flood risk, renewable energy policy and other sustainable development requirements.

Options

Option 1:

Approve the Revisions to the Development Brief, as proposed in this report, as the basis for continued negotiation and a master planned approach to the re-development of the site and, following this, consideration of planning applications and listed building/ conservation area consent applications for the site.

Option 2:

Do not approve the Revisions to the Development Brief, as revised, and request a new Development Brief is drafted with an alternative approach.

15. In terms of the options set out above, approval of the revisions to the Brief is recommended to Members. It would provide an up-to-date, clear and consistent basis for negotiating with potential developers and for considering planning applications. The complex nature of the site, the proximity to existing residential areas, the relationship of the site to the racecourse, the size and prominence of the buildings and the conservation interest in the site all require detailed consideration.

16. Option 2 is not recommended as the Brief builds on previous Council decisions to progress this approach through public consultation. It also recognises the previous decision to refuse the 2008 planning application and aims to clarify and update current CYC and national policy. The vision, objectives and potential uses set out in the Brief have been developed in the context of existing National, Regional and local planning policy and following extensive public consultation.

Corporate Priorities

17. The re-development of the site represents a major chance for the York economy and a significant opportunity to create a sustainable community. Revisions to the Brief aim to build on and clarify those already set out, namely to further a number of the City's economic aims, including the Community Plan objective of a "Thriving City", and the Council's Corporate Strategy (2007-11) priorities to 'increase the use of public and other environmentally modes of transport', 'improve the economic prosperity of the people of York with a focus on minimising income differentials', and 'improve the quality and availability of decent affordable homes in the city'. The Corporate Strategy also provides 10 year Direction Statements which, relevant to the future development of this site, include listening to communities, placing environmental sustainability at the heart of everything we do, and promoting cohesive and inclusive communities.

Implications

Financial - The costs of printing the Brief and other incidental costs will be met from the existing internal budget.

Human Resources (HR) - No HR implications.

Equalities - Equalities considerations have been taken into account in the preparation of the Brief.

Legal - No Legal implications.

Crime and Disorder - Crime and Disorder considerations have been taken into account in the preparation of the Brief.

Information Technology (IT) - No IT implications.

Risk Management

18. There are no known risks.

Recommendation

19. Members are recommended to approve the April 2009 revisions to the 2006 Terry's Development Brief as a basis for negotiating an appropriate scheme to redevelop the site and for consideration of future planning and listed building/conservation area applications.

20. Reasons:

(1) The redevelopment of the site is an important opportunity to provide quality accommodation for a range of uses that will support the York economy. An up-to-date Development Brief is considered the most appropriate approach for the Council to set out a vision, objectives and clear guidance for a new sustainable employment led mixed-use development to create a community of complementary uses.

(2) The conservation importance and prominent setting of the site require detailed consideration and an up-to-date Development Brief is considered the most appropriate approach for the Council to set out the key considerations for the site and requirements of potential developers.

Contact Details

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Chief Officer Responsible for the report:

Bill Woolley
Director of City Strategy

Report Approved

Date 9 April 2009

Wards affected:

Micklegate, Bishopthorpe, Dringhouses and Woodthorpe

For further information please contact the author of the report.

Background Papers

- City of York Council '*Draft Local Plan incorporating the 4th set of changes*' [*Development Control Local Plan*] (April 2005).
- Report by the Acting Director of Environment & Development Services to the Executive of the City of York Council (July 2004).
- Draft Development Brief for Terry's Consultation Responses and Officer Recommendations (June 2006). This Background Paper is a summary of all the comments received during the consultation on the 2005 Draft Brief, the organisation/ individual who submitted the comment, the CYC Officer response to each individual comment and proposed changes to the Brief where considered appropriate.
- Approved Development Brief for Terry's, June 2006.
- Terry's planning submission – Reasons for Refusal, October 2008.
- Development Brief – Terry's (Revised January 2009).

Appendix

Appendix 1 is a full schedule of consultation responses received and CYC Officer comments and recommendations.

APPENDIX 1 - Consultation Responses to the Revised Terry's Development Brief and Officer Responses and Recommendations - for Planning Committee 23rd April 2009

No.	Ref.	Consultee	Comment	Officer Response	Officer Recommendation
1. INTRODUCTION					
1	TR01	Member of the Public	I am concerned (i) that views of the conserved factory buildings and the clock tower should not be obscured but should be allowed to dominate from all directions, (ii) that the full area of the garden should be protected.	The Brief requires views of the taller buildings to be retained - see the Objectives in Section 1 and the Design Principles in Section 7. The garden is also to be retained - see the Objectives in Section 1, the Design Principles in Section 7 and Internal Landscape Features in Section 6. The Conservation Area Appraisal also highlights the importance of these issues.	No change.
2	TR40	Micklegate Ward Members	Objective 8, page 3. Feel this should be strengthened by being more explicit about providing a hotel linked to the racecourse and its conferencing function. This strengthens the economy in a highly sustainable way by minimising travel between accommodation and conference / racing destination.	This would reflect the text in section 4 more accurately.	Amend paragraph 1.12 - Add.."such as a hotel with clear synergies with the conferencing and racing activities of the racecourse".
3	TR40	Micklegate Ward Members	Objective 16, page 3. Also feel this should be stronger, given the convenience of the private motor car needs to be outbalanced if we are to genuinely get a sustainable transport solution. Suggest should read "Effectively promotes and prioritises sustainable transport options ..."	This is consistent with the transport hierarchy that underpins the City's transport policies.	Amend paragraph 1.12 - Add..."prioritises"
4	TR42	Member of the Public	P1 item 1.2 You mention the aim is to improve the economic prosperity of the people in York, has a recent research been carried out to ensure the correct decisions are being made. How will this be evaluated and how will the council aim to change this. Why has the reference to make York a sustainable city been removed?	This issue is not being consulted on as part of the Development Brief for the Terry's site. The Council's Corporate Priorities are monitored and reviewed. The key focus of the Brief is requirements that are specific to the site, the quote was removed for brevity.	No change.
5	TR42	Member of the Public	P1 item 1.3 - I don't understand how this affects the site	It provides the context for the aspirations of the Brief for a development of at least regional significance in terms of its contribution to the economy.	No change.
6	TR42	Member of the Public	P1 item 1.5 - Raises very important points	Noted.	No change.
7	TR42	Member of the Public	P2 item 1.7 Has recent research been carried out to support this claim?	This is stating that the site has the potential, as an existing employment site, to provide employment of the type that is sought in the Sustainable Community Strategy, Regional Spatial Strategy and the Local Plan.	No change.
8	TR42	Member of the Public	P3 item 2 What are the core objectives?	There are too many to list in the Brief. The key issue is that the development should be consistent with the policy context.	No change.

9	TR44	Turley Associates	1.1 Reference to Nestle is misplaced and distracting. - Delete second sentence.	Agree.	Delete sentence.
10	TR44	Turley Associates	1.2 The changes to this paragraph are supported.	Noted.	No change.
11	TR44	Turley Associates	1.10 If the vision is to be realised, regard must be had to the viability of any proposals. There should be a clear statement of recognition that if the objectives and requirements of the Council render development unviable the scheme will not proceed and the vision will not be realised. Add the following paragraph after paragraph 1.10“1.11 The redevelopment of the site will be delivered by the private sector with assistance, where possible and appropriate, from the public sector. The Council recognises that the proposal will only proceed if economically viable and if the site provides uses for which there is market demand and /or need.”	Do not agree that this should be spelt out in the development brief. CYC provided detailed guidance for potential re-development of the site when Kraft were looking to sell the site in 2004, and reinforced this through the approved brief in 2006. Bids were made with that knowledge and, whilst every effort is being, and will be, made to bring a successful development forward, developer viability will not be the overriding consideration. Poor development or over-development will not be acceptable.	No change.
12	TR44	Turley Associates	1.11 The proposed changes to the vision are supported.	Noted.	No change.
13	TR44	Turley Associates	1.12 (3) The reference to housing development should be set within the context of the proposed development and surrounding area. Replace text for sub point (3) with “Provides quality housing in an attractive environment which complements the overall scheme and the surrounding South Bank area.”	Agree that this suggested amendment better reflects the context for any new housing development here.	Amend para 1.12 (3) accordingly
14	TR35	York Civic Trust	A first over-arching comment is that we are disappointed that in setting the high level vision for the site (paragraphs 1.4 – 1.11) the excellent Conservation Area Appraisal is not invoked. This reluctance explicitly to place the historic and architectural character of the site at the very heart of the Development Brief will, in our view, contribute to another round of misunderstandings between the Council and the developer.	The original brief was approved prior to completion of the Conservation Area Appraisal. Historically it could not be included in the document. We agree that it is an important base-line document for developing proposals and assessing the scheme.	Amend paragraph 1.4 - After first sentence “...York. The historic factory site forms a significant part of the Racecourse and Terry’s Factory Conservation Area (No 10) which was designated in 1975. A Conservation Area Appraisal setting out its special characteristics was adopted in October 2006. This is a site.....”.
15	TR35	York Civic Trust	The second major issue is that of over-development. We agree that a starting point for the exercise is to acknowledge that the site is primarily one of employment (1.4), yet we note that already by paragraph 1.10 this is extended to include the possibility of ‘hotel, community, leisure and residential’. We would advise that a much stronger steer is given to potential developers regarding the density and variety of development and that the first thought (‘principally an employment site’) is the one to pursue, rather than the mixed message that is currently being signalled.	An employment-led mixed use development is the key aim of the Brief and this is reflected throughout. This is considered the most appropriate solution for the site, allowing some flexibility to secure a future for the site in the current economic climate.	No change.
16	TR35	York Civic Trust	3. Detrimental impact upon Racecourse/Terry’s Conservation Area. We consider this to be central to the challenge of developing this important industrial complex. There is clear guidance given in the Conservation Area Appraisal regarding the elements that create the sense of place at Terry’s: the strict orthogonal layout, the impressive scale and design of the buildings, the inward-looking character of the complex and the landmark quality of the factory when seen from a distance from several different viewpoints. Our advice would be to present these very explicitly in the opening vision statement, so that they are firmly imprinted on the mind of any architect or designer involved with the site. A more detailed exposition could and should be set out in Section 2, drawing in far more detail on the Conservation Area Appraisal (at present the short paragraph at 2.10 is too exiguous and too well buried within the report to signal clearly to the developer the critical importance of this element).	The conservation area covers approximately half of the site to the west of Bishopthorpe Road. The original brief was written prior to the CA Appraisal’s production. We agree that the brief should reflect more clearly the key findings of the conservation area appraisal.	See Brief for amendments to paragraphs 1.12(12), 2.3, 2.5, 2.8 and 2.10.

17	TR35	York Civic Trust	Finally, all this would lead more logically to the Design Principles set out on Section 7, with which we agree and which we would like to see given more weight in the brief. Subsequent misunderstandings over detail are then far less likely to arise. There is more to this Conservation Area than the disposition of the trees, important as they are, and we strongly urge the Council to reinforce this central aspect of the brief, which seems to have been sidelined to a large degree.	Agree Design Principles need to be amplified.	Amend paragraph 6.9 in order to protect the view "built development should be significantly lower than the factory building and clocktower, however the belt... Amend paragraph 6.10 at the end "and from the adjacent racecourse stands". Amend paragraph 7.2 after distinctive character "It is important that it is read in conjunction with the Conservation Area Appraisal." Section 3..... Amend 7.4(7) add "The special character and appearance of the conservation area is set out in the Conservation Area Appraisal and any scheme must demonstrate that the essential qualities of the conservation area will be preserved and enhanced, including views in and out of the site". Amend section 7.4 re-ordering of points for clarity - see Brief for amendments.
18	TR47	English Heritage	1 the "Introduction" sets out the parameters, some now updated, which apply to the site but does not refer to the Conservation Area Appraisal which the council has secured. This appraisal sets out the collective and individual importance of the buildings and spaces within the conservation area. In our view these elements are key to the manner in which the conservation area should be developed and as such the omission of their significance in the opening paragraphs of the Brief suggests that they are being given less weight than we consider appropriate. We advise that this omission is rectified early within the "Introduction".	Agree that the findings of the Conservation Area Appraisal should be integrated into the brief . The Appraisal was adopted in October 2006, which was too late to use it within the original document.	See responses to comment 14.
19	TR47	English Heritage	2 we perceive a degree of confusion in the vision of uses for the site. "The Vision" suggests both "employment" and "mixed use" (which includes residential) and both options are capable of bringing good new buildings and enhanced retained buildings to the site. However unless there are clear indications as to the capacity of the site to cope with a mixed use scheme, we are concerned that, as with the now rejected proposals, overdevelopment will inevitably be proposed. This needs to be made explicit early on in "The Vision".	The development brief cannot be prescriptive in setting a quantum of development for different uses. It sets out what types of uses might be acceptable, together with other considerations such as boundary treatment, need to consider surrounding areas, traffic impact and so on. The developer will need to explore the most appropriate scale of development, having regard to the CYC objectives, as set out in the brief, and their own considerations of site viability.	No change.
20	TR47	English Heritage	3 the inserted reference at 1.12.3 regarding housing within the South Bank Area is made more explicit later in the Brief where the demand for houses rather than flats is clarified by the SHMA of June 2007. The design implications of houses needs to be made clear in the Brief.	The representation does not include any suggested wording and, whilst the concern over good design is acknowledged, it is considered that these issues are comprehensively addressed in sections 6 and 7 of the brief, specifically para 7.1 - 7.7 which refers to design principles and a design code.	No change.

21	TR48	Yorkshire and Humber Assembly	Generally supportive of the Brief and the aim to re-use the site. Paragraph - 1.3 - Leeds, Bradford, Sheffield and Hull are not sub-regional cities. Regionally it is the Assembly that have set the spatial agenda through the RSS not Yorkshire Forward through the RES.	Noted.	Amend Paragraph 1.3 to read - "Regionally, The Yorkshire and Humber Assembly, through the Regional Spatial Strategy, have recognised the wider economic driver potential of York. York is a Sub Regional City within the Leeds City Region with a significant role to play in providing economic benefit of regional significance".
2. THE SITE					
22	TR35	York Civic Trust	As a point of information, we note that, unlike York's other strays, the racecourse open space is protected by an Act of Parliament (Micklegate Strays Act, 1903).	Noted. We have a date of 1907 for the Micklegate Strays Act.	Add to paragraph 2.1 for information.
23	TR40	Micklegate Ward Members	Site location. Para 2.1 site is bounded on the south side by National Cycle route 65 from Selby & the south, and para 2.2 should say the east part of the site is bounded on the north by the continuation of NCN 65, separating the site from the residential areas to the north, and subsequent para 2.9 amended to reflect these earlier references to the NCN route.	Agree, this is more accurate.	Amend paragraph 2.1 "...to the west and to the south side by National Cycle Network route 65 from Selby & the south and open space...". Amend paragraph 2.2 "...Road and the continuation of NCN 65 forms...". Amend paragraph 2.9 "...paths (including National Cycle Network route 65)...".
24	TR40	Micklegate Ward Members	Site Description. Para 2.7 and 2.8 describe how the site is seen. Need an extra paragraph to refer to another set of key observation points, which is from the adjacent racecourse stands, with the upper floors offering some panoramic views of the main factory buildings - see by the tens of thousands of visitors to the Racecourse buildings - and the ugly added boxes on top of the main factory building which could do with removal. (This can be more fully stated in the section on Views in paras 6.7 to 6.10).	Agree.	See response to comment 17.
25	TR44	Turley Associates	2.4 Housing in South Bank also includes inter war housing. - Include reference to inter war housing in the paragraph 2.4.	Agree.	Amend para 2.4 to include reference to inter war housing in South Bank.
26	TR44	Turley Associates	2.6 The third sentence referring to the mound along the south boundary could be amended to explain the context and purpose of the mound. Replace "The mounding and trees, although essentially planted for screening, now contribute to the attractive character of Bishopthorpe Road and Campleshon Road." with "The mounding along the north boundary was created both to shield the large warehouse inside the boundary from view and as a convenient method of disposal of spoil. With the removal of the warehouse as part of the redevelopment of the site, its original purpose is now redundant."	The suggested text assumes that the warehouse will be removed. There is every potential within the parameters of the brief that it could be re-used or replaced with another warehouse. Therefore in the site's current state, the mounding is not obsolete. The suggested text implies that the trees no longer have a function; this is also not the case. The trees (which happen to sit on top of the mounding) are very important to the setting of Bishopthorpe Road and Campleshon Road. The original purpose for planting them does not negate the trees' current and potential long term amenity value. On balance, the brief could be altered to clarify how the mounding came about but it must also acknowledge the value that the tree planting provides today – warehouse or no warehouse.	Substitute third sentence with: "The mounding along the north and northeast boundary was created both to shield the large warehouse inside the boundary from view and as a convenient method of disposal of spoil. With the potential removal of the warehouse as part of the redevelopment of the site, its original screening and noise attenuation function may not be fully required. Nonetheless, the tree cover located on the mounding makes a substantial contribution to the attractive character of Bishopthorpe Road and Campleshon Road."

3. PLANNING POLICY

27	TR26	Micklegate Planning Panel	Para 3.7: We were a little concerned about some of the mixed messages about York being a "sub-regional city" and at the same time an "asset for local people". York has its own identity and this should be respected within the brief.	A mixed use development of the site, as promoted by the brief, would allow for the site to contribute towards the Regional Spatial Strategy economic objectives for York through provision for business in the 'knowledge-sector', whilst providing for residential development and leisure and community facilities that would be an asset for local people.	No change.
28	TR31	Science City York	Science City supports the revisions except for the following comments: P13 3.32 After 'Guidelines for defining Science City York/knowledge-based activities' replace the sentence 'The Science City York Project..... Health Care' with 'The Science City York Project builds upon the earlier BioscienceYork Initiative and now contains three sector networks. As well as Bio-science York - Creative York and IT/Digital York', On the same page i.e. the first bullet point under 'Primary Considerations' replace 'high tech sector' with 'high knowledge sector'	Paragraph 3.12 is a direct quote from the Local Plan.	No change.
29	TR30	CPRE	We have read the revised Development Brief and noted the numerous revisions / additions to the original. Largely this has updated the document in line with on-going Government and Regional direction. We are pleased to note the increased emphasis on maintaining and enhancing the environment and the call for a reduction in height to some of the blocks. We do note however, on page 13 a new clause 3.11 referring to the Future York Report. To our knowledge this Report has not been formally adopted by the City of York Council and we believe that its reference should be deleted..	Noted. The Future York Group report is a key local evidence base document for forward planning work. However, it's objectives are not adopted by the Council and should not be stated as a requirement for the development of the site.	Amend paragraph 3.11 "should be taken into account in any emerging proposals".
30	TR40	Micklegate Ward Members	Local Planning Policy - para 3.8 page 10 and 3.11 page 13, also para 4.1 page 17, and 4.8 page 19. You delete the reference to this being a premier employment site. We are concerned at the implicit down grading of the site, especially when this is as far as we understand still the draft local plan policy / development control policy.	The site is not specifically referenced as a Premier Employment site in the Local Plan, we stated that the policy would apply based on the findings of the 2001 SQW report. The revisions to the brief update the position in light of the approved Employment Land Review.	See response to comment 43.
31	TR40	Micklegate Ward Members	In terms of 3.11, the Council has adopted a nuanced approach to handling the recommendations of the Future report, so saying they must be addressed is not entirely appropriate and needs amending.	The Report provides guidance and not policy.	See response to comment 29.
32	TR40	Micklegate Ward Members	Local Transport Plan page 14/15. LTP 2 sets the strategic framework and has a number of generalised policies, but the draft local plan / development control policies include some important statements too and specific transport policy requirements for new developments which we would want to see adhered to. Could this be specifically referred to so the two are read together and we don't get the developer playing this section off against the tests in the latter.	This would help to highlight the fact that the documents should be read together.	Add to paragraph 3.19 "The objectives of the Local Transport Plan must be read in conjunction with the Local Plan policies for Transport listed in paragraph 3.9 to ensure that all requirements for traffic and transport issues are taken into account in developing proposals".
33	TR42	Member of the Public	P10 item 3.6 Has this strategy taken into consideration the events of recent months and how that is going to affect the future?	The RSS was adopted in May 2008. But it is the adopted policy context with which York must be in conformity.	No change.

34	TR42	Member of the Public	P13 item 3.11 and 3.12 Why is there such a focus on developing the city as a science city and will this really benefit the existing community. Is there data to support this?	This issue is not being consulted on as part of the Development Brief for the Terry's site. The aims for York to be a Science City are set out in the Regional Spatial Strategy, Regional Economic Strategy, York Sustainable Community Strategy and the Local Plan. The Brief is required to reflect the requirements of these documents.	No change.
35	TR42	Member of the Public	P14 item 3.14 Why has this been taken out?	The LTP has been replaced with LTP2.	No change.
36	TR42	Member of the Public	P14 item 3.13 Where can clarification be obtained to understand this data and what it means to residents and the site.	In LTP2	No change.
37	TR44	Turley Associates	3.7 The Regional Spatial Strategy seeks to focus most development in the York sub policy area in the city of York and the outcome it seeks is a strengthened role for York, achieving significant population, housing and economic growth. In the second sentence after "...as a key driver of the Leeds City region economy ..." add "...and location for housing..."	Agree, this does reflect the RSS.	Amend para 3.7 as proposed.
38	TR44	Turley Associates	3.9 Repeating the relevant Development Control Local Plan Policies in the main body of the text lengthens the document unnecessarily. Delete the reference to the policies and include them in an Appendix to the document.	Agree, this would make the main body of the brief more concise and readable without overriding the need to address the relevant local plan policies.	Move Development Control Policies to Appendix at back of brief.
39	TR44	Turley Associates	3.10 The proposed changes to this paragraph are supported.	Noted.	No change.
40	TR44	Turley Associates	3.11 The proposed changes to this paragraph are supported.	Noted.	No change.
41	TR44	Turley Associates	3.12 The proposed changes to this paragraph are supported	Noted.	No change.
42	TR45	Turley Associates	3.15 Point 4 The brief lacks clarity as to what would constitute a "reasonable" reduction in traffic impacts. The brief should clarify what is would constitute a reasonable reduction in traffic impacts.	Noted. This aspect will be agreed as part of the scoping study for the transport assessment report which needs to be submitted alongside a future planning application.	No change.
43	TR48	Yorkshire and Humber Assembly	Paragraph 3.4 - It is not correct to say that the weight given to LDF DPDs increases as they progress. They cannot be given any weight until such time as an Inspector's report is received to confirm that the DPD is sound.	Noted.	Amend Paragraph 3.4 to read - "The Local Development Framework (LDF) for York is currently being prepared, with DPDs due to be adopted in 2010. However, it is likely that any planning application would come forward prior to the adoption of the LDF, so will be determined in the context of the RSS, Development Control Local Plan, approved LDF Evidence Base and this Brief". Paragraph 3.10 needs to be updated to reflect the policy position re the LDF evidence base. The Employment Land Review has now been considered by Members.

44	TR47	English Heritage	4. at Section 3 Planning Policy we find no reference to the conservation area or its appraisal - we consider this to be an omission. In addition at Regional Planning Policy we advise that there is also a requirement that "the street pattern, skyline views and setting of the historic city should be preserved". This should be added as 3.8 in our view.	Agree, this new evidence base should be referred to in this section. Do not agree that reference to street pattern of city of the historic city is appropriate or applicable in this location. It is a specific, unique campus-style development which would not be expected to mirror standard street scenes in York. The skyline, or long distance views, of the Terry's listed buildings are addressed in section 7, specifically para 7.4 (18) and (19).	Amend paragraph 3.20 amend second sentence as follows and add extra - "These should include an Urban Design Appraisal, a Survey of Trees and an Ecological Appraisal. The findings of the Conservation Area Appraisal must also be observed in developing parameters for the site. Some of these are listed in section 2, though the full document should be consulted. In addition Conservation Plans would assist in determining the significance and potential of the listed buildings, and measured surveys and condition surveys would assist in feasibility work, initial concept development and costings. These studies"
4. POTENTIAL USES					
45	TR03	Member of the Public	Maybe the Council could consider adding a small supermarket like 'Morrison's' at Acomb?	An element of retail use was considered acceptable as part of the previous proposals for the site.	Add new paragraph 4.16 - Shops - Local Plan Policy S8 - Provision of Shops in Non-Retail Development - encourages the provision of retail use within major new residential and employment developments as a means of providing for the day-to-day needs of residents and workers and to reduce the need to travel. An element of retail use would be acceptable on the site subject to a sequential test to demonstrate need and to consider impact (as per the requirements of Planning Policy Statement 6).
46	TR08	Member of the Public	I don't understand the potential uses 'not all... are high value added...'	The Brief states (para 4.1) that the knowledge based economy and high quality B1 use are the main aims for the site and that other complementary uses are acceptable to create an appropriate mix of uses.	No change.
47	TR13	Member of the Public	Purposes of the site for consideration should be looked at again in the brief, residents should be sent questionnaires to ascertain what they would like to see on the site, these may be different to the councils or grantsides preferred uses but would integrate better with York, these could include leisure facilities i.e. now the barbican pool has gone a new swimming pool complex with slides etc, an ice rink, a stadium, a concert venue, a new college with a speciality like horticulture, a museum or two museums,	This consultation is an opportunity for the local community to comment on the potential uses for the site. Extensive consultation was carried out by the Council in 2005/6 on the original brief. A number of uses are dictated by planning policy. The Development Brief explicitly allows for leisure uses.	No change.

48	TR13	Member of the Public	Another issue with the brief is to make sure that what ever is developed on the site reflects the current area and integrates with this, this then highlights the issue of high social housing plans, this would be unacceptable in this area, as residents have invested a high value of investment into their houses in this area, as im sure the average house price, will reflect, this is a popular area of york and to change the average house price in this area when residents have invested so much money into the area, if this value drops then that would alienate the development as an us and them problem, where the development would decrease house values, investment and this understandably concerns residents, there must be guidelines to make sure any development would have a positive impact in the area, and should really raise the profile and investment and average house price in the area.	The Brief aims to ensure a very high quality development. If any residential development is proposed then an element of affordable housing is required as per national, regional and local planning policy.	No change.
49	TR13	Member of the Public	A high density of social housing would also impact on the areas crime statistics as there seems to be more crime committed in socially deprived areas and over development of social housing in the brief will impact on average house prices negatively, impact on local crime statistics in a negative way and could see a most sort after location of york turned into a slum due to the development not integrating with current residents.	The principle of a mixed and sustainable community is now established policy and practice in ensuring that areas of social deprivation or exclusivity do not occur. CYC's current 50% target affordable housing requirement represents a 60:40 split between rented homes and discount sale. This means that the affordable housing will not just be for social rent but also provide opportunities for low cost home ownership. There is no evidence to show that a mixed community impacts on house prices, and studies by the Joseph Rowntree Foundation have praised the success of mixed communities in York and other cities.	No change.
50	TR15	Member of the Public	Miniature Railway should be added	Noted. The Brief allows for leisure uses, which could potentially include a miniature railway.	No change.
51	TR18	Member of the Public	It is hard to judge but I welcome the commitment to the community and the environment. What has happened to the museum idea? The provision of care for the garden sounds dubious. I want the clock to be maintained!	The Brief sets-out the need for a 'Heritage Link' - see section 4. This aspect of the development in subject to negotiation between the developer and the Council. The garden is to be retained - see the Objectives in Section 1, the Design Principles in Section 7 and Internal Landscape Features in Section 6. The Conservation Area Appraisal also highlights the importance of this issue. The Clock Tower building is listed and will be retained.	No change.
52	TR21	Member of the Public	One thing that I would like to see in the Plans is a site set aside somewhere near the Campleshon Road Gate for us to build a Scout Hut at the moment we are in Lorne Street nearby but it will not be long before our landlords (St.Chad's Church) want the land back. Hopefully we can be accommodated somewhere.	The site is in private ownership and the Council are not proposing the direct delivery of services for the community on the site. The Brief addresses the issue of the potential for Community Facilities on the site and the basis for negotiating developer contributions to address any impact on local facilities.	No change.
53	TR23	Member of the Public	I agree as the site needs to be developed but should keep the history of the Terry's Chocolate making alive. Perhaps a museum/ gallery there with local peoples works linked to the hotel	The Brief sets-out the need for a 'Heritage Link' - see section 4. This aspect of the development in subject to negotiation between the developer and the Council.	No change.

54	TR26	Micklegate Planning Panel	Para 4.19 passim – in general, we are supportive of the 60/40 ratio for family homes to flats on this site. We also strongly support the 50% “social housing” requirement. We would be interested to know, however, what is the logic behind providing more homes for “discounted sale”, who qualifies, and who ultimately funds the “discount”?	The mix of affordable housing between social rented and discount sale is based on a comprehensive survey of housing need in 2007, and helps to ensure that new housing sites have a range of tenure types. Discount sale buyers are taken from a CYC waiting list of applicants - people who are currently in unsuitable accommodation, for a variety of reasons, and who want to buy their own homes but are unable to afford full, open market house prices. The buyer owns the property at a discount that must be passed on to the next purchaser in perpetuity. The discount is funded by the profits created by the development and involves no public subsidy.	No change.
55	TR27	Member of the Public	No a portion of this vast site should be made available for a hospital or at least a walk-in clinic. There are many many elderly people in South Bank and it would benefit them enormously. But you really don't give a damn its all about money. I bet these comments don't see the light of day	The site is in private ownership and the Council are not proposing the direct delivery of services for the community on the site. The Brief addresses the issue of the potential for Community Facilities on the site and the basis for negotiating developer contributions to address any impact on local facilities.	No change.
56	TR31	Science City York	P17 4.5 We would suggest reverting to the original heading 'The Knowledge Based Economy - Science City York'.	The section refers to other business sectors, beyond the scope of Science City York, so the new heading is more appropriate.	No change.
57	TR39	Member of the Public	Given the history of the building I think that the site should be redeveloped to containing some or all of the following: 1. A chocolate museum covering the history of chocolate and its production 2. A chocolate/ patisserie school for training 3. Small workshops for new businesses 4. A restaurant 5. Hotel Given the factory's location next to the Knavesmire it would make an excellent venue accommodation for race days. The site already has a large car park, which could remain in use. This would continue York's historic connection to the chocolate industry. It would also mean that we can smell the aroma of chocolate once more in the area.	These uses are included in the Brief as potential uses of the site.	No change.
58	TR33	York Racecourse	Para 4.10 suggested amendment: ...residential amenity. Any hotel shall include a link to the racecourse to maximise the conferencing/exhibition synergies. The hotel should have no conference facilities that compete with the racecourse. With this opportunity...	We encourage a hotel to compliment the conferencing offer of the Racecourse, but cannot require the hotel to not hold conferences.	No change.
59	TR40	Micklegate Ward Members	Potential uses - Nun Ings, para 4.2 page 17. This refers to improving the linkages across Bishopthorpe Road. Can we make it clear that we are referring to NCN 65, and add to this " including alternative better gradient routes down to the river". The current path is very steep at the bottom and clearly far too steep for disabled users - so the suggested new route in the last planning application was particularly helpful and we'd like to see it repeated in the future." (and in para 9.10)	This would make this section consistent with the requirements in section 9 to improve the NCN route in this location.	Amend paragraph 4.2 "and the National Cycle Network route 65 link toward the river should be explored".
60	TR40	Micklegate Ward Members	Class A3 uses. Can I suggest your new end sentence read "A3 use on the site, if carefully located relative nearby residential use, would". Given that A3 can sometimes bring noise & disturbance this needs careful handling.	This is addressed in the preceding sentence.	No change.

61	TR40	Micklegate Ward Members	Community facilities, para 4.15 page 20. The list here should also include (indoor) leisure facilities and community meeting space. See also later comments.	These are also potential community uses that could be suitable as part of redevelopment proposals.	Amend paragraph 4.15 to include (indoor) leisure facilities and community meeting space.
62	TR42	Member of the Public	P17 item 4.1 You mention the need to high quality large employment sites, are they really needed? What are B1 uses	The recently completed York Employment Land Review confirms that the Terry's site is a key component in the provision of employment land going forward, as did previous Employment Land studies produced for the Council to support the Local Development Framework. B1 use is "Business" and is defined as a) offices, other than a use with class A2 (Financial Services), b) research and development of products or processes, c) Light industry. Add to Brief "offices" after B1 for clarity.	No change.
63	TR42	Member of the Public	P19 item 4.9 Concern that this item doesn't really clarify what the range of production or warehousing could be or limits	These uses could be implemented without the need for planning consent, as they were the last use of the site. Limits are not set out for any of the uses, the Brief clearly states that an employment-led mixed use development is required. This allowed for flexibility within the design, environmental and traffic constraints highlighted in the Brief.	No change.
64	TR42	Member of the Public	P20 item 4.14 I think this is very important point	Noted.	No change.
65	TR42	Member of the Public	P20 item 4.15 Has an audit been carried out as there seems to be lot of confusion between what the council feel they need to provide for the local community.	No. The Brief highlights that there may be a need for community facilities but that this is dependant on the nature of the proposed development. This is therefore an issue to be negotiated with the developer.	No change.
66	TR42	Member of the Public	P21 item 4.17 What is the mix of dwellings local plan policy and has this been created with recent data.	Details of the Policy can be seen in the Local Plan. The policy does not specify the mix required, it states that "a mix of new house types, sizes and tenures will be required on all new residential development sites where appropriate to the location and nature of development".	No change.
67	TR42	Member of the Public	P21 item 4.18 to 4.21 I disagree with the councils view on the required mix of housing. I think wishing to create 2-3 bedroom housing with gardens is unrealistic taking into consideration the environmental impact this has and the land restriction. The reason people don't prefer flats is because traditionally the flats built here are of poor design and quality and not designed to accommodate a family but only the single or elderly part of the community. I think if better designs were created more family living spaces could be created in spacious apartment style dwellings, as they have been done on the continent which resolves a lot of the issues of a fragmented isolated community and environmental issues.	The Brief reflects the findings of the Strategic Housing market Assessment. This is approved part of the York Evidence Base.	No change.

68	TR42	Member of the Public	P21 item 4.23 What does social rented property mean in reality?	Available for rent via a Registered Social Landlord to those on the Council's housing waiting list. Further details are contained in Annex B of Planning Policy Statement 3: Housing.	No change.
69	TR44	Turley Associates	4.1 The changes to this paragraph are supported.	Noted.	No change.
70	TR44	Turley Associates	4.8 The changes to this paragraph are supported.	Noted.	No change.
71	TR44	Turley Associates	4.10 Tourism is a significant contributor to the York economy. The manifested in demand for hotel rooms. The racecourse is a major tourist attraction and contributor to the local economy in terms of both leisure use and business use, particularly for conferences and exhibitions. However, there are limited bed spaces in the immediate vicinity of the course. The potential for tourism/ hospitality related uses could be an important part of the employment offer on the site and should not be constrained. The implied restriction on more than one hotel on the site runs counter to the support for the visitor economy in paragraph 4.13. Five star hotel accommodation cannot be afforded by everyone. A high proportion of race goers and business users rely on the budget hotel market. GHT have entered into a contract with a budget hotel provider subject to the grant of planning permission. Delete third sentence of the paragraph which reads: "There will, however, need to be robust justification for anything over and above this within any proposed masterplan for the site."	The Council is keen to see high quality hotel on the site as a priority. There may be a case for an additional hotel. The developer would need to demonstrate the need for any additional provision and present a justification.	No change.
72	TR44	Turley Associates	4.12 The proposed change to the paragraph emphasising the importance of Class A3 uses the evening economy is supported.	Noted.	No change.
73	TR44	Turley Associates	4.13 The proposed changes to this paragraph supporting tourism and leisure proposals on the site are welcomed.	Noted.	No change.
74	TR44	Turley Associates	4.17 The type and amount of affordable housing that might be provided on the site – including how it will be distributed across the site - has yet to be determined. Reference to pepper potting of affordable housing at this stage is therefore premature. In the first sentence delete the words "...'pepper potted' within any agreed housing areas(s)."	Pepper-potting reflects the Council's intentions to create mixed and balanced communities and also wider government aims to tackle exclusivity. It is a central tenet of the City Council, and is listed as a clear aim in the Sustainable Community Strategy.	No change.
75	TR44	Turley Associates	4.22 Guidance in paragraph 29 of PPS3 is clear that the need for affordable housing in a particular area should be expressed as a target in Local Development Documents. Furthermore, that target should reflect an assessment of the likely economic viability of land for housing within the area. Likewise the Councils non statutory guidance on affordable housing refers to a target of 50%. This paragraph implies that 50% of all housing is required to be affordable. Delete the third sentence beginning "If the policy applies....." and replace with:"If the policy applies, a proportion of the total homes will be required to be provided as affordable units having regard to overall viability and to the Councils target of 50% and guidance in the Councils Affordable Housing Advice Note July 2005."	Paragraph 4.22 has already been approved following consultation and is not subject to change or representation. Agree that the CYC affordable housing policy is a target - this is set out in the brief. The tests of viability are set out in the Affordable Housing Advice Note, 2005, which is referred to in paragraph 4.25 of the revised brief.	No change.
76	TR45	Turley Associates	4.7 Point 3 There are no remaining clean rooms on site. Delete bullet point 3	Noted.	Amend paragraph 4.7 "Food Technology uses"
77	TR42	Member of the Public	I am concerned at the obsession with creating traditional housing when our society has changed dramatically in the last decades (no longer do we have a 2.5 family unit etc..)	The findings of the Strategic Housing Market Assessment have been reflected in the Brief.	No change.

78	TR46	Highways Agency	<p>Potential Uses (Pages 17-22)</p> <p>Knowledge Based Economy</p> <p>The main focus of development opportunities identified is largely around the knowledge based economy, as previously identified. Therefore, the intention is for grow-on space for businesses out of the Science Park incubators, which are complementary to the industry sector as a key use at the site. Research, education, skills development, food technology businesses for example are not likely to have particular peak hour dependant arrival and departure profiles and therefore would be beneficial for any traffic impact on the A64. Also, if linked to other uses at the site or near to the site, additional business trip making should be kept to a minimum. Therefore, the Agency would support these types of uses.</p>	Noted.	No change.
79	TR46	Highways Agency	<p>Headquarters and administration / offices</p> <p>A development of a 'Headquarters' status use is likely to result in more peak hour trips than other land use options identified in the Development Brief and will also have a greater number of visitors. Therefore, the Agency suggests that other uses would be more suitable at the site.</p>	Noted.	No change.
80	TR46	Highways Agency	<p>Business Tourism / Hotel / Conferencing / Leisure</p> <p>These types of uses would be complimentary to the adjacent York Racecourse and therefore would assist in reducing the number of additional trips to and from the site, and are less 'peak dependant' than other uses. Therefore, the Agency recommends that it is acceptable that these uses are promoted at the site.</p>	Noted.	No change.
81	TR46	Highways Agency	<p>Restaurant and cafes</p> <p>These types of uses would be beneficial in combination with employment uses on the site as it would provide employees with facilities to use on site for example, to avoid additional trips in and out of the site. Additionally, any trips associated with these uses are unlikely to have a significant impact on the A64. Therefore, the Agency would support these types of uses.</p>	Noted.	No change.
82	TR46	Highways Agency	<p>Major leisure attraction</p> <p>This type of use would be a concern for the Agency, particularly in the summer months, as York is already a major tourist / leisure destination. The traffic flow on the A64 also increases in the summer months due to the tourism associated with Scarborough, and therefore, considering the location of the Terry's site, any major leisure attraction would add a significant amount of traffic on the A64. Therefore, the Agency would not support a major leisure attraction at the site.</p>	Noted.	No change.
83	TR46	Highways Agency	<p>Leisure to meet local need</p> <p>The Agency would support leisure uses for local residents providing the appropriate public transport and safe cycling and walking routes are established. Trips associated with these types of uses are less likely to impact on the A64.</p>	Noted.	No change.
84	TR46	Highways Agency	<p>Sports Stadium</p> <p>This type of use could be a concern for the Agency, depending on the scale and nature of the stadium. If the stadium is large enough to draw visitors in from areas other than York, an increase in traffic is highly likely on the A64 and therefore this would not be favourable to the Agency.</p>	Noted.	No change.
85	TR46	Highways Agency	<p>Community facilities</p> <p>The provision of local community facilities such as child day care or a medical centre would be an acceptable use on the site providing there were clear and safe walking and cycling routes and sufficient public transport access from local residential areas. Trips associated with these types of uses will be less likely to use the A64 and therefore would be supported by the Agency.</p>	Noted.	No change.

86	TR46	Highways Agency	Housing The Agency supports the development of a mix of employment and housing, in addition to local community facilities as this would assist in achieving the Sustainable Community Vision by reducing the need to travel.	Noted.	No change.
5. SUSTAINABLE DEVELOPMENT					
87	TR08	Member of the Public	Nothing has changed except it even more essential now that environmental issues are taken seriously. We don't want lip-service to 'green' provisions but real proposals.	The Brief contains extensive requirements for sustainability in the development (Section 5) and sets-out the requirement for a Sustainability Statement to be submitted with the application to demonstrate how these issues have been addressed.	No change.
88	TR36	Natural England	Sustainable Development Natural England expects any development of this site to be guided by the principals of sustainable development. The Development Brief lists 16 issues that should be addressed by the Sustainability Statement for the site. Natural England would encourage any developer considering a proposal for this site to also consider the following sustainable design features when formulating their proposal:	Noted.	No change.
89	TR36	Natural England	<ul style="list-style-type: none"> · Avoid plants/shrubs/trees requiring large amounts of water. Water planting only if required and with recycled water, avoiding the use of mains supplies and sprinklers. · Keep hard surfaced areas to a minimum in favour of porous surfaces thus slowing the rate of run-off to existing watercourses. · Use energy efficiency as a major driver for the design of new buildings. · Sustainable heating, ventilation and cooling systems should be employed. · Maximise the use of natural light without the negative effects of solar gain. · Ensure an airtight construction and adequately controlled ventilation. · Provide more than adequate insulation. · Design in alternative energy sources such as 'Biomass' boiler systems. · Source materials locally, reducing delivery journeys and supporting the local economy. Ensure contractors do likewise by examining their supply chains. · Use reclaimed materials where possible. · Incorporate durable materials and products that have low impact in terms of environmental damage. 	All these points are covered by CYC IPS: Sustainable Design and Construction and especially through the IPS's requirement to achieve either a BREEAM rating of at least a Very good for commercial developments or at least level 3*** Code for Sustainable Homes.	No change.
90	TR37	Conservation Area Advisory Panel	The panel felt that Para's 5.7 and 5.9 adequately refer to sustainable design and construction techniques to address the eco-homes issue.	Noted.	No change.
91	TR40	Micklegate Ward Members	Our key comments about the revised brief are that the wish to make this an exemplar development including specifically in sustainability terms means that the emphasis on a low traffic generating development needs strengthening further.	Noted.	No change.
92	TR40	Micklegate Ward Members	Para 5.8 - needs altering as it still refers to the superseded emerging RSS.	Noted.	See response to comment 93.

93	TR42	Member of the Public	P24 item 5.8 It seems the amounts of energy efficiency levels are very small, should we not be pushing for this site to be much more energy efficient and recycling a larger percentage.	The text needs to be amended to reflect the current Regional Spatial Strategy Policy. Some other minor amendments are needed to this section to ensure it is accurate.	Amend paragraph 5.8 - delete emerging from 1st sentence. Replace 2nd sentence with - "...energy efficiency and a requirement that new developments of more than 10 dwellings or 1000m2 of non-residential floorspace should secure at least 10% of their energy from decentralised and renewable or low-carbon sources, unless, having regard to the type of development involved and its design, this is not feasible or viable". Amend paragraph 5.3 - "modern sustainable integrated transport network". Amend paragraph 5.4 - add "Ecological and Carbon Footprint" and remove "and carbon footprint" at the end - it is not required here. Amend paragraph 5.5 - "The promotion of sustainable development and the creation of a low carbon city". Amend paragraph 5.7 - "York's ecological and carbon Footprint".
94	TR44	Turley Associates	5.8 The Regional Spatial Strategy was published in May 2008. Policy ENV5 in RSS has been amended to remove the requirement for on site energy production. Delete the text at paragraph 5.8 and replace with "Cognisance should be taken of the Regional Spatial Strategy Policy ENV5. This contains requirements for energy efficiency and for large schemes to secure at least 10% of their energy from decentralised and renewable or low-carbon sources, unless, having regard to the type of development involved and its design, this is not feasible or viable."	As above.	As above.
95	TR44	Turley Associates	5.10/ 5.11 The list of issues and requirements set out in this paragraph are woolly and are difficult to reference back to published guidance. If the list refers to topics in the Councils Interim Planning Statement: Sustainable Design and Construction 2007 that that should be adequate as a source. Delete paragraphs 5.10 and 5.11 and replace with "The Sustainability Statement should take account of the requirements set out in the approved Interim Planning Statement: Sustainable Design and Construction 2007. Developers are advised to liaise with the Councils Sustainability Officer at an early stage in the formulation of their proposals."	The list provides a non-exhaustive list which does cover the main issues of IPS. However it is important to draw such issues to the developer at the earliest stages and should remain in the document with reference to the IPS for full guidance.	No change.
96	TR45	Turley Associates	5.10 Point 5 Air source heat pumps should also be included in this list. If our original suggestion for paragraph 5.10 are not accepted include reference to air source heat pumps in bullet point 5	Agree - this is a viable renewable option.	Add to list in 5.10, section 5 after the words ground source so as to read - 'Renewable energy generation such as ground source/ air source heat pumps,
97	TR46	Highways Agency	Sustainable Development (Pages 24-25) The Agency suggests that it would be beneficial if the Development Brief identified the encouragement of sustainable technologies within any development proposed on the site, which allow for video-conferencing with high speed connections for example or innovative solutions to local business trip making such as electric cars. This would emphasis to developers the need to achieve the Sustainable Community Vision at the site and for York.	Noted and welcomed. Section 5.10 relates to many sustainable technologies within the development - although not video conferencing nor other 'non-regulated Building Regulations' aspects. We could encourage the use of energy efficient appliances and technologies, but there is no statutory legislation to enforce this.	No change.

6. LANDSCAPE AND NATURAL ENVIRONMENT

98	TR26	Micklegate Planning Panel	Para6.41: We are unclear about the reasons for the change here. Would it be possible to clarify what is meant by "renovating the garden to suit its new situation"?	The original text (struck through in the latest revision) could be reinstated as well as the revised text to provide a fuller picture. The intention of the latest paragraph was to reinforce the point that this park was laid out for the factory workers. With the introduction of a mixed use development, it's potential appeal and usage would increase. There are currently no basic facilities within the garden such as seating; and the central fountain has not been in use for some time. The garden therefore is not currently put to its full potential. Therefore the entire paragraph 6.41 could be amended.	Amend paragraph 6.41 – "The area of formal open space in the south east corner of the site, should be retained and enhanced. The garden, which was laid out in the 1930's, is part of the historic factory complex. The integrity of the existing garden should remain intact, but there is a need to adapt/renovate it to suit its new situation in order to broaden its appeal to an introduced population of potentially different ages and occupations. Any changes should respect the essential setting and character of the space, which is one of three key spaces identified in the Conservation Area Appraisal."
99	TR36	Natural England	Ecology - Fulford Ings SSSI is in close proximity to this site. Although the SSSI is not directly linked to the Terry's site and is unlikely to be negatively impacted by direct effects its development, it is close enough to be impacted indirectly by construction dust and pollution. Natural England would expect the SSSI to be fully considered at all times during the formulation of proposals for the Terry's site.	Dust from the development should be suitably controlled by proper management of the site during construction., such that the SSSI shouldn't be affected. If planning approval were granted then a condition to control dust should be requested. This would most likely be through a Construction Environmental Management Plan (CEMP).	No change.
100	TR36	Natural England	Natural England would expect an Extended Phase 1 Habitat Survey of the site to be conducted prior to the submission of any planning application for the Terry's site. This survey may highlight requirements for further survey work, e.g. a reptile or amphibian survey, which should also be submitted along with any planning application.	Agree. Section in Brief needs to be amended to provide greater clarity.	See paragraphs 6.44-.648 for amendment
101	TR36	Natural England	The Design Brief indicates that prospective developers are advised to have existing buildings and site trees checked for signs of bat activity. Natural England endorses this approach, but would also advise prospective developers to extend the bat survey to investigate bat activity across the entire site and its surroundings in order that an understanding of bat use of the site can be gathered. A bat activity survey would help inform development decisions that may impact on the species and could be useful in the design of any mitigation measures that may be required.	Agree. Section in Brief needs to be amended to provide greater clarity.	See paragraphs 6.44-.648 for amendment
102	TR36	Natural England	Hydrology Natural England endorses the inclusion of a Sustainable Urban Drainage System in any proposal for this site. The SUDS should not only seek to provide drainage solutions, but should also be designed with the provision of wildlife habitat in mind.	Noted. Revised section of Hydrology has been drafted to reflect Environment Agency requirements.	See response to comment 104.

103	TR36	Natural England	<p>Green Infrastructure</p> <p>Natural England expects the inclusion of high quality green spaces designed and managed as multifunctional resources capable of delivering both ecological and quality of life benefits. The design of such spaces should respect and enhance the character and distinctiveness of the area with regard to habitat and landscape types. Well designed green spaces should thread through and surround the built environment, and should seek to link newly created areas with existing areas of natural habitat and open space to facilitate the movement of wildlife between sites. Prospective developers of the Terry's site should facilitate links between areas of public open space and public routes that may exist nearby, as well as incorporating extensions of these routes into green spaces on the site. The key principals of PPS9 – Biological and Geological Conservation should be followed by ensuring that areas of public open space also provide habitat for native wildlife. The possibility of including the SUDS system mentioned above into the green space should also be investigated.</p>	Agree.	Include as an additional paragraph under 'Landscape Framework' as 6.20. Also make reference to the Council's emerging Green Infrastructure SPD.
104	TR25	Environment Agency	<p>Flood Risk: We would require a detailed drainage strategy, based on sustainable drainage principles, for this site. This should accompany any planning application for the site. It should be confirmed that York Council's Drainage Engineers are satisfied with the proposed scheme. We would expect to see a proposed reduction in existing surface water run off rates on the site, to take into account the affects of climate change.</p>	Amend Brief to reflect the updated requirements of the Environment Agency and to reflect the change of policy in PPS25 (this is an oversight in the revisions to the Brief).	See the revised Brief for changes - paragraphs 6.49 to 6.53 and Plan 6 Flood Risk.
105	TR25	Environment Agency	<p>Support for the SUDS approach to managing surface water run-off is set out in paragraph 22 of Planning Policy Statement 1 (PPS): Delivering Sustainable Development and in more detail in Planning Policy Statement 25: Development and Flood Risk at Annex F. Paragraph F8 of the Annex notes that "Local Planning Authorities should ensure that their policies and decisions on applications support and complement Building Regulations on sustainable rainwater drainage".</p>	As above.	See response to comment 104.
106	TR25	Environment Agency	<p>Further information on SUDS can be found in:</p> <ul style="list-style-type: none"> · PPS25 Annex F · the PPS25 Practice Guide · the CIRIA C522 document Sustainable Drainage Systems-design manual for England and Wales · the CIRIA C697 document SUDS manual · the Interim Code of Practice for Sustainable Drainage Systems. The Interim Code of Practice provides advice on design, adoption and maintenance issues and a full overview of other technical guidance on SUDS. <p>The Interim Code of Practice is available on both the Environment Agency's web site at: www.environment-agency.gov.uk and CIRIA's web site at www.ciria.org.uk</p>	As above.	See response to comment 104.
107	TR25	Environment Agency	<p>Groundwater & Contaminated Land: We would recommend that a preliminary risk assessment is undertaken for this site to identify all previous uses, potential contaminants associated with those uses, potentially unacceptable risks arising from contamination at the site, and a conceptual model of the site indicating sources, pathways and receptors should be provided.</p>	Noted. These issues are adequately addressed in the Brief as revised.	No change.
108	TR25	Environment Agency	<p>As a result of the findings of the preliminary risk assessment a scheme for site investigation should be submitted, a remediation strategy would need to be undertaken, and a verification plan provided. This is necessary as the site is situated on the Sherwood Sandstone, a Major Aquifer and in close proximity to the River Ouse.</p>	Noted. As above.	No change.
109	TR25	Environment Agency	<p>We would also recommend a number of planning conditions to protect controlled waters near the site; these would cover unsuspected contamination, restriction of infiltration, and piling.</p>	Noted. As above.	No change.

110	TR25	Environment Agency	<p>The following informative advice should be provided to the applicant: The Environment Agency recommends that developers should:</p> <ol style="list-style-type: none"> 1) Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination. 2) Refer to the Environment Agency Guidance on Requirements for Land Contamination Reports for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, e.g. human health. 3) Refer to our website at www.environment-agency.gov.uk for more information. <p>Contaminated soil that is excavated, recovered or disposed of, is controlled waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:</p> <ol style="list-style-type: none"> i.) Duty of Care Regulations 1991 ii.) Hazardous Waste (England and Wales) Regulations 2005 iii.) Waste Management Licensing Regulations 1994 (as amended) iv.) Pollution Prevention and Control Regulations (England and Wales) 2000 v.) Landfill (England and Wales) Regulations 2002 	Noted. As above.	No change.
111	TR25	Environment Agency	Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed off site operations is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.	Noted. As above.	No change.
112	TR37	Conservation Area Advisory Panel	The panel considered that the bund and the trees provide a good visual and sound barrier, as well as a pollution and physical barrier for young children. The panel suggested the possibility of altering a small portion of the bund on the corner with Bishopthorpe Rd to increase permeability and views to and from the development site.	Noted.	No change.
113	TR40	Micklegate Ward Members	Landscape & Natural Environment (page 26 on) Para 6.1 5th line should read "This allowed the ..." reflecting the historic issue as we outlined above.	The function of the site and its relationship with adjacent areas has changed.	Amend paragraph 6.1 and paragraph 7.4(18) add to last sentence "with new development being significantly lower".
114	TR40	Micklegate Ward Members	Para 6.8 3rd line should read ".... from the A64, NCN 65, and the river Ouse."	Agree, these are also key public vantage points from which the site is visible.	Amend paragraph 6.8.
115	TR40	Micklegate Ward Members	Paras 6.7 to 6.10 add additional paragraph referring to the important views from the racecourse stands.	See response to comment 17.	See response to comment 17.

116	TR40	Micklegate Ward Members	Page 6.20 We'd argue how "attractive" the screening belt of trees is - actually at this time of year its heavy and oppressive. Suggest rephrase along the lines that the presense of such a substantial set of trees in what is an otherwise pretty treeless area is very important, though there are amixed views about the current species choice which is heavy and dense and darkens Campleshon road considerably over much of its length.	I agree there are sections of the boundary that are dark and slightly oppressive, e.g. the band of conifers on Bishopthorpe Road and the group of conifers and laurel on Campleshon Road. This highlights the need to do a visual analysis of which sections of tree cover should be retained and which could be removed or replaced. Insert 'generally' into first sentence thus 'by the generally attractive belt of trees...' Agree to include suggested text, plus some more to clarify the variations in quality and function of tree cover.	Amend para 6.20 - see Brief for amendments (too long for table).
117	TR40	Micklegate Ward Members	Page 6.22 We are concerned about the test of 'overwhelming' for opening up gaps. 'strong' perhaps, but not overwhelming, given some of the issues flagged above in terms of the current belt, and being able to properly integrate any new residential community on the Terry's site with those beyond. However we would absolutely support that any trees lost should be replaced with equivalent planting of substantial, if more varied, forest trees.	Agree.	Amend paragraph 6.22 - Exchange 'overwhelming' for "considerable benefits to the surrounding community and the general environment". And add similar text to that suggested "Any trees lost should be replaced with a similar quantity of mixed tree planting in such a way as to protect or enhance the existing street character and improve the landscape infrastructure within the site and connectivity to the surrounding areas".
118	TR40	Micklegate Ward Members	Finally our sense from the community consultation events over the last few months is that a more flexible approach needs to be taken regarding the bunding on the north east side edge of the site. It's previous function of protecting the adjacent residential community from the deeply unattractive sheds is likely to disappear if this part of the site is altered to residential or community uses. It's trees are largely very heavy and dense conifers which make Campleshon avenue quite dark and in places almost oppressive.	This comment gives the false impression that the majority of the trees are conifers. This is not the case, but it highlights how overpowering they can be. Para 6.26 mentions this high proportion of conifers and encourages a more balanced mix of species. See also suggested text under No.116.	See response to comment 116.
119	TR40	Micklegate Ward Members	Para 6.41. Feel should retain some of the previous text outlining the history, role & key features of the formal garden.	The historic context to the space is an important consideration and is a important element of the character of the Conservation Area.	See response to comment 98.
120	TR40	Micklegate Ward Members	Para 6.49. In describing the flooding issues in the area, should also mention that the Knavesmire to the west and Knavesmire Road, given it's meant to be the prime access from afield to the site, flood (are in the HIGH risk area). Pertinent to later comments.	Agree.	See response to comment 104. Paragraph 6.49 amended.
121	TR42	Member of the Public	P34 item 6.49 Percentages seem very low, although the site may not flood it is now a reality that the river access will flood at least 3 times pa and provision for this needs to be made.	Section has been revised to bring it up to date - see response to comment 104. Development will not be acceptable on the area most liable to flooding. The development will be subject to a Flood Risk Assessment.	See response to comment 104.
122	TR43	Member of the Public	Special emphasis should be placed on keeping the existing trees and vegetation.	Section 6 of the Brief sets out clear requirements for the retention of existing trees and vegetation. An area of trees to the north and east boundary of the site is subject of a Tree Preservation Order.	No change.

123	TR44	Turley Associates	6.13 There is no intention on the part of the owners to return the car park on the east side of Bishopthorpe Road to pasture. References to this, even as a possibility, are misleading and confusing to the general public. Delete paragraph 6.13 and replace with "Efforts should be made to soften the impact of the car park, especially from Bishopthorpe Road. The street scene would also benefit from the removal or relocation of the security fencing away from the road edge."	The development brief precedes design proposals for the site, therefore there is no reason why this cannot be presented as an option since the same paragraph also refers to measures to be taken should the car park be retained. To remove this sentence would go against previous consultations with e.g. YNEP.	Amend paragraph 6.13 - change the second sentence to "The most beneficial option for the site's landscape would be to return it to pasture, but it is likely that since the car park is already in existence it would be retained for this use". Agree with suggested wording to replace last two sentences - "Efforts should be made to soften the impact of the car park, especially from Bishopthorpe Road. The street scene would also benefit from the removal or relocation of the security fencing away from the road edge".
124	TR44	Turley Associates	6.14 Paragraph 6.14 in large part repeats advice in PPG2 Green Belts. Reference to this guidance is already included under the heading of planning policy. Repeating it adds unnecessarily to the length of the brief and detracts from the key principles in the brief. We recommend that paragraph 6.14 be deleted.	Other planning policies are referred to throughout the brief where they have a particular relevance to reinforce the text. Therefore, no reason why the text should not be retained.	No change.
125	TR44	Turley Associates	6.22 This paragraph sets out a requirement for any scheme to retain the mounding – presumably along Cambleson Road. Bishopthorpe Road. However, this conflicts with the advice further on in paragraphs 6.24 and 6.25 that implies that removal of some or all of the mounding may be acceptable. The use of the words "...overwhelming benefits..." in the proposed changes to this paragraph further reinforce the presumption that the mounds should be retained. Paragraph 6.25 rightly requires that removal of any trees or mounding should be part a comprehensive approach to landscaping and its management across the whole site. Paragraph 6.22 is therefore confusing and unnecessary. We recommend that paragraph 6.22 be deleted.	See response to comment 117.	Amend paragraph 6.22 - second sentence - "Therefore development of the site would generally need to retain these earthworks if it were to avoid substantial tree loss". See response to comment 117 for remainder of text.
126	TR44	Turley Associates	6.28/ 6.29/ 6.30/6.36/6.37/6.38/6.39 These paragraphs contain detailed technical advice that adds unnecessarily to the length of the brief and detract from the key principles the brief is trying to put forward. We recommend that paragraphs 6.28 – 6.30 be deleted, and include in a separate technical appendix.	These are basic principles that should be considered throughout the design process.	No change.
127	TR45	Turley Associates	6.9 The masterplan process will be the most appropriate way to arrive at the agreed scheme for the site, including the treatment of boundaries. Recommendations as to what boundary treatment should be adopted are therefore premature at this stage. Delete last sentence and replace with "The masterplan will determine the required level of additional planting, if any, to provide additional screening along this boundary."	Agree that the trees do not necessarily need supplementing, but a tree belt does need retaining in perpetuity along the southern boundary, and this may be subject to management and/or supplementary tree planting. The point of this paragraph is to ensure that the views from the south are protected. The apron of trees and height of buildings are key to this protection. The trees are likely to provide a setting function and not necessarily a strictly screening function once the warehouses are removed, therefore I would advise not to use the word 'screening', which suggests an impervious barrier.	Amend paragraph 6.9 - revise the second half of last sentence to – "...up to a certain height; and a belt of trees would need retaining. The masterplan will determine the required level of management and/or additional planting to maintain the quality of the views".

128	TR45	Turley Associates	6.19 This paragraph gives the impression that the listed buildings are currently surrounded by open space which is not the case. The brief should clarify that the listed buildings are not surrounded by open space and that the masterplan will determine the most appropriate treatment for the spaces around the buildings	Disagree that this gives the impression that the buildings are currently surrounded by open space. The paragraph refers to 'proposed' spaces. It may be better to remove the additional word 'spaces' since landscape is all encompassing anyway. Similarly, the final sentence could start with 'The landscape' instead of 'The open spaces', which suggests openness is the only thing that will connect the old and new.	Amend paragraph 6.19 accordingly.
129	TR45	Turley Associates	6.32 The masterplan process will be the most appropriate way to arrive at the agreed scheme for the site, including the treatment of boundaries. Recommendations as to what boundary treatment should be adopted are therefore premature at this stage. Delete paragraph and replace with: "Views of the west boundary across the Knavesmire are important. The masterplan will inform an appropriate planting regime for this boundary.	The trees along the western boundary play an important role in the setting of the conservation area and views from the Knavesmire towards the site. Thus these trees (and possibly new tree planting) will help to sit the new development within a treed landscape; this is an important aspect of protecting the character of the conservation area. To this end the second half of this sentence is correct. The revision suggested by Turleys identifies the importance of the views, and the possibility for more planting, so does not conflict with this paragraph; it also suggests that some planting is necessary therefore I see no reason to change this paragraph, with amendments.	Amend paragraph 6.32 - "Provision should be made for some new tree planting along the western boundary to sit new development in a treed landscape as viewed across the Knavesmire and race course in order to protect the character of the conservation area".
130	TR45	Turley Associates	6.33 The intention of this paragraph is unclear. Delete paragraph and replace with "Streets should be designed in accordance with guidance in Manual for Streets."	This paragraph was added partly in response to the previous application that showed excessive on-street parking with little attention to quality of street scene. Reference is then made to the Manual for Streets to provide more guidance. I agree it is probably sufficient simply to refer to Manual for Streets as suggested.	Amend paragraph 6.33 accordingly.
131	TR45	Turley Associates	6.35 Building distances to trees should be provided in accordance with the prevailing British Standards and not in an arbitrary fashion. Delete remainder of paragraph after first sentence and replace with "Setbacks from existing trees should be determined in accordance with the appropriate British Standard	Agree to replace after first sentence.	Amend paragraph 6.35 - after first sentence - "Setbacks from existing trees should be determined in accordance with guidance given in the current British Standard 5837 'Trees in Relation to Construction'".

7. BUILT ENVIRONMENT

132	TR12	Police Architectural Liaison Officer, Safer York Partnership	I have just received a copy of the revised development brief for the Terry's Chocolate Factory site in York. I have read through the document and noted the section at 7.5 on the promotion of Crime Prevention and a requirement on a developer to demonstrate how crime prevention measures have been considered in the design process. I note the amendment making reference to GP3 (Planning Against Crime) of the draft Local Plan. I welcome these inclusions and have no other comments to make other than hope that early consultation will take place with the Police Architectural Liaison Officer prior to any planning application being submitted for this site.	Noted.	No change.
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133	TR26	Micklegate Planning Panel	Para 7.4: Height of buildings: We are concerned that the Clock Tower and the main factory must remain the dominant features in any proposed redevelopment. In view of this, consideration should be given to limiting the height of other buildings on site.	The Brief requires views of the taller buildings to be retained - see the Objectives in Section 1 and the Design Principles in Section 7. Setting a maximum height may be counter-productive and encourage a proposal built-up to the stated maximum.	No change.
134	TR35	York Civic Trust	4. Detrimental impact on Tadcaster Road Conservation Area We have already dealt with this above.	Noted.	No change.
135	TR35	York Civic Trust	5. Detrimental impact on the setting of listed buildings. Our comments above on the Racecourse/Terry's Conservation Area hold good here. The developers really need to be given more detail regarding the ways in which the Council perceives the importance of the listed buildings and the material is in the Conservation Area Appraisal to enable some effective drafting in the brief.	Agreed that relevant parameters should be highlighted, especially the recently completed Conservation Area Appraisal. See responses to 14, 16 & 17 above. Further guidance might be considered too prescriptive as the site is large and complex and a number of inter-related development options require testing against the parameters.	See responses to 14, 16 and 17.
136	TR35	York Civic Trust	6. Detrimental impact on landscaping. The brief is rather more explicit about trees and planting than it is about buildings. We note that the section on landscape precedes the section on the built environment. To our minds, this introduces a curious bias. The open space is undoubtedly important as an amenity but it carries no designations, unlike the built environment with its many listed buildings and conservation area status. A clearer signal would be sent to developers if the built environment issues were considered before landscapes. This is not to say that open space is unimportant – in fact we would also stress the importance of carefully designing open space to relate closely to the buildings and their use. The two elements of structures and landscape need to be carefully balanced so that they reinforce the overall design concept and enhance one another.	This is an edge of City location surrounded by Green Belt and the landscape provides the wider framework for development. The order of the sections can be argued both ways. As long as all of the principles to guide the development are contained in the Brief, the order of the sections is a secondary concern that would create more confusion than its worth.	No change.
137	TR35	York Civic Trust	7. Inappropriate location of residential development. This brings us back to our initial concern about the attempt to dilute the brief which leads inexorably to an over-development of the site. We agree, however, that there is currently unmet demand for 2 and 3 bed houses rather than flats, but we note that the requirements for Affordable Housing are optimistic in the current economic climate.	There is no attempt to dilute the brief. The revised key design points set out in paragraph 7.4 give clearer guidance. Agree that there is a large need for 2 and 3 bed houses (re. SHMA). The 50% affordable housing is a target which will be subject to detailed assessments of site viability.	No change.
138	TR35	York Civic Trust	8. Insufficient information regarding design elements. In our view, this problem nests within the broader issue of insufficient attention to the detail of the historical specifics of the built environment in the brief, which is one of our two major concerns. The proposal at para 4.10 for a high quality hotel, for instance, is not clearly explored in the brief. What would be the implications for traffic management and car parking (5* hotel guests rarely arrive by bicycle or public transport). Does the proposal envisage a new building, and if so, what would be the design principles? Or is the council suggesting the re-use of one of the factory buildings. The ambiguity may be intentional here, but it is likely to lead to misunderstanding in the interpretation of the brief. The design principles set out in Section 7 are capable of a wide range of interpretations. To a degree, the difficulties here arise from the decision to accept a hybrid application, part outline, part detailed.	It is agreed that several sections of the brief should be amplified to include specific references to important documents, especially the Cons Area Appraisal. The implications for design work should also be set out – please see comment at 135 above. Otherwise it is considered pre-mature to specify the location of functions when many factors have to be weighed in the balance in a masterplanning exercise. Where some value can be demonstrated, such as in community related uses, suggested locations have been mentioned in the brief.	No change.

139	TR35	York Civic Trust	A response now might be to be more specific about the status of the application and clearer about the historical determinants of the contemporary design and the demands of the listed buildings themselves when conversions are made. For instance, the overall character of the site must dictate an approach to the heights of buildings. This aspect is discussed in the section on Views (paras 6.7 – 6.10) but in a rather vague way: para 6.9 states that 'built development is possible in this quarter up to a certain height' (our italics). WE would argue that this aspect needs to be carefully controlled in the early discussions and not left until an application is submitted, when it becomes much more difficult to deflect a project into a different approach. Officers should be careful to insist on a level of detail that will enable them to make an informed judgement on the proposal.	There are consequences of specifying a maximum height line and therefore we have only suggested strengthening the distinction between the tall buildings and the remaining development. The level of detail in the application has been a matter for discussion and we are in agreement about having a new approach. English Heritage, the consultants and ourselves have been looking at other models used for complex sites. The idea of using a detailed development specification, such as the one used at King's Cross, is being explored. This would set out the maximum parameters for alterations to the listed buildings in advance of their being identified end-users. The listed building consent applications would follow in due course. Similarly more detail will be required to comply with policy HE3.	See response to comment 17.
140	TR35	York Civic Trust	9. Secure by Design. The relationship of Secure by Design principles with conservation design principles is yet to be clearly analysed but we would note that security is a critical aspect of the site and less intrusive security measures can be, the more successful in terms of the historic environment.	Noted.	No change.
141	TR35	York Civic Trust	In conclusion, York Civic Trust believes that the best approach to this site would be to require a Master Plan showing a layout and indicating uses and heights. If this can be shown to address the infrastructure and Conservation Area issues addressed in your refusal letter, then the process could proceed to the design stage taking account of the listed buildings, views, archaeology, landscape features and access arrangements. The Conservation Area Appraisal needs to be central to this exercise and a clear message on uses, the requirement to avoid overdevelopment and the importance of sensitive design need to be signalled at this early stage of setting the brief.	Noted. This accords with the revised development brief and the procedure laid down in para 3.18 onwards "Developing proposals".	No change.
142	TR33	York Racecourse	Prior to any specific comments, we set out some of the points discussed with Grantside during the determination of their earlier applications. The key opportunity for the racecourse and the City offered by the redevelopment of the Terry's site is the ability to improve and consolidate the non-raceday business and offer flexibility on racedays for greater freedom of movement. As part of the prior application, the Racecourse and Grantside had extensive discussions which demonstrated a physical link was feasible and achievable. On this basis we think some aspects of the planning brief could be strengthened. We also note the the Consultation Event indicated that improved physical links to the racecourse would be beneficial which would also facilitate wider public access to the Knavesmire from the east.	See response to comment 143.	See response to comment 143.
143	TR33	York Racecourse	Page 36 Para 11 - we think that a physical linkage should be a requirement rather than an aspiration as we know it is deliverable and has clear benefit. The suggested amendment to Para 11 as follows: Any planning application shall include a physical link to the racecourse maximising the public realm for both sites. It should take account of the opportunity of the hotel guest accessing the conference/exhibition facilities, the implications for racedays and general public access to ensure the integration of the two sites is maximised.	There can be no actual requirement as the link is dependent on negotiation with a landowner outside the site boundary. However, the good intentions of the racecourse are noted - which reflect that of the Council.	In paragraph 7.4 (11) after "...as well as visual" add ", taking account of the opportunity of hotel guests accessing the conference/ exhibition facilities, the implications for race days, and general public access to ensure that integration of the two sites is maintained and enhanced."

144	TR37	Conservation Area Advisory Panel	The panel considered traffic generation issues relating to proposed development of the site. The impact of additional traffic on Knavesmire Road and Tadcaster Road was discussed. AS stated that there is no reference to the Tadcaster Road Conservation Area in the revised brief and she felt it should be included.	The implications of traffic impact on Tadcaster Road and other areas are mentioned in the Transport Assessment section 9.17. This section should be amplified.	Amend paragraph 9.17 - Add at end "Any mitigation work affecting the conservation areas of Tadcaster Road and Bishopthorpe should be carefully designed, in liaison with relevant officers from DCSD, and subject to public consultation".
145	TR40	Micklegate Ward Members	Built Environment (page 35 on) Design Principle 8. Maintaining hidden nature of the site - needs qualifying in terms of our comments on integrating any new residential and community facilities in the existing community.	Agree.	See response to comment 148.
146	TR40	Micklegate Ward Members	Design Principle 10. Could do with a specific additional reference to the Bishopthorpe / Campleshon Road corner as a potential pedestrian access point and for community facilities?	Links and shared facilities are covered under principle 14. Do not need to specifically prescribe the corner as a definite point of entrance/community use.	No change.
147	TR40	Micklegate Ward Members	Design Principle 14/5. Another key design principle should be that entrances and internal access routes should focus around prioritising well observed pedestrian and cyclist access, and making car access secondary in terms of encouraging sustainable transport choice.	This accords with the transport hierarchy set out in the brief (para 9.1) and also para 9.7 onwards.	Amend paragraph 7.4(15) - Add "The public realm should be designed primarily for pedestrians, then to facilitate cycling".
148	TR44	Turley Associates	7.4 Point 8 Point 10 The advice that the development should maintain the hidden nature of the site (point 8) and be inward looking (point 10) is setting pre-conceived ideas in place rather than allowing a proper urban analysis of the site determine the most appropriate response. It also conflicts with the advice in points 12 and 14 and paragraph 8.2 that careful consideration should be given to the nature of the links and relationships with the surrounding areas. We recommend that points 8 and 10 be deleted.	Agree that maintaining hidden nature of the site is not necessarily appropriate when trying to connect with surrounding developed areas. The emphasis is para 10 should be maintained as the brief stipulates that this can be reviewed if other benefits can be demonstrated.	Amend paragraph 7.4(8) to "Designs should maintain the leafy character of the site boundary which acts as a bridge between town and country".
149	TR44	Turley Associates	7.4 Point 11 Creating a physical link to the racecourse will involve land outside of the control of GHT. These land ownership constraints need to be acknowledge in Point 11. Delete point 11 and replace with "Consideration should be given to creating a physical link to the link to Racecourse recognising the potential land ownership constraints to achieving this."	See comments under 143 above.	See recommendation under 143 above.
150	TR44	Turley Associates	7.4 Point 13 The masterplan process will be the most appropriate way to arrive at the agreed scheme for the site, including the treatment of boundaries. Recommendations as to what boundary treatment should be adopted are therefore premature at this stage. We recommend that the last sentence of Point 13 be deleted.	Agree to omit last sentence, but keep reference to trees in para. 6.32 (see note 129 above).	Amend paragraph 7.4(13) accordingly.
151	TR44	Turley Associates	7.4 Point 28 Works to the listed buildings will to a large extent be dictated by the end users for those buildings who are as yet, unknown. Replace Point 28 with "Proposals for the repair and conversion of listed buildings should be brought forward in when end users for those building have been identified."	The majority of the listed buildings are currently empty and therefore "at risk". It may be perceived that the conversion and repair costs of the listed buildings make them a less attractive prospect for development than new build. It is important to secure the buildings before the rest of the site is developed.	Amend paragraph 7.4(28) - Change existing sentence to "A phased and detailed programme of works should be agreed with the LPA. This must allow for repair of the listed buildings to prevent their deterioration pending end-users being found".
152	TR45	Turley Associates	7.4 Point 12 The masterplan process will be the most appropriate way to arrive at the agreed scheme for the site, including the treatment of boundaries. Recommendations as to what boundary treatment should be adopted are therefore premature at this stage. Delete point 12.	The first half of the first sentence is a somewhat separate point to the rest of the paragraph and is also included elsewhere. Therefore I suggest first sentence could be a less specific separate point.	Amend paragraph 7.4 (12) - "A belt of trees should be retained along the southern boundary . Please also see 6.20 and 6.22 for other trees around the site".

153	TR47	English Heritage	5 at Section 7 Built Environment we are supportive of the Design Code approach (7.4.1) and also support strongly the statements at 7.4.4, 18, 19 and 28. However we would prefer some aspects of these statements to be prescriptive. For example, at 7.4.28 about phasing, "should" ought to read "must" in order to convey to developers that this is an important matter at the site. In addition whilst there is a section on archaeology there isn't one for Listed Buildings and their setting which we consider imperative if the design principles are to be effective.	Noted.	See response to comment 151.
8. LOCAL COMMUNITY					
154	TR13	Member of the Public	Environmental issues must be addressed thoroughly in the brief and should restrict the amount of space within the site that should be developed, leaving grass land, park land or community land rather than every inch of ground being developed! As is now being considered environmental receptors being used throughout the local community.	Open space requirements for the site are set out in the Brief (section 8) in line with Local Plan policy.	No change.
155	TR40	Micklegate Ward Members	Also the community contribution needs strengthening in regard to Knavesmire schools educational need for dedicated playing field, other community (indoor) leisure use and meeting space.	See response to 157 below.	See amendments under 157 below.
156	TR40	Micklegate Ward Members	Local Community (page 40 on) Para 8.3 2nd sentence should read "...open space, education and other leisure & community facilities."	Agree.	Amend paragraph 8.3 accordingly.
157	TR40	Micklegate Ward Members	Para 8.8 Is not up to date. We think the 4th sentence should read "... use the Knavesmire for some occasional activities, when its dry, .." and you need to add a new sentence saying "Sporting activities are usually carried out on the racecourse field (Car park C) immediately to the north west of the site.". The current 5th sentence needs to acknowledge that the MUGA is now operating, but it's hours of use are restricted because of its close proximity to nearby residential property. The seventh sentence should read "... to explore the need to provide dedicated outdoor sports provision for both the school and the wider community."	Agree Para 8.8 needs to be updated to reflect these issues. Para 8.7 needs to be updated to reflect the new draft SPG. Para 8.9 and the contacts appendix (5) needs to be updated to reflect the Officer's new job title.	See Brief for amendments.
158	TR40	Micklegate Ward Members	Para 8.13 is a bit of an understatement. The sports field provision is primarily the little Knavesmire, which as I've previously pointed out is a high flood risk zone. It's poorly drained, and the pitches have actually had standing water on them for several months now this year, so simply do not form the potential for any reliable and credible all year round provision. this needs making much clearer so we do not get fobbed off with an off site contribution to an irredemable provision.	Para 8.13 is accurate. There is no underprovision for adult sport, the under provision is for junior pitches, The para could be amended to reflect this, but directing developers to contact the sport & active Leisure team to discuss is sufficient. As there are so many pitches in the area, all with flooding problems taking an off site contribution towards a pitch and changing room project that is currently under development makes sense.	The brief has been amended to reflect the current policy position with regard to the approved PPG17 Study - see paragraphs 8.10-8.17. The Study includes a comprehensive audit of open space and should be referred to when considering open space needs for this area of the city.
159	TR40	Micklegate Ward Members	Para 8.14 should read ".... spaces and direct priority links to"	Agree, this would be consistent with the hierarchy of transport users.	Amend paragraph 8.14 (now paragraph 8.16).
160	TR40	Micklegate Ward Members	Para 8.17 should read ".... footpath and cycle path links ..."	Cycle path links should also be incorporated into the design of amenity open space.	Amend paragraph 8.17

161	TR40	Micklegate Ward Members	<p>Additionally a section referring to the wider sports and leisure issues in this area needs adding - building on the deficiencies identified in the area study done by active York. Since the loss of the Barbican - which itself was some distance, this area is very poorly provided for.</p> <p>There also needs to be a para on community meeting facilities. At the moment the only facility in this area is St. Chad's church hall. Based on our own knowledge, it's fully utilised - we've been unable to book any Micklegate ward committee meetings there for some years now - and David meek who does their bookings will confirm the wider picture. Therefore the new development needs to provide enhanced provision. Whether this is on site or by helping to expand the St. Chad's [provision is an open question (St. Chad's is quite a dated building, but they do have additional space at the back, which might allow this.). We would want an explicit requirement here given the position and the expectation that there will be significant new housing on the Terry's site.</p>	It would not be appropriate for the Brief to set out precise requirements for developer contributions to mitigate the impact of the development as we have not agreed the nature or quantum of the development. This is explained in paragraph 8.3. However, the role of the proposed Community Forum in identifying any needs can be included in the Brief.	Add to paragraph 8.3 - "The Community Forum, that is to be established to represent community views in the development of the masterplan, will be an important consideration in determining the nature and extent of any community needs generated by the development of part of the site for residential use".
162	TR44	Turley Associates	8.3 Government guidance in paragraph B9 of Circular 05/2005 is that S106 payments should be directly related in scale to the impact which the proposed development will make. Planning obligations should not be used solely to resolve existing deficiencies in infrastructure provision or to secure contributions to the achievement of wider planning objectives that are not necessary to allow consent to be given for a particular development. The impression given in this paragraph is that the development of the site can solely remedy existing deficiencies in the South Bank community which is clearly contrary to the guidance in circular 05/2005. The sentence "There is potential to meet recognised needs of the South bank community via on and off-site provision of community facilities" should be deleted from the paragraph.	Agree that developer contributions should be relevant to and related in scale to the development. However, there is an opportunity here to consider the wider community and benefits of inclusion and integration. It may be that some of the agreed on-site contributions may be better delivered off-site. Paragraph 8.3 recognises this potential.	No change.
163	TR44	Turley Associates	8.4 The repair, conversion and retention of the listed buildings will contribute to the provision of public art on the site. The creation of new spaces will of themselves be places of art. The requirement for 1% of the total cost of the new development to be set aside specifically for public art is therefore unnecessary. Delete second sentence of paragraph.	Agree that public art can be integral to the design of buildings, rather than as stand alone art.	Add new sentence to paragraph 8.5 - "Public art may be integral to the design of the development, eg. the re-interpretation of the public realm/ landscape framework in relation to the conserved factory buildings, designed entrance, paving, lighting, or as a separate work of art."
164	TR44	Turley Associates	8.16 The Councils 'Open Space Sport and Recreation Study Sept 2007' sets out the government definition of open space as:"all open space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs which offer important opportunities for sport and recreation and can also act as a visual amenity".The typology of open space includes Amenity Areas and Green Corridors that may have a role in enhancing the appearance of an area as distinct from an active use. This paragraph does not conform to national or local guidance. Delete paragraph 6.16	Agree to delete the last two sentences of 8.16, but re-word the first part of the paragraph. No need to remove 6.16	Amend paragraph 8.16 - "In calculating the provision of amenity open space within the proposed development, the Council will not consider insubstantial, incidental, isolated areas of planting that are un-associated with any open space or outdoor/recreational facility, nor cycle routes or footways that have no landscape setting".
165	TR45	Turley Associates	8.17 Access for disabled people is already covered by existing planning policies, Statute and building regulations rendering this paragraph unnecessary. Delete paragraph.	It is important to emphasise this point which became apparent in response to the refused proposal.	No change.
166	TR42	Member of the Public	Concerns on access for the school during term time and also playing field facilities	See response to 157 above.	See amendments under 157 above.
9. ACCESSIBILITY TRAFFIC AND TRANSPORT					
167	TR02	Member of the Public	The basic aims proposed seem to cover the important issues, conservation of buildings and landscape and a good mix of uses for the site, with avoidance of ugly concrete parking. An improved bus service would be welcomed for the whole of the South Bank area.	Noted.	No change.

168	TR02	Member of the Public	The question about increased traffic - something I have not seen addressed at any time is the amount of traffic when the factory was in operation - the large number of workers using cars and also the huge articulated lorries visiting the site. How will this compare with future traffic?	The developer is required to submit a supporting transport assessment report to accompany any future planning application. This will need to set out clearly a comparison of traffic levels between the use of the site as a former factory and its proposed use with new development.	No change.
169	TR05	Member of the Public	In general very good. One or two points not at all happy. One thing really annoys me. Bishopthorpe is being considered for possible diversion, what about us at South Bank, we suffer horrendous race traffic. Any event held on Knavesmire we suffer noise and traffic it makes my blood boil when Bishopthorpe residents complain who do they think we are because were in terraced property doesn't mean were second class. Sorry but my feelings are now very high about this subject.	The issue of whether a relief road should be provided for the village of Bishopthorpe was considered by Members last month. In the event they decided not to proceed with any further investigation of this idea.	No change.
170	TR06	Member of the Public	New sentence to 9.4 of original brief: "It is important that any development recognises existing constraints of limited parking facilities available to existing properties along Bishopthorpe Road and in bringing forward development proposals for the site. Any junction improvements considered at the Campleshon Road/Bishopthorpe Road junction should seek to safeguard this arrangement or minimise the loss of these spaces."	The need to avoid a transference of parking demand to adjoining residential streets is recognised and the issue will be examined following the submission of the applicant's development proposals.	
171	TR08	Member of the Public	I am puzzled by the car parking section, as I understand they were going to have underground parking.	The developers proposals for car parking on the site, with surface level or underground have yet to be clarified.	No change.
172	TR09	Member of the Public	We have only recently moved here - to Palace Gardens Cottage near the crematorium. Pedestrian facilities from Bishopthorpe Main Street to the site are very poor at the Bishopthorpe Road end - quite frankly they are dangerous with a narrow path, poor visibility and speeding cars - well over the 30mph limit any increase in traffic will put lives at risk - I have 3 small children.	The need for improved pedestrian facilities along Bishopthorpe Road approaching Bishopthorpe itself will need to be the subject of a separate study.	No change.
173	TR10	Member of the Public	No 11 bus service worst in York will not get any better!!! TRAFFIC TRAFFIC TRAFFIC RACE DAYS. There are another two developments already on Tadcaster Road which will create even more traffic and this development may be just one too many.	The Council is keen to see an improvement in the frequency of the no.11 bus service between the site and the City Centre which it is hoped the developer will be willing to fund as part of any mitigation measures.	No change.
174	TR11	Member of the Public	A road to the site is essential. Congestion occurs in Church Lane Bishopthorpe now and race days are a nightmare. If we are to be involved with the Ledds city economy. This is important to residents of Bishopthorpe and Tadcaster Road.	The issue of whether a relief road should be provided for the village of Bishopthorpe was considered by Members last month. In the event they decided not to proceed with any further investigation of this idea.	No change.
175	TR13	Member of the Public	Some of the claring issues that need to be addressed in the brief include the likes of, measures to guarantee that access to the site is in the order the brief says... i.e. foot, cycle, disabled access, public transport, etc before last but not least private cars.	Noted. The need for guarantees at this stage is not felt necessary - merely guidance on what are the Authority's priority listings of road users.	No change.
176	TR13	Member of the Public	This then highlights that there should be no demand to change the current road infrastructure or add link roads etc as there will be small demand or need for vehicle access to the site over the other promoted methods that need to be more addressed in the brief. There were thousands of workers that used to use the site and they did so with the current infrastructure therefore this does not need amending to accommodate over-development. Scale the development back to fit the current structure 'it is that simple'.	Noted.	No change.

177	TR13	Member of the Public	The actual brief completely contradicts itself about integrating with the existing area. Vehicular access to the site on the brief says it must mainly enter through the existing Bishopthorpe Road access. It then also states the preferred route for transport must be Tadcaster Road and not Bishopthorpe. Was this written by different people, that means sending most traffic past the entrance on Campleshon road, past the 20mph zone and primary school then creating congestion at the cross road at Bishopthorpe road, already an extremely over used route into the city and out, and round to the Bishopthorpe Road entrance to the site. How stupid would that be!	It is commercial vehicles which, as a general principle, are to be directed to use the existing Bishopthorpe Road access to the site. Such traffic entering the City from the direction of the A64 should be encouraged to use Tadcaster Road and Knavesmire Road to reach the site rather than the alternative route through the village of Bishopthorpe.	No change.
178	TR13	Member of the Public	Clearly having lived on Bishopthorpe road for some 25 years I understand the way traffic uses this road to enter the city, the volume of traffic that already used the bishopthorpe, bishopthorpe road route into the city on a morning from the a64 and back again out of the city has increase tremendously over the years, this road is certainly currently at capacity at peak times. This is probably due to the fact that the councils plans for public transport into the city from the south would use askham bar park and ride and the new bus lanes running nearly all the way up the mount into the city, making any car journey at a stand still so instead of car drivers using these facilities, guess what they go a route without a bus lane, yes, bishopthorpe, church lane, bishopthorpe road into the city! The council has already indentified a problem on this route with high speed traffic being a cause for concern.	By promoting the use of sustainable modes of transport by the end users of the development site, we would hope to minimise and further increases in vehicular traffic flow along Tadcaster Road.	No change.
179	TR13	Member of the Public	All these types of development should be considered that require more local access rather than transport access to the site.	Noted.	No change.
180	TR13	Member of the Public	The nearby roads could be converted for resident, community use, i.e. residents, buses, bikes and disabled transport into the area only with no through traffic.	Noted.	No change.
181	TR13	Member of the Public	All previous developments in York have unaccounted and underestimated the use by private vehicles and it has left most of the north area including Clifton moor etc at grid lock due to roads that do not support the developments. The council must not as they seem to be already allow this to happen on the south side of York now they are allowing development of this site.	The Council is requiring a detailed study to be undertaken to assess the future traffic implications of a redevelopment of the site and will need to be satisfied that the highway network in this sector of the City can handle the predicted levels of traffic with any mitigation measures in place.	No change.
182	TR14	Member of the Public	No. Too many unnecessary houses, therefore TOO MANY cars. We CANNOT accept any more cars. NO more shops or restaurants - the present shops are good and quite adequate.	The Council is seeking to ensure that alternative sustainable modes of transport are in place prior to any occupation of the site so that any additional car journeys are kept to a minimum. The development will create additional demand for a number of facilities including for example shops and restaurants. The Brief sets out the planning issues relating to the need for an appropriate mix of uses to create a 'sustainable community' on the site.	No change.
183	TR16	Member of the Public	We do not feel that issues relating to improving the supporting road infrastructure have been addressed. Whatever the use of the site and whatever restrictions are put on the vehicle usage the local roads in particular Bishopthorpe Rd and Campleshon Rd will not cope	The developer is required to submit a transport assessment report to accompany any future application. This will include an examination of the impact of development traffic on Bishopthorpe Road and Campleshon Road, amongst others.	No change.
184	TR23	Member of the Public	The Park & Ride link would help residents in SouthBank with No.11.	Agreed.	No change.

185	TR24	Member of the Public	The Development Brief should have the racecourse road connected to bishopthorpe road for commercial traffic, campleshon road being a dead end and residential access only, and bishopthorpe road north of the commercial access point for the terrys site, access only and 20mph zones in place.	Such proposals would require a significant amount of investigation and consultation and are felt to be outside the scope of this development brief. It would be unreasonable to expect the developer to meet the costs of this amount of new road construction.	No change.
186	TR26	Micklegate Planning Panel	Paras 3.13/9.15: Improvements to the No.11 bus service are absolutely essential as part of any development. We would also like to see any bus service connecting through to Askham Bar from Bishopthorpe, rather than terminating there as at present.	Noted. Officers intend to seek funding from the developer to meet such improvements to public transport services in that location.	No change.
187	TR26	Micklegate Planning Panel	We believe the impact on areas around the factory site should be acceptable – that would not, for example, mean the removal of all parking from residents at the south end of Bishopthorpe Road.	Officers will seek to minimise any loss of on-street parking arising from the introduction of any highway improvements felt necessary to deal with predicted levels of traffic flow.	No change.
188	TR26	Micklegate Planning Panel	Para 6.32: We could welcome the situation that parking provision should not dominate the development.	Noted.	No change.
189	TR26	Micklegate Planning Panel	Para 9.6: There should also be some recognition of the cumulative effects of traffic growth on the area. The law college now generates a very significant amount of traffic.	Transport assessment will examine this issue.	No change.
190	TR26	Micklegate Planning Panel	Para 9.10: We note the improvements to the cycle route proposed; however the section between Bishopthorpe Road and the riverside is, as stated in the report, "steep and dangerous". There is an argument that the principal desire line for this track may be to the south and east of the existing car park, then crossing Bishopthorpe Road at the south end of the Terry's site. It would certainly be useful if some improvements could be made to this section.	The Council would hope to secure funding to enable such a change to the current route of the cycle link between Bishopthorpe Road and the riverside route.	No change.
191	TR26	Micklegate Planning Panel	Para 10.8: We are pleased that the impact of the traffic on the surrounding road network, such as the Inner Ring Road, has been recognised as an issue of significance in the development. However, we would be interested to know what measures would be taken by the council if this resulted in a technical breach in any of the Air Management Areas.	See responses to comments 241 and 243.	No change.
192	TR26	Micklegate Planning Panel	We would ask that any proposal for a "bypass" of Bishopthorpe village as suggested should be examined carefully in terms of any potential for increased traffic generation on Bishopthorpe Road north of the A64 bridge.	Issue already considered by Members who agreed not to proceed with any further investigation.	No change.
193	TR29	Member of the Public	The proposals do not adequately address the concerns which were raised about traffic flow on Tadcaster Rd, Bishopthorpe Rd and Campleshon Rd. We also suspect that the problems relating to on-street parking in the adjacent area of South Bank have not been reconsidered. Money should be spent by CYC &/or developers on an access road to the site from the Bishopthorpe end.	Future levels of vehicular flow on Bishopthorpe Road, Tadcaster Road and Campleshon Road are very much a concern of highway officers and will be subject to close scrutiny when the transport assessment report is submitted by the developer.	No change.
194	TR32	Bishopthorpe Parish Council	We can see the same happening with this revised Brief. The planning committee were concerned about a possible "over-development" and how the traffic generated would be handled in the network. This brief does not address these concerns. At the planning meeting it was finally admitted that Bishopthorpe would be affected. The brief only addresses this with "It is particularly important that such traffic (commercial) is kept away from the village of Bishopthorpe" The suggestion is that such traffic uses the Tadcaster, Knavesmire Road, Campleshon Road and Bishopthorpe Road the designated "main" entrance.	The developer is required to show that the predicted levels of traffic associated with a future level of development can be satisfactorily handled by the road network without creating unreasonable amounts of congestion and delay. Unless this is satisfactorily demonstrated, Officers are likely to recommend to Members that the application be refused.	No change.

195	TR32	Bishopthorpe Parish Council	What will actually happen? The traffic will pass through Bishopthorpe to get to the main entrance and if it does use the preferred route it will turn at the Campleshon Gate. We have suggested that a survey was made on the existing users accessing the site. We believe these results will show the priorities set out in 9.1 are not being met.	Noted.	No change.
196	TR32	Bishopthorpe Parish Council	It is noted that 9.6 states "To promote the relief of new traffic on the existing network, created by the new development, the Council is investigating a possible new two part road link.....to the north of Church Lane." We believe that it is actually just south of the A64 and we oppose that route because of its effect on the Green Belt. We have suggested that Church Lane is widened to allow the parking of the "school run" and bi-directional traffic. The attached sketch shows our ideas. SEE SKETCH MAP	Noted. Members have decided not to pursue the idea of a relief road for Bishopthorpe.	No change.
197	TR32	Bishopthorpe Parish Council	In the course of the application, it has been stated that traffic would be no more than that at Terry's heyday. No figures have been produced but those who worked there then said it was mostly bicycle and pedestrian. This development with its proposed Science City York/knowledge based activities will not find employees living within walking or cycling distance, i.e. traffic will be car borne.	Noted.	No change.
198	TR32	Bishopthorpe Parish Council	The developer has pointed out that if the existing planning consents are activated then there would be traffic over and above existing levels and that would not be their problem (City of York?) and only the excess in that number would be their responsibility. Figures presented showed these figures would be negligible. It would seem to us that the infrastructure to support this development is a City of York responsibility. What is stated in the section9 Accessibility, Traffic and Transport would then mean the developer follows the guidelines and would have very little input to the infrastructure.	The developer will be required to fund measures designed to mitigate the impact of any increase in predicted levels of traffic over and above what could reasonably be expected if the current buildings were to be reoccupied on the basis of their existing planning consent.	No change.
199	TR34	Member of the Public	Traffic is the main problem with further residential areas between Bishopthorpe and South Bank the already over congestion will be exacerbated -parked cars in South Bank, Bish Road already dominate the street scene causing problems at peak traffic times. It is doubtful whether York City Council members and officials have sufficient nous or logistics to solve the traffic problems which can only increase York's traffic congestion.	It will be for Council officers and the developers transport consultants to identify ways in which any traffic associated with the future development can be handled without adding to the current levels of congestion in the area.	No change.
200	TR35	York Civic Trust	1. Inadequate mitigation measures. We asked for details of traffic measures in our letters of November 2005 and January 2007, so were not surprised when this arose as an issue. We are pleased to see that you address fundamental issues regarding this aspect of the development in para 9.2 and agree with the sentiments expressed there. In paragraph 9.4, you explicitly state that commercial traffic should be directed from the A64 via Tadcaster Road, Knavesmire Road and Campleshon Road, to protect the village of Bishopthorpe. Yet we also note that para. 4 of your refusal notice deals in detail with the disruption to the Tadcaster Road Conservation Area that arises from such a strategy. It is difficult to see a resolution to this problem other than minimising traffic through keeping a tight control on the levels of activity on the site (again at odds with the overall ambition to create an employment site of some significance).	Noted.	No change.
201	TR35	York Civic Trust	It is therefore with interest that we note para. 9.6; we consider the potential new relief road to the south to be a key element to the success of the scheme. Without it, two problems arise: first, traffic levels will undoubtedly rise in Bishopthorpe, whatever the intentions to direct it along Tadcaster Road and secondly, the traffic mitigation requirements will again conflict with the protection of the Tadcaster Road Conservation Area.	Noted. Members have now decided not to pursue the idea of a relief road for Bishopthorpe.	No change.

202	TR35	York Civic Trust	<p>2. Inadequate sustainable travel proposals. We note that some strengthening to the brief at Section 9 has provided some further clarity regarding the requirements here, but wonder about the issue of the financial underwriting of the bus route the Council envisages in para. 9.15. Such a matter is surely outside the control of the LPA and of the applicant, since as a third party, the bus company could not be held to any agreement.</p> <p>Whatever the aspirations for sustainable travel, we believe that the uses of the site for employment and residential will generate more car use and advise that further thought is given at an early stage to the issue of car parking, since additional capacity will undoubtedly be required and if not provided, cars will spill out into the surrounding streets to find space, creating an inevitable social tension between the 'new' and the 'old' residents and users of the area.</p>	The LPA has powers to seek funding from the developer for measures considered necessary to mitigate the impact of additional traffic arising from development proposals. The need to avoid a displacement of car parking associated with any new development is considered very important and officers will require evidence to show that this is unlikely to be an issue.	No change.
203	TR38	Member of the Public	In general, yes. I think the consultants who held the "open forum" with the community in November did a good job in summarising the community's concerns and aspirations about the development. In particular, it is important that the heritage and existing green areas are fully protected, whilst integrating the site into the community, with suitable footpath and cycleway links. Frequent and reliable bus services linking the site with York and Bishopthorpe should be provided, with bus stops located close to the new housing and commercial premises. However, I have strong reservations about a link from the Askham Bar Park and Ride terminus, which would destroy the natural environment unless it uses existing roads. I am similarly concerned about the creation of a diversionary route for Bishopthorpe for similar reasons. In either case, this could lead to major use by buses and city-bound traffic, completely spoiling the local area.	Noted.	No change.
204	TR38	Member of the Public	Increased traffic uses Simbalk Lane and thence into the city via Bishopthorpe and the Terry's site – particularly since the opening of the improved link to Woodthorpe from the A1237. The original development plan envisaged using the Terry's main drive as the main access to the racecourse; this is clearly unacceptable as it would lead to even worse traffic problems and ruin the environment of the site.	Noted.	No change.
205	TR40	Micklegate Ward Members	<p>Accessibilty, Traffic & Transport</p> <p>Para 9.2 line 2 should read "... demands that a highly innovative low car usage traffic and ..."</p> <p>line 3 should read "... based upon highly attractive and sufficient ..."</p> <p>line 4 should read "... around the site for, and giving strong encouragement to, pedestrians..."</p>	Noted. Officers will seek to ensure that any proposals for the introduction of new pedestrian and cycle links are conveniently located and follow the desire lines of the intended users.	No change.
206	TR40	Micklegate Ward Members	Para 9.3 This para needs re-examining. If traffic comes from Knavesmire Road, then it would be much better if the traffic accessed the site from racecourse road rather than pulling it into Campleshon and round then into Bishopthorpe road in terms of minimising the local impacts.	Noted. Providing linkages into the site from Racecourse road will be explored as part of any future application.	No change.
207	TR40	Micklegate Ward Members	Para 9.6. We'd ask you to better reflect the actual motion on this link road passed by Council, which qualified and widened the terms of this piece of work and will look at the disbenefits of any new link road as well as the benefits. We believe the former could well exceed the latter.	Noted.	No change.
208	TR40	Micklegate Ward Members	Para 9.7. should read "... safe & direct routes ..."	Noted.	Amend para. 9.7 to read " a network of safe and direct routes....."
209	TR40	Micklegate Ward Members	Para 9.10. should read "... existing National Cycle Route ...". At the end please add in the new link to the river issue as detailed earlier (para 4.2).	Noted.	Amend paragraph 9.10. Add "National Cycle" for accuracy. Add "is poor...and requires to be upgraded as part of the development".

210	TR40	Micklegate Ward Members	Para 9.15. should add at end "...bus service, to meet the local plan standards for a site of this scale."	Noted.	Add at end of para. 9.15 " bus service, to meet Local Plan standards for a site of this size."
211	TR49/5	Member of the Public	There needs to be reference to Mount Vale in the text of the Brief, as well as Tadcaster Road. The Developer and the advisory Consultants have only been referring to and thinking of 'Tadcaster Road'. If so, we may be missed out in subsequent consultations.	See response to comment 212.	See response to comment 212.
212	TR40	Micklegate Ward Members	Para 9.17. 2nd bullet point should include Albemarle road, Mount Vale (and the impact on its conservation area), Nunnery/Price's Lane. 3rd bullet point should include the Bishopthorpe Road / Scarcroft Road, Nunnery/Price's Lane, Tadcaster / St Helen's Road, Tadcaster Road / Moor Lane and Tadcaster Road / Sim Balk Lane junctions.	Noted.	Amend bullet point 3 to include " and those included in the scoping study".
213	TR40	Micklegate Ward Members	You also need a new para to flag how traffic will be managed on Race Days and during major flood events (when Knavesmire road is closed).	Noted. It remains the City Council's responsibility for the management of traffic during such occasions.	No change.
214	TR41	Member of the Public	Welcome focus of means of accessing the site by different modes eg bus/cycle/pedestrian/use of travel plans and these should be encouraged.	Noted.	No change.
215	TR41	Member of the Public	Would like to add further to 9.7 Proposed measures to ameliorate the traffic impact of the development, in particular these should not result in the significant loss of existing on street parking spaces for the occupiers of dwellings adjacent to the site.	Noted. Any measures put forward to mitigate the impact of development traffic will be examined for their likely impact on the availability of on-street parking for local residents.	No change.
216	TR42	Member of the Public	P43 item 9.3 Why has the focus been changed to commercial traffic it should be all traffic	Agreed.	Delete the word "commercial" from the last sentence.
217	TR42	Member of the Public	P43 item 9.4 Why must traffic be kept away from Bishopthorpe village, all areas need to share in the burden.	The Council's policy is to direct through traffic along the primary road network of the City and keep it away from unsuitable roads and residential areas whenever possible.	No change.
218	TR42	Member of the Public	P47 item 9.20 Good that this is put forward	Noted.	No change.
219	TR42	Member of the Public	Welcome the increased focus on alternative forms of transport (cycle, buses etc)	Noted.	No change.
220	TR44	Turley Associates	9.3 Traffic and transportation considerations will be a major consideration for any proposals for the site. The brief should not pre-determine the outcome of the design and transport solutions that will come forward from the Transportation Assessment and masterplan. Replace paragraph 9.3 with "The site is currently served by two principal access points one from Campleshon Road and the other from Bishopthorpe Road. A Transportation Assessment will help inform the masterplan process how these access points will be used in the scheme for the redevelopment of the site."	The existence of Knavesmire Primary School opposite the Campleshon Road access to the site leads officers to believe that the bulk of development traffic should be encouraged to use access points along Bishopthorpe Road.	No change.
221	TR44	Turley Associates	9.11 The masterplan process will be the most appropriate way to arrive at the agreed scheme for the site, including the treatment of boundaries and the creation of new access points. The requirement for an cycle/ pedestrian gateway at the southern edge is overly prescriptive ahead of the completion of the masterplan. Reword the second sentence to read "A new cycle/ pedestrian gateway at this point could be created as part of the development proposals:"	Agreed	Amend para. 9.11 to read "a new cycle/pedestrian gateway at this point should be investigated as part of the development proposals".

222	TR44	Turley Associates	9.20 Controlling car ownership is both legally difficult and can adversely impact marketability and thus viability of a scheme. Car ownership does not necessarily equate with car use if people have appropriate and competitively priced sustainable transport alternatives. Delete paragraph 9.20.	Noted.	Amend para 9.20 to read "the Council is wanting to see a low car use development delivered through sustainable transport measures".
223	TR45	Turley Associates	9.3/ 9.4 Traffic and transportation considerations will be a major consideration for any proposals for the site. The brief should not pre-determine the outcome of the design and transport solutions that will come forward from the Transportation Assessment and masterplan. Replace paragraph 9.3 with "The site is currently served by two principal access points one from Campleshon Road and the other from Bishopthorpe Road. A Transportation Assessment will help inform the masterplan process how these access points will be used in the scheme for the redevelopment of the site."	Noted. The existence of Knavesmire Primary School on Campleshon Road is leading officers to believe that the bulk of development traffic should be encouraged to use access points along Bishopthorpe Road, in the interests of road safety.	No change.
224	TR45	Turley Associates	9.15 The requirement for bus services will depend on the type of floorspace that get's developed and the need it generates. Replace reference to 5 years an undertaking to negotiate bus service provision appropriate to the type of development that gets approved.	Our transport planners believe that funding for 5 years after development is complete is not an unreasonable expectation, giving time for residents travel choices to become established	No change.
225	TR45	Turley Associates	9.21 This clause suggests that options for car clubs can be explored. Paragraph should clarify what car club measures will be accepted.	Agreed. The paragraph needs re-wording in the light of the current arrangement with the company Whizzgo to provide car club facilities throughout the City.	Amend paragraph 9.21 - "The Council will expect any development proposals to include an expansion of the City's car share club facilities, as one option for meeting future residents and occupiers transport needs. The developer should therefore make provision for the necessary dedicated car parking spaces and the associated finance to allow its successful operation in this area."
226	TR46	Highways Agency	The Agency's key concern is to protect the primary role of the Strategic Road Network (SRN) to accommodate strategic, long distance traffic, and to ensure its safe and efficient operation. The Agency would therefore have concerns over any development proposals or plans which could have a material impact on this.	Noted.	No change.
227	TR46	Highways Agency	Operational Conditions Any redevelopment proposals of the Terry' site will be of interest to the Agency due to the proximity of the site to the A64. To begin with, the Agency would like to identify the operating conditions of the SRN within the vicinity of the site as background to our response. The A64(T) acts as a commuter route between York and the towns and villages beyond and the West Yorkshire urban centres. Thus there is a predominant traffic flow in the westbound direction in the morning peak and eastbound in the evening peak. At present there are weekday peak period traffic congestion problems at some junctions of the A64(T) with the local road network, principally the junctions with:- · A19 south of Fulford, · A1079 at Grimston Bar, and · A1237 (Outer Ring Road) at Hopgrove.	Noted.	No change.

228	TR46	Highways Agency	<p>These problems can affect the journey times of both through traffic and locally generated and attracted traffic during peak periods using both the SRN and the local highway network. In addition the A64(T) is subjected to a considerable amount of leisure traffic as it is a route from the urban conurbations of south and west Yorkshire to the Yorkshire coastal towns and North York Moors National Park. This can result in a considerable variation in traffic demand levels, particularly at weekends and on bank holidays. At times these demands result in traffic congestion on the mainline carriageway in the eastbound direction during morning periods and westbound in the evenings. The Hopgrove roundabout is a particular constraint at such times.</p> <p>Extensive traffic congestion also occurs on the A64(T) and its junctions when there are race meetings at York Racecourse.</p>	Noted.	No change.
229	TR46	Highways Agency	<p>Accessibility, Traffic and Transport Highway Access (Page 44)</p> <p>The document identifies that York City Council are investigating the possible new 2-part road link to mitigate any additional traffic associated with any development proposals. A report on the feasibility of these proposals is expected in early 2009 but no details are given of how this is expected to be funded. Creating a sustainable development with travel planning at the core should be the focus of any redevelopment proposals for the site, with any physical improvements on the highway network a secondary consideration. The Agency recommends that the document should re-iterate that developers should not rely on these highway improvement proposals to go ahead when developing schemes for the site, and should first identify a comprehensive range of travel plan measures to try and mitigate any traffic impact.</p>	The Authority is seeking to encourage the use of sustainable modes of transport by the end users of the site so as to minimise the need for any highway improvement works felt necessary.	No change.
230	TR46	Highways Agency	<p>Park & Ride (Pages 45-46)</p> <p>The Agency suggests that any opportunity to serve the site with the Askham Bar Park & Ride service should be further emphasised within the document, to enable the feasibility of providing such a linkage to be undertaken as part of any scheme proposal.</p>	Agreed.	Amend final sentence of para 9.16 to read the developer should investigate what opportunities exist to serve the commercial element...."
231	TR46	Highways Agency	<p>Transport Assessment (Page 46)</p> <p>Although the Development Brief sets out the need for a TA to be undertaken to support any development proposals, it focuses on the need to assess the traffic impact rather than the need to start with person trips generated by the development, identifying a series of measures to reduce the number of car borne trips and then the assessment of residual vehicular impact. The Agency suggests that this method of approaching the TA should be made more explicit in the document.</p>	Noted. The scoping study for the transport assessment will outline this philosophy which should be followed by the developer's transport consultants. The DfT guidance encourages the examination of person trips rather than vehicle trips.	No change.
232	TR46	Highways Agency	<p>The 'key junctions to consider' should include the A1036 / A64 junction, as this is the first point of contact from the site onto the SRN. However, due to the arrangement of this junction, typical junction modelling software can't be used to assess its capacity and merge and diverge assessments of the slip road will need to be undertaken within any TA.</p>	Noted. Will include within the scoping study to be agreed with the developers transport consultant.	No change.
233	TR46	Highways Agency	<p>Additionally, any leisure uses proposed at the site should have special consideration given to the summer months within a TA, when the A64 has an increase in vehicular flows due to tourism / leisure uses in Scarborough and York.</p>	Noted.	No change.
234	TR46	Highways Agency	<p>Travel Plan (Pages 46-47)</p> <p>Although the Development Brief states 'The council encourages the take-up of Travel Plans as a 'soft measure'...' the Agency does not consider this a strong enough emphasis for the need for a Travel Plan to be at the core of any planning application. Travel Plans are an integral part of the planning process and an essential measure to mitigate the impact of traffic generated by new development. A Travel Plan will be used as the foundation for a Transport Assessment prepared in accordance with the Department for Communities and Local Government / Department for Transport guidance and it should be in conformity with prevailing guidance.</p>	Agreed.	Change first sentence of para. 9.18 to read "the Council believes that travel plans are an integral part of the planning process and an essential measure to mitigate the impact of traffic generated by new development".

235	TR46	Highways Agency	The document states a Travel Plan is required for employment uses over 30 employees but does not suggest a Travel Plan would be required for any housing element. The Agency suggests that this needs to be amended as Travel Planning can be applied to all types of development.	Agreed.	Change para 9.19 to read " a travel plan will be required as supporting documentation for any planning application for development where more than 30 people are likely to be employed or more than 50 residential units are to be built.
236	TR46	Highways Agency	It is stated in the Development Brief that 'where a particular occupier is not identified at the planning stage a condition would be attached to any planning consent requiring a Travel Plan to be submitted for approval.' However, the Agency recommends that wherever possible, a Travel Plan should be developed to accompany a planning application, with firm commitments that the eventual occupier must adhere to. It will be the developer's responsibility until such a time as an occupier is identified i.e. getting requirements in place before occupation / identifying Travel Plan Coordinator for example.	Noted.	Insert additional sentence in para 9.19 " it will be the responsibility of the developer to fund the post of travel plan co-ordinator for the site for an agreed period.
237	TR42	Member of the Public	Local residents are still very concerned on the impact the site is going to have regarding traffic, noise and air quality. We are hoping that working closely with the council and developers will ensure we are able to take into consideration as many concerns as possible and reasonable compromise be reached.	Noted.	No change.
238	TR47	English Heritage	6 Regarding the impact of the traffic which the site will generate, our concerns relate to the intervention in the highway which will be required to manage the increased movements. Highway works are increasingly interventionist, creating signage and clutter which harm the historic environment. This adverse impact will be felt not only in the immediate vicinity of Terry's but also further afield in the Tadcaster Road conservation area.	Off-site traffic mitigation requirements are mentioned in 9.7. However this needs to be amplified to draw attention to the need for careful design and consultation, especially in the conservation areas of Tadcaster Road and Bishopthorpe. Signage and other potential "clutter" on site should be controlled through the Design Code. Para 9.17 "transport Assessment" should be amplified as in no 144 above.	See response to comment 144.

10. ENVIRONMENTAL ISSUES

239	TR40	Micklegate Ward Members	Environmental Issues (page 48 on) 10.4 piling is spelt with a single l.	Noted.	10.4 Change piling.
240	TR40	Micklegate Ward Members	Para 10.5 would like the suggestions as to how to minimise traffic and air quality impacts retained.	10.5 These issues are addressed in section 9.	No change.
241	TR40	Micklegate Ward Members	Para 10.6 concerned about this paragraphs deletion as it covered section 106 payments for air quality hotspot mitigation measures, which may well be required at the top end of Bishopthorpe road and the Nunnery/Price's Lane gyratory.	This section appears to have been removed in error.	Reinstate the original paragraph 10.6 in addition to the new paragraph detailed in 10.8.
242	TR42	Member of the Public	P51 item 10.11. Focus on recycling seems to be very poor, I would have hoped more focus on the recycling issued during design, construction and on going daily requirements.	All these are covered by CYC IPS:Sustainable Design and Construction and especially through the IPS's requirements under recycling, waste site plans and the Considerate Constructors	No change.
243	TR44	Turley Associates	10.8 Sub paragraph 3 It is not clear what this sub paragraph is asking. Discussions are ongoing regarding appropriate scenarios to be modelled. This paragraph should reflect those discussions. Delete sub paragraph 3 and replace with: "The modelling of appropriate scenarios for the proposed development scheme will be agreed with Council and developer."	The paragraph details the scenarios that need to be considered in terms of air quality (i.e. look at pollutant concentrations, at each of the specified receptors, for each of the specified scenarios). This is a standard approach that would be adopted for any air quality assessment for a site of this nature.	Amend paragraph 10.8 "The following scenarios should be modelled, subject to agreement between the Council and the developer."

244	TR44	Turley Associates	10.9 Ground investigation and gas monitoring works have already been carried out and the results provided to the Council. This paragraph may not be required or should be amended to reflect the information already made available to the Council. Delete paragraph or amend to reflect the information already available to the Council.	EPU have not seen any gas monitoring results and would request that they be forwarded to Lucie Hankinson for review. Until then the paragraph needs to stand as it is.	No change.
245	TR45	Turley Associates	10.8 The scope of the works to address Air quality should be related to the development and agreed with the Council once the masterplan is nearing completion. Delete revised paragraph and retain existing paragraph 10.6.	Para 10.8 describes our minimum requirements for any development of the site. I would maintain that this information should be retained and should sit alongside para 10.6 (as above). Additional scope can be added at a later date in line with any master plan for the site and surrounding area. This section also describes the format of the data required for the air quality assessment (eg. AADTs, HGV/LGV ratios etc) and should be retained to inform the traffic modelling work.	No change.
246	TR45	Turley Associates	10.1 The work referred to in this paragraph has been carried out. Delete paragraph.	An EIA scoping opinion was sought for the original development plans but due to changes in the plans a new one will be required. The Brief relates to the requirements for a planning application for the site and is not written specifically for the current developer and current negotiations.	No change.

APPENDICES, PLANS AND PHOTOGRAPHS

247	TR33	York Racecourse	York Racecourse land, Just for clarity, on the overhead photographs, maps and plans within the Development Brief - June 2006 (revised January 2009), York Racecourse own freehold land, both at; i) D Car park (correctly labelled 'Racecourse' in the photograph on the first page and; ii) Coach Park to the South of the Terry's site (incorrectly in our view labelled 'Knavesmire' in the same photograph), giving the impression of public access land controlled by the City of York Council. We are of the view that being clear about land ownership is important as we note that a document on the City of York Council's website entitled 'The Chocolate Works: Consultation event findings summary' (attached) referred to D Car park as 'The Green'. Although it is a grassed area, in no sense is it a green or has any form of public access. (SEE PHOTO ON FILE)	Noted.	Amend notations.
248	TR40	Micklegate Ward Members	Plan 4. Should the east of Bishopthorpe road car park not be clear - hardly ridge and furrow any more!	Where possible, ridge and furrow merits preservation. This area to east of the car-park is quite ephemeral. However, in the context of the rest of the ridge and furrow this section merits inclusion in this zone.	No change.
249	TR40	Micklegate Ward Members	Plan 5. Can we show a potential alternative commercial traffic route via Racecourse road (cf our earlier comment - para 9.3), and can we properly label NCN 65 and the possible alternative route for it down to the river (ref comments on para 4.2 above).	These are matters to explore with the developers transport consultant rather than for inclusion in the development brief.	No change.
250	TR40	Micklegate Ward Members	Plan 6. Can you move the legend, so the flooding problem on Knavesmire road is more obvious!	Agreed.	See Brief for amended map.

GENERAL

251	TR04	Member of the Public	From this leaflet it is very unclear what the proposed revisions actually are. I suggest that you send out to the South Bank community a simple chart bullet pointing the original proposals and how they have been amended. This would then give the South Bank Community a simple, accurate and fair summary on which to make their comments.	The Brief provides guidance on planning policy as it applies to the site and does not constitute proposals for development. The community will have the opportunity to comment on a new planning application as and when one is submitted.	No change.
252	TR07	Member of the Public	Typical of the planning department of this Council dither, dither. York needs jobs, housing and you have put the spanner in the works over and over. Leave it as it is, let it become an eyesore like the Bonding Warehouse, St Leonards Place, York needs job, but I think you have left it to late, as usual. Strategy what a joke.	The revisions to the Development Brief are considered necessary to ensure that the developer has clear guidance on what is acceptable. This will help to expediate the process. Proposals are required to incorporate employment uses.	No change.
253	TR13	Member of the Public	I represent hundreds of local residents at www.terrydevelopment.co.uk that opposed the plans that were unanimously thrown out by councillors that understand the local community, integration of a development, traffic issues in the 21st century and environmental issues, we support development of the site but the brief must consider; The current brief that is now being changed to indicate to the developers what they may be able to develop the site still does not deal with these issues, therefore the plans will probably still fall short.	The Brief provides guidance on relevant planning policy as it relates to traffic and environmental issues. Detailed issues will be addressed through negotiation with the Council and the production of a Transport Assessment and an Environmental Assessment. The Brief includes a section on the local community and how the development might contribute to the provision of facilities.	No change.
254	TR17	Member of the Public	Just get it going	Noted.	No change.
255	TR19	Member of the Public	Let them get on with it & stop of having discussions.	Noted.	No change.
256	TR20	CABE	Unable to review this scheme.	Noted.	No change.
257	TR22	Member of the Public	Yes, agree with proposed revisions	Noted.	No change.
258	TR28	Member of the Public	Yes I agree with the revisions, a big improvement	Noted.	No change.
259	TR32	Bishopthorpe Parish Council	From the beginning Bishopthorpe Parish Council supported the proposals to activate the site with employment possibilities and housing. However we have opposed the applications to date on the grounds they did not address the traffic generation and its effect on Bishopthorpe.	Noted.	No change.
260	TR37	Conservation Area Advisory Panel	The Panel's objections to the previous proposals for Terry's related to the overdevelopment, the type of application, the height of the new building obscuring listed buildings, housing type and the location of housing and commercial uses within the site. Also the residential care block encroached on the community garden.	Noted.	No change.
261	TR40	Micklegate Ward Members	Welcome the up-dating of the brief and commitment to getting the Terry's site brought back into full use. This is what our community wants, the issue has always been about doing it in a way that respects the historic parts of the site, respects and contributes to the surrounding community and provides a well integrated development that enhances the area and doesn't overwhelm it in terms of traffic and parking.	Noted.	No change.
262	TR41	Member of the Public	Welcome the redevelopment of the site.	Noted.	No change.
263	TR42	Member of the Public	I am supportive of the idea of the Terry's site being developed, my concern is to ensure it's the best development possible and ensure it is complimentary to the area and not damaging to future generations where ever possible.	Noted.	No change.
264	TR43	Member of the Public	Mostly agree with revisions, but still overdeveloped.	Noted.	No change.
265	TR42	Member of the Public	I am also concerned that a lot of the major decision are made on data that is out of date (I appreciate surveys are very time consuming, however with the recent events in the world it seems to me that the way we work and live has changed for ever and we have a very good opportunity to reflect this in this site)	The Brief reflects current evidence base and policies.	No change.

266	TR47	English Heritage	Thank you for consulting English Heritage over the revisions to the previously approved Development Brief for the now redundant Terry's Factory site. We commented on the earlier Brief but understand that a number of circumstances which pertained in 2006 have now changed sufficiently to warrant a fresh assessment of the requirements and aspirations for the future development of this strategic site. We welcome this approach and consider that there is much in the Brief which we can support. However we are concerned that in the drive to secure development on this major vacant site, the strategic role of the listed buildings and the importance of their historic layout and juxtaposition is not made sufficiently clear. In our view, these factors determine the manner in which the Terry's site can be developed and must underpin the Brief.	Agreed. Amend brief as in no 135 and above.	See response to comment 135.
267	TR47	English Heritage	In summary, whilst we are supportive of a revision to the previously approved Brief, we are concerned that the historic interest of the site, its merits and attributes are not sufficiently woven in to the Brief. Furthermore the Brief in suggesting a wide mix of uses without setting out clear parameters of heights, massing and juxtaposition of those uses and linking it thoroughly to the guidance of the conservation area appraisal runs the risk of encouraging another scheme of the weakness and complexity of the now refused Grantside proposal. We trust that you will be able to take these comments on board. We are both happy to discuss them further with you and engage with the council over this strategic development site in the coming months. We look forward to hearing from you.	Agreed. Amend brief as in 138 above.	See response to comment 138.

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Planning Committee

23rd April 2009

Report of the Assistant Director of Planning and Sustainable Development

**HESLINGTON VILLAGE CONSERVATION AREA APPRAISAL:
RESULTS OF CONSULTATION AND FINAL DRAFT FOR
APPROVAL**

Summary

1. This report presents the results of a public consultation exercise on the draft Heslington Conservation Area Appraisal which includes a boundary review. The report recommends that, following minor revisions to the report, the document be adopted.

Background

2. A conservation area appraisal defines in detail the special architectural and historic interest of an area; by doing so it explains why an area is worthy of protection and it provides a clear basis on which to formulate and evaluate development proposals. An important aspect of the appraisal process is a review of the appropriateness of the existing boundary.
3. The draft appraisal was approved for consultation by Planning Committee on 23rd December 2008.

Consultation

4. The consultation exercise ran from 23rd January until 6th March 2009, a period of six weeks, and it was facilitated by the Community Planning team. Public consultation used the following methods:
 - a) Leaflets summarising the appraisal, with a tear-off comments slip, were distributed to all properties within and surrounding the existing conservation area, and outlying properties (approx 700 leaflets). The map in Annex B shows the existing Conservation Area boundary and delivery area for the leaflet.
 - b) Copies of the appraisal document were made available at the Council offices in St Leonard's Place and The Guildhall, Fulford and York Central Libraries, Heslington Post Office and Lord Deramore's School, as well as on the Council website.
 - c) A public drop-in/ exhibition of the appraisal was held, followed by discussion as an agenda item at Heslington Parish Council meeting on 17th February 2009.

d) A letter to consultees including Conservation Area Advisory Panel, the Local Ward Member, Heslington Parish Council and appropriate amenity bodies (see list of consultees in Annex A).

e) A press release was sent to York Press.

20 replies were received representing a response rate of just less than 3%. Whilst this is a low response rate, it should be recognised that a high proportion of student residences were included in the delivery area. Many of the responses received were very detailed. The list of responses is recorded at Annex C alongside specific comments from officers.

Character

5. Question 1 in the summary leaflet asked, **“In your opinion does Heslington have any other qualities not mentioned in this Character appraisal summary?”**
6. The rural charm, agricultural surroundings, the field in front of the church, mature trees, ancient footpaths and quiet village life were all noted as qualities of the village.
7. Annex C provides a full list of the comments received, along with the officer response. Some points of clarification were made, and the following additional issues were raised:
 - Speed and volume of traffic flows; the need for a traffic management plan
 - Need to control on street parking, and parking within the forecourt at Heslington Hall
 - Degradation of Dean’s Acre, the church and the graveyard by the link road between the existing University and the new Heslington East campus. The opening up of the rear view of the Science Park across Deans Acre will have a negative effect.
 - The village has become a banking centre for southern York; associated traffic, signage and ATM machines are negative factors
 - Negative effect of the advertising on the telephone kiosk and the quantity of BT poles
 - The village’s character is compromised by continual in-filling
 - Proposed changes to the roundabout by Heslington Hall, in particular the loss of the mature lime trees; need for replacement planting with mature specimens
 - Need to refer to forms of boundary treatment other than walls; hedges, fences and railings
 - Need to recognise that the village has different day time (described in 6.09) and night time (quiet, peaceful residential street) characteristics
 - Studentification is rapidly changing the character of the village.
8. Comments relating to the Heslington East development which would not affect the conservation area were considered outside the scope of the Appraisal.

9. It is proposed that points of clarification or correction will be incorporated into the text. Please see Annex C for a list of officer recommendations and proposed changes to the document.

Boundary

10. Question 2 in the summary leaflet asked, “**Do you think the boundary for the Conservation Area is correct? If not, how do you think it should be changed?**”
11. Suggestions for further extensions to the conservation area included the Holmefield Lane development, The Crescent, the buffer zone between the school/ The Crescent and the new university development at Heslington East, all the green surrounding areas and fields, the sports field and play area. The built developments have been assessed in section 2 of the appraisal. That they are special in their own right would be acknowledged by additions to para 5.07 of the Appraisal (see Annex C). It is considered that they should be put forward as candidates for “local listing” in the future. The buffer zone, sports field and play area are outside the village envelope. Although they have an effect on the open setting of the village their qualities are not intrinsic to the architectural and historic character of the built up area. Green Belt status should protect these areas.
12. It is therefore proposed that the boundary remains unchanged.

Options

13. Option 1 - Approve Heslington Conservation Area Appraisal with the changes suggested in Annex C of this report.
14. Option 2 - Approve Heslington Conservation Area Appraisal with further changes or fewer changes than proposed above.
15. Option 3 - Do not approve Heslington Conservation Area Appraisal and boundary review proposals.

Analysis

16. Option 1 - All responses to the consultation were given full consideration and assessed in relation to government policy and English Heritage Guidance. The amendments set out in Annex C reflect the outcome of deliberations. With these amendments incorporated into the document it is considered that the appraisal would be a robust document, providing a sound basis for developing management proposals and also for making development decisions.
17. Option 2 - Proposals for minor changes could be incorporated into the document if they are supported by relevant arguments. Any proposals for further boundary changes should involve an additional period of consultation if they include areas not considered before. It is considered that the exercise so far has resulted in full consideration of the boundary.

18. Option 3 - Production of the appraisal, including the requirement for boundary review, is in accordance with national guidance on heritage protection. Approval of the document would assist the Authority in fulfilling its statutory obligations under Section 69 of the (Listed Building and Conservation Areas) Act 1990. We are unaware of any valid reasons to resist the appraisal.

Corporate Priorities

19. The appraisal will assist in improving the actual and perceived condition and appearance of Heslington Conservation Area. It would also provide a more informed basis for decision making and for policy formulation.
20. The appraisal would contribute towards the Local Authority's statutory obligations with regard to conservation areas in their control.

Implications

Financial

21. Production of the document will be met by existing budgets

Human Resources (HR)

22. No implications

Equalities

23. Different formats of the finished appraisal will be made available on request.

Legal

24. No further implications.

Crime and Disorder

25. No implications

Information Technology (IT)

26. No implications

Property

27. No implications

Other

28. No other implications

Risk Management

29. There are no known risks associated with the report.

Recommendations

30. Members are asked to approve, for planning purposes, Heslington Conservation Area Appraisal as proposed in Annex D and as amended by Annex C.

Reason:

The document is a thorough analysis of the character and appearance of the conservation area and it has been prepared in accordance with current guidance from English Heritage. As a document it is clearly written and accessible to a wide range of users. The consultation method and range accords with previous practice. Information and views of consultees have been carefully considered in the amendments proposed. The adoption of the document will assist with the formulation and determination of development proposals within the conservation area and adjacent to it.

Contact Details

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Chief Officer Responsible for the report:

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Assistant Director (Planning and Sustainable
Development)

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Community Planner
01904 551694
Design Conservation and
Sustainable Development

Report Approved



Date 9 April 2009

Specialist Implications Officer(s)

There are no specialist implications

Wards Affected: Heslington

All

For further information please contact the author of the report

Background Papers:

PPG 15 Planning Policy Guidance: Planning and the Historic Environment 1995
Guidance on Conservation Area Appraisals English Heritage 2006

Annexes

- Annex A List of consultees
- Annex B Map showing conservation area boundary and area of public consultation
- Annex C Schedule of consultation responses with proposed amendments
- Annex D Consultation Draft Heslington Conservation Area Appraisal

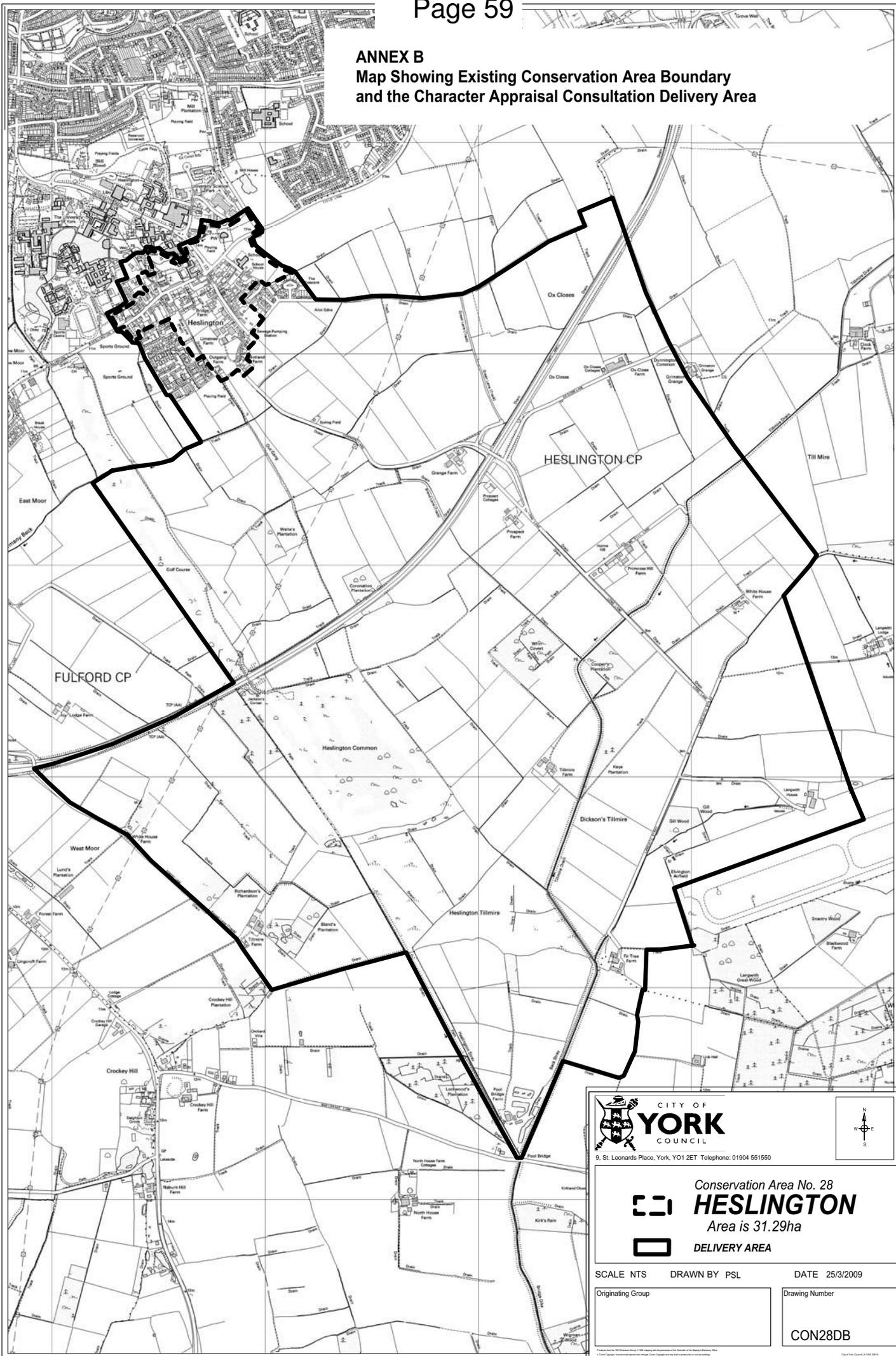
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ANNEX A - List of Consultees for Heslington Conservation Area Character Appraisal, January 2009

NAME	POSITION	ORGANISATION
Cllr C Jamieson-Ball	Heslington Ward Councillor	City of York Council
Ms Joanne Bradley	Clerk	Heslington Parish Council
Mr Nick Allen	Chair	Heslington Village Trust
Mr David Pearcy		(landowner, resides outside delivery area)
Halifax Estates		(landowner, resides outside delivery area)
Rev Nancy Eckersley		St Pauls Church
Sheena Powley	Headteacher	Lord Deramore's Primary School
Jon Meacock	Project Director	University of York
Janet O'Neill	O'Neill Associates	Planning Consultants
Alison Sinclair	Chair	York Open Planning Forum
Verlie Riley		Conservation Area Advisory Panel
Lynne Walker		Council for British Archaeology
Dr G Woolley	Chair	CPRE (York and Selby District)
Ms Alison Fisher		English Heritage
Mr Steve Roskams		York Archaeological Forum
Mr Peter Brown	Director	York Civic Trust
Mr Ivan Martin		Yorkshire Architectural and York Archaeological Society
Len Cruddas	Chief Executive	York & NY Chamber of Commerce
Barry Potter	Chair	York Natural Environment Panel
Judy Jones	Heritage Advisor	Yorkshire Waterways
Sir	Coordinator	Twentieth Century Society
Michael Slater	Assistant Director	CYC City Strategy
Martin Grainger	Principle Forward Planning Officer	CYC City Development
Derek Gauld	Principle Development Officer	CYC City Development
Esther Priestley	Landscape Architect	CYC DCSD
Bob Missin	Countryside Officer	CYC DCSD
John Oxley	City Archaeologist	CYC DCSD
Simon Glazier	Team Leader East Area Planning Team	CYC Development Control
Jonathan Carr	Head of Development Control	CYC Development Control
Ian Stokes	Principle Transport Planner - Strategy	CYC Transport Planning Unit
Howard Watson	Area Engineer	CYC Highway Development
Karen Streeton	Support Services Manager	CYC Development Control
Pete Audin	Head of Local Land Charges	City of York Council
Quentin Baker	Head of Legal Services	City of York Council
Kristina Davey	Neighbourhood Pride Officer	CYC Neighbourhood Pride
Added at request of Planning Committee 23'12'08		
		Yorkshire Water
		NEDL/YEDL
		National Grid

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ANNEX B
Map Showing Existing Conservation Area Boundary
and the Character Appraisal Consultation Delivery Area



CITY OF YORK COUNCIL
 9, St. Leonards Place, York, YO1 2ET Telephone: 01904 551550

Conservation Area No. 28
HESLINGTON
 Area is 31.29ha

DELIVERY AREA

SCALE NTS DRAWN BY PSL DATE 25/3/2009

Originating Group Drawing Number

CON28DB

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ANNEX C - Schedule of Consultation Responses to Heslington Conservation Area Appraisal with Proposed Amendments

Ref.	No.	Q1 - qualities not mentioned?	Q2 - boundary correct?	Officer response	Officer Recommendation/ Proposed Amendments
HCA1 Member of Public	1	Fully support the intention to protect the special character and appearance of the area at a time when there will be additional pressures arising from the dramatic growth of the university. However I cannot accept that an appraisal restricted to the pressures directly attributable to the expansion of the university will be of much value on its own. In addition to my comments on some of the issues raised in the report, I enclose an appendix concerned with factual errors in the draft appraisal and a second appendix proposing a change of name to that section of Main Street running west from Heslington Hall.		Comments welcome. The Appraisal has been carried out in accordance with EH guidelines and it covers broader issues than those relating to the current University expansion.	See corrections below.
	2	Traffic 2.01 Section 6.10 states that the road through Heslington carries a heavy volume of traffic and has visually disruptive calming chicanes and a clutter of street signs. What it does not say is that such a volume of traffic is totally inappropriate within a Conservation Area or that with the building of the new campus it will get much worse.		It is the intention of the Highways masterplan to intercept journeys at the periphery of the area and green travel plans are a requirement of any significant new development.	6.10 amend penultimate sentence to "heavy volume of traffic which has a <u>negative impact</u> on the street's character"
	3	2.02 The report speaks of the importance of the calm green spaces around the church and the school, seemingly ignorant of the fact that the university has already been given permission to divert the main traffic distributor across Dean's Acre and through the Science Park. I am aware that widespread public concern has forced the University to reconsider its plans. Whatever the final decision on Dean's Acre it seems inevitable that this area around the church or between the church and the school will be the main corridor for movement between the two campuses, carrying regular and very frequent trips by some (unspecified) form of 'people carrier', private cars, cycles and pedestrians for a split community of some 20,000 academic and support staff and students. These new traffic flows will be in addition to the full capacity use and peak time congestion along University Road, Field Lane and Main Street (West) and make a review of traffic flows in this area of York even more necessary.		These issues were addressed at the planning inquiry and an "on balance" decision was reached. The mitigation measures include expansion of the Grimston Bar facility, diversion of traffic away from University Road, increased public transport. Highways modelling shows that there would be no increase in traffic along University Road and Main Street West.	Traffic monitoring should become part of section 10 - Future Management Suggestions. Suggest amending 10.04" The heavy volume of through traffic through the village should be monitored and reduced in the long term. As well as causing excessive noise and pollution there is a problem with highway signage etc....
	4	2.03 I had imagined that the planning authorities would not approve a major expansion of the university before the introduction of radical measures to reduce traffic flows through the area. At the very least I expected some means of access to the new campus without impinging on the community of Badger Hill or the village of Heslington. I recognise that there are strong arguments against taking traffic directly off the A64 bypass but I hoped that it might be possible to take a spur off near to the Grimston Bar roundabout. There was talk some years ago of an 'intelligent bollard' at the west end of the village. Something like that is needed now.		Please see 3 above. Parking for the new campus will be in the expanded area at Grimston Bar so Badger Hill and the Village should be protected from the increase.	No change.
	5	3.01 Traffic is a major problem not only because of the excessively heavy use of the road through the village from Field Lane to Heslington Lane but also because of the impact of parking on the Main Street. As a consequence of the limitation of traffic in the city centre and the university's initial refusal to allow banking facilities on the campus, Heslington has become a banking centre for southern York and this brings traffic in to the village that is very disruptive to the resident community at all hours of the day and night.		The Highway Authority have an ongoing duty to carry out an annual survey of traffic flows, car park usage and parking in residential areas. If the pressure increases they must seek reduction/mitigation. Feasibility work would be subject to ongoing consultation.	No change.
	6	3.02 An extension of the 'respark' scheme is under consideration for parts of Hall Park, Main Street (South) and Walnut Close but it seems totally inappropriate that the on street parking opposite Hall Park should be free and unrestricted for 12 hours, making it primarily an extension of parking for the university. In my view staff at Heslington Hall and in the university generally should not expect to park in the immediate vicinity of their working place and parking should be strictly zoned in accordance with the direction of arrival so as to cut down movement through the campus and the village.		The consultation response for the recent "respark" scheme is currently being assessed. Response was v. good with resident support for the amendments. The proposed revisions to the "respark" scheme are considered to represent an acceptable balance between parties.	No change.
	7	3.03 Far from having the village provide free parking for the University staff and students in Hall Park and on Main Street, the University should be required to give up a major section of The Stables car-park to replace on-street parking outside the central banks, the shop and the post office in the village street. The importance of the attractive village setting to the University itself is not always given full weight.		The Stables area is private land and it cannot be acquired for other users. Having parking away from Main St would improve its character, though facilitating car-parking usually increases use.	No change.

8	Conservation 4.01 The west end of Heslington Main Street was included in the Conservation Area not only for the quality and historic significance of the buildings but also for the intervening green spaces, often enclosed behind high walls. In the early days of the university the village seemed to be of only peripheral interest to the Selby Planning Authority (they approved 6/7 banks in the Main Street) and we hoped that when we came into York there would be more determined efforts to retain the quality of this part of the Conservation Area. But it was not to be. Infill has taken away many of the intervening green spaces and the enclosing high walls have been punctured or demolished for new driveways and suburban garden walls. Though this is not an issue directly attributable to the growth of the university, I hope that in future the planning authority will protect the remaining unbuilt, green and treed areas throughout the Conservation Area.	The conservation area was designated in 1969 and there is no doubt that this has helped to protect the character of the buildings, spaces and views. In addition the area is "washed over" Green Belt. This should help protect the openness of the area.	No change. Policy protection should be sufficient, backed up by the recent Village Design Statement and eventually the Conservation Area Appraisal.
9	4.02 The appraisal acknowledges the importance of the agricultural surroundings to the quality of village life and speaks comfortingly of the active farm at the south end of the main street which provides physical linkage to the rural setting, ignoring the fact that most of the farm's acreage has been taken up for the new campus and that the farmer now has to work land miles away from the village.	Noted, though the new Campus is to the East of the village and the majority of views and connections out of the village will remain the same.	No change to document.
10	4.03 An appraisal of the state of the Conservation area could be of great value if influencing planning policies for the good of the village and to the advantage of the university. This it can do only if it takes a serious and informed look at the existing problems and pressures together with threats that are already apparent. I would like to see the appraisal serve as a vigorous reminder that it is the City Council's duty not only to protect but to enhance the Conservation area in their care.	Noted. Please see 8 above.	No change to document.
11	Factual errors - Most relate to the length of road running from the circulatory system outside Heslington Hall to Dalham house at the West End of the village. Section 7.03 for example speaks of the northern side of Heslington Lane as retained in residential use whilst the buildings on the southern side are now occupied by office uses associated with the university. In fact Heslington Lane starts at the very end of the village opposite Holmfield lane. Dalham House is the only part of the Conservation Area adjacent to it.	The Street Gazetteer is the official record and this accords with your comments.	Corrections to be made throughout the document to the street names , including a note on the listed building descriptions which are organized by address
12	Even if we correct the first error and substitute Main Street (West) for Heslington Lane, most of section 7.03 is still incomprehensible. It speaks of the northern side as being in residential use when half of its length, up to Spring Lane, is actually flanked by the boundary wall of Heslington Hall and its gardens.	Agreed. Text and map 8 to be amended.	Amend 7.03 second sentence "the northern side of Main St (west) is mostly retained in residential use, whilst some buildings on the southern side are occupied by uses associated with the University eg offices, chaplaincy and student residences. Map 8 to be amended to accord with above and orange key to be changed to signify "agricultural and horticultural" uses to better reflect the area of greenhouses behind Hes Hall.
13	This section of the appraisal also describes the buildings on the southern side as in office use. Admittedly the first building on the southern side, The Stables, houses university offices but the remaining three quarters of the street's length is almost entirely residential, including, as the text says, purpose built student accommodation.	As no 12 above.	7.03 to be amended as above. Map 8 to be altered also.
14	Section 7.12 identifies Eden's Court as being on Heslington Lane.	Noted	Correct 7.12 " The Eden's Court....south side of Main Street (west)."
15	Appendix B describes Hesketh Cottages, The Lodge and More House as on Heslington Lane too.	These mistakes derive from the original list descriptions dated 1966. These are the property of English Heritage.	DCMS to be notified and note to be appended to Appendix B.

	16	Plate 27 does at least describe the scene as Main Street but says it is the view west, whereas it is actually the view east towards Heslington Hall.		Noted.	Annotation to be amended to "View east along Main Street".
	17	Sydney Smith Street - We live in Main Street and this is by no means our first experience of the confusion caused by the concept of a main street with a 90 degree bend in the middle. Over the years we have had letters from the two local authorities (Selby and York) addressed to us on Field Lane, Windmill Lane, Heslington Lane, Main Street and Main Street (West)... (See letter on file).		Noted.	
	18	Main Street (West) does distinguish this part of the street from the other but it is surprising how few people can tell where the west is if the day is overcast. In any case (West) seems totally inappropriate in an English village. New York/ Boston, yes, Heslington, no! By lucky chance we have an excellent reason to bestow an entirely new name on this stretch of road. 2009 is the 200th anniversary of the arrival of the Rev Sydney Smith to live in Heslington, whilst he built his rectory at Foston. Yarburgh, Vanburgh and Deramore all have their names in the York street atlas, now is the chance to add Sydney Smith, one of the best, most enlightened, most influential and most enjoyable characters ever to have spent time in Heslington. He lived in the vicarage, which is noe More House, on the very road which would bear his name. i will gladly ask the locally based Sydney Smith Assn to provide more info about him if the City Council is inclined to consider this proposal.		Changing historic street names is not an easy process. The official Public Health Act procedures says that here has to be a good reason and 75% acceptance through public consultation. Owners of the affected properties would be responsible for the consequent changes to title deeds, land registry entries, statutory undertakers. It is a costly process for the Local Authority and for property owners. Although an interesting idea it is to be discouraged.	No change to the appraisal. Residents can contact CYC Land Charges section for further information.
HCA2 Member of Public	19	Dean's Acre is not mentioned except in the wider context of the area round the Church nor is the threat posed to Dean's Acre by the University expansion. The whole Conservation Area requires a serious effective traffic management plan.	Probably correct but could include The Crescent which is an interesting example of well designed council housing	The origin of Dean's Acre is not mentioned though the area is mentioned at 9.6 and again in map 12. The Crescent is special but not necessarily in its contribution to the particular character of the village. It is a candidate for consideration on a Local List which is being developed.	Add another sentence to 9.06. "It has been acknowledged that the measures will adversely affect the area (ref inspector's comments in Appendix C) and every effort should be made to reduce or eliminate this impact at the stage of detailed consideration".
HCA3 Member of Public	20	Lived in Heslington 20 years, worked here much longer. Think you have the Heslington situation the wrong way up. You are treating it as an issue of a beautiful and historic village threatened by 'inappropriate buildings', traffic and disfiguring signs. In fact, apart from Heslington Hall and a few recent archaeological findings (preserved by the University), Heslington has no buildings older than the 18th century. it is a nice village, but not exceptional - many small villages in North Yorkshire are equally worth preserving. Before the University came, Heslington was a small ex-feudal estate about to be swallowed up by the suburbs and supermarkets of York. At least it has been saved from that fate.		Disagree - the village is recognized as being of special architectural and historic interest and the Conservation Area Designation from 1966 has helped to protect its qualities. It is an asset to the University and used in its marketing material.	No change.
	21	Before the 1960's, the population of Heslington village was never more than a few hundred. The University is now expanding to 15,000 students - which means 30,000 on site when you allow for teaching, research, library, technical and secretarial staff, cleaners, porters, and the staff of the shops and business enterprises. Much of this activity goes on all year round - only the undergraduates keep terms. The University is a major York industry - and one which the City needs. Heslington village is not a pretty relic to be preserved - it is a living community. Unfortunately that means cars and public transport, temporary buildings as it expands, and route signs so that people can find their way from one place to another.		The positive economic impact the University has brought to the village is acknowledged at 8.03. There is a duty to seek preservation or enhancement. Expectation of the public realm are changing, not least in response to sustainability issues.	No change.
	22	Have I got this right? CYC has paid an independent firm of conservation consultants a sizeable fee to suggest means of 'conserving' a small village which virtually disappeared nearly half a century ago, at the cost of disrupting one of the City's main economic activities? Out of our Council tax?		No the report was paid for by the University. Measures should not disrupt the University's activities. They should benefit all who enjoy the area.	No change required.

HCA4 Member of Public	23	I moved to Heslington for the quality of life provided by the surrounding countryside, mature trees, green fields and nature, and the quiet village life. (Views of open fields and lack of noise has been eroded by building increased student accommodation near Holmefield and South Heslington estates.) There is birdsong, butterflies, squirrels and nature along the fields and ancient footpaths. I live in hope that these footpaths will not be tarmaced over or used as cycle paths, to retain their original character and that the trees and hedges will be preserved (Boss Lane and the back pathway in the opposite direction towards the Outgang and the back of Heslington village. I feel the green space in front of Heslington Church is akin to the village green found in many villages. It is intrinsic to the nature of the village and should not be altered in any way. It must be preserved.	Boundary should be altered to include Holmefield and South Heslington Housing estates (West Moor Lane) and all the green surrounding areas and fields, also the playing fields. No more building should take place on green spaces. I would like to be informed of progress.	The rural character of the pathways and the ambience of the open areas are drawn attention to in the document. Their qualities also form a significant part of the adopted Village Design Statement. Holmefield and The Crescent have been reviewed in Section 2 and it was decided that, while they were important developments in their own right, they do not contribute to the <u>special</u> character of the village. The village is "washed over" Green Belt and this should protect the outlying spaces. Conservation Area designation related to the "man-made" environment and built-up areas.	No change required.
HCA5 Member of Public	24	There was no mention of all the farms in Heslington and how they have all been there longer than all these newer student additions!	The boundary is OK but there has been no thought into the local farms and country roads, keeping students from ruining those.	Please see section 5.	No change.
HCA6 CPRE	25	Gives a detailed commentary on the conservation area and buildings in the village. Given the on-going extension to the University and possible pressures on Heslington associated with the significant increase in student and staff numbers it is reassuring that this comprehensive document has been produced. we would support adoption of the document. May we request a copy of the document for our records.		Comments welcomed.	Copy of final document to be sent to CPRE, subject to its approval.
HCA7 Member of Public	26	This appraisal is exhaustive and accurate in its descriptive qualities but fails to give a steer to planners regarding the points of great vulnerability to degradation that Heslington is liable to suffer. These vulnerabilities come from an inadequate piecemeal approach by CYC to traffic problems, an unwillingness (or inability) to control parking and car use, a failure to prioritise pedestrians or their safety and a failure to present a considered overview; safety for cyclists in the area is also largely ignored. In this context the considerable degradation of Dean's Acre, the church and graveyard contemplated by the University in order to push through the link road should have been an absolute and central issue of this report which, in conservation terms, is clearly an abomination. If nothing else, conservation cannot be achieved unless it is a defence against an ill-judged road system and traffic grid-lock, yet the tyranny of vehicular traffic is not addressed in any adequate way in this report.		An appraisal characterizes the area at a particular time. The document does include references to the approved scheme of mitigation which was debated at the Public inquiry. Please see no 19 above for suggested amendments to 9.06 and also notes no 2-7.	Amend as suggested in 9.06 at no 19 above and no 102 below
	27	Section 10 is therefore particularly weak and should be considerably revised. There is little point in admiring an 18th/19thC village's buildings and history whilst, degrading it with traffic (or pretending that it isn't an issue) - it is THE issue on which conservation pivots in Heslington.		Please see above and also suggested amendments to 10.4	As in 10.04.
HCA8 Member of Public	28	What is the point of all this when the University ignores everything and everybody and does what it likes. The litter and bottles left by students is disgusting.	The area should include The Crescent. These houses were built at the end of the war for farm labourers to replace condemned cottages. They were the first houses in the village to have modern conveniences as sewerage wasn't laid to the village until a few years later. Hall Park was built later.	The University brings economic benefits to the village and helps to preserve some of its most valued buildings. Unfortunately increased activity usually brings negative impacts as well and the VDS and the Cons Area Appraisal should help to limit these. Please see no 19 for comment on the Crescent.	No change.

HCA9 Member of Public	29	I would like to see the closure of Main Street South to all traffic except residents and parking restrictions extending along School Lane.		Please see note at no 6 above.	No change.
HCA10 Heslington Parish Council	30	At this meeting the consensual overview was that, excepting the errors largely of detail noted below which should be corrected in the final version, one of the objects of the Appraisal - the description of the conservation area - is exhaustive and accurate. It is to be hoped that the value that the Appraisal attaches to the historic context, the individual buildings, the layout of the village within its green open spaces and verges will be appreciated by future planners.		If approved the document will guide policy and planning decisions.	No change.
	31	HPC however felt that the Appraisal never addressed its other function; that of showing any understanding of "the perceived pressures that may result from [the University's] expansion" – nor does it adequately give any positive steer towards its other objective to "assist in protecting the special character and appearance of the area in this changing context". With one exception, the vulnerability of Heslington is not largely to its listed buildings (or other historically interesting buildings – which the Appraisal makes gestures of appreciation toward but does not – and should – name) but to the fact that this 18 / 19thC rural village is compromised through continual in-filling and the ubiquity of vehicular traffic.		The Appraisal has been carried out using English Heritage's Guidance Document on Conservation Area Appraisals. It is an assessment of what makes a place significant and it draws upon an understanding of the area. It is a base-line document from which a "management plan" can be developed. It should also influence future policy formulation. The document draws attention to vulnerable areas but it cannot go further than this.	No change.
	32	HPC therefore took the view that the Appraisal should have noted the inadequate piecemeal approach by CYC to Heslington's traffic problems; its unwillingness (and confessed inability) to provide wardens to control illegal parking; the slow pace of its recognition of safety for cyclists and its slowness in formulating any plans for the area that would give safety and priority to pedestrians above cars. When the University has fully developed its new campus there will be an additional 15,000 pedestrians in the area which will give Heslington a total footfall to rival Coney Street on a Saturday afternoon. Even now, as Heslington's Vicar, Nancy Eckersley, observed at a recent Community Forum meeting, the only time of safety to cross Field Lane between the Church and the Schools at peak times is when there is gridlock. None of this is noted or addressed by the Appraisal.		The Appraisal draws attention to the traffic problems. It cannot solve them. Please see section 10 for future management suggestions. Please also see notes 2-7 explaining Highway duties and initiatives in and around the village.	Para 10.04 to be expanded as in no 3 above.
	33	In addition, relating to traffic matters, HPC continues to advise that CYC should, in accordance with the VDS proposal 10.1 (page 20), implement alternative ways of controlling the speed and volume of traffic using Main Street West that do not use chicanes and that are visually more attractive and in keeping with the fundamentals of a conservation area; see Faber Maunsell, Heslington Traffic Calming Study for City of York Council, (Draft Report Rev. 2, June 2002). The implementation of the proposals in this report would reduce signage, road markings and visual clutter. It is to be regretted that this solution to this blight in the conservation area has not been acknowledged or recommended in the Appraisal. Similarly, HPC notes that the Appraisal is regrettably silent regarding the use by the University of the forecourt in front of Heslington Hall as an ad hoc car park which constitutes yet another traffic blight in the conservation area.		In addition to comments above we note your comments re the effect of the parking on the forecourt of Heslington Hall.	Suggest adding another point " 7.14 The forecourt of Heslington Hall is dominated by car parking. The setting of this grade 1 listed building would be much improved if this was removed."
	34	There is also one highly important listed building which is highly vulnerable and which will be severely compromised by the University's development should it progress along the lines granted at the Public Inquiry. This is the Church – along with the churchyard and its surrounding green spaces which will be forced to endure a fully functional two-directional road, sufficient in size to take FTR's and Science Park delivery lorries – in addition to the University's transit buses and the normal traffic that uses Field Land. There is a virtually unanimous local view that the access link road through Dean's Acre should not go ahead and that perhaps an alternative down Windmill Lane and through the carpark at Smith and Nephew's building should be used – which was, indeed, at one early point proposed by the University itself (as "scenario 4") and mysteriously dropped (no doubt under pressure from Smith and Nephew).		The detrimental impact of the mitigation measures close to the Church have been recognized in the report and the "on balance" decision of the Inspector is quoted in Appendix C.	Add another sentence to 9.06."It has been acknowledged that the measures will adversely affect the area (ref inspector's comments in Appendix C) and every effort should be made to reduce or eliminate the impact at the stage of detailed consideration."

35	It is a great pity indeed that the Appraisal does not choose to defend the Church and its environs which the HPC contends should be a major point of both its principle and duty. HPC notes that the Appraisal is courageous in its condemnation of existing failures or monstrosities perpetrated in the past by the University (e.g.. the Norwegian Study Centre and the Science Park) but is timid to the point of impotence in its refusal to criticize the future vandalism that the University is very likely to impose on the Church in particular and thereby the village in general.	Planning approval has been granted subject to the mitigation measures mentioned in the report.	Please see 34 above.
36	Para. 2.07 the last line should read "...east side of University Road." –not west.	Correction noted.	2.07 last sentence to be amended "the east side of University Road"
37	Para. 5.05 the second sentence makes no sense and requires rewording.	Agreed.	5.05 reword second sentence "Other buildings in the vicinity of the Hall were gradually converted to suit the University's purposes.
38	Para. 7.03 line 4 – should read..." whilst some buildings.." not "the" which is too exclusive.	Agreed.	Amend 7.03 second sentence " The northern side of Main Street (west) is mostly retained in residential use, whilst some buildings on the southern side are occupied by uses associated with the university (offices, chaplaincy and student residences)."
39	Para. 7.11 The parked cars alongside the boundary wall of Heslington Hall are a negative factor.	Agreed.	To 7.11 add "The parked cars alongside the boundary wall of Heslington Hall are also a negative
40	Para 8.03 Is there a chapel in Main Street South??	The meeting hall is a former chapel.	Amend 8.03 3rd sentence "include a meeting hall (the former chapel), and a Scout Hut."
41	Para 8.06 Final sentence. The word "views" is duplicated. There is also an open view to the east from the south end of Main Street.	Agreed.	Amend 8.06 last sentence "Within the area views are..."
42	Para 8.10 The restrictions on parking in the north section of Main Street are frequently ignored which creates a street scene dominated by cars. This is a severe negative factor on weekdays and must be mentioned in the document.	To acknowledge.	8.10 add to second sentence "Street, though these restrictions are not always observed and they appear to be unpoliced."
43	Para 8.11 The modern building of the HSBC Bank should also be included as a negative factor due to its inappropriate design and brickwork. Also the ATM now installed at the front of the Lloyds Bank building is totally inappropriate.	Agreed though the scale of the building mitigates its impact on the streetscene.	No change.
44	Para. 8.12 The negative effect of the quantity of BT poles needs mentioning and the garish advertisements on the side of the BT telephone kiosk also need mentioning.	Agreed though this cannot be controlled through planning policies.	Add 8.12 "the quantity of BT poles seems excessive and the advertising on the telephone box detracts from the area."
45	Para 9.04 Reword sentence 2 as follows:- The churchyard, the church field, with mixed mature and younger trees, and the sweeping open ground surrounding the church, provide a significant...	Agreed.	9.04 amend sentence 2 " The churchyard, the church field, with mixed mature and younger trees, and the sweeping"
46	and add to the end of this paragraph :- There is also an important view from the school playing fields and from Field Lane out towards and past the new buildings of Heslington East campus. This open area also forms an open setting for the eastern approach to the village.	Agreed.	Add new sentence to 9.04.
47	Para 9.07 Add to the end of this paragraph – There is a danger of making this area considerably worse with the need to give traffic guidance and control to the large number of pedestrians and cyclists who may use Field Lane to move from one campus to the other as well as the motor vehicles which continue to use Field Lane and the parents dropping children off at the school.	Any works of alteration should be the subject of scrutiny to limit impacts and hopefully achieve a betterment. Sections 10.8 & 10.9 cover this issue.	Expand 9.06 as in no 34 above.
48	Para 10 Future Management suggestions	No comment.	No comment required.

49	Para 10.04 The yellow lines in a conservation area should be narrow yellow lines and not the standard wide lines. The 12 hour parking restriction to the area alongside the Heslington Hall wall on Main Street West should be changed to 1 or 2 hour restriction which will prevent the area from being permanently full of University sourced cars throughout the daytime.	Narrow primrose (not bright yellow) lines can be used without a traffic regulation order. 10.4 should cover this in general. The "respark" scheme is being reviewed at present and these recommendations will be passed on to the Highways team.	7.11 to be amended as in no 39 above.
50	Para 10.05 Add - A number of members of the Parish Council have expressed strong opposition to the changes proposed to the roundabout by Heslington Hall and in particular the loss of any of the mature lime trees which are very significant at the entrance to the village. In the event that any trees are removed not only in this area but anywhere in the village, HPC emphatically request that they are replaced as soon as possible and with mature specimens 5-10 years old, depending on species. Similarly, should mature hedges be removed or re-sited as part of the development of campus 3, they should also be quickly replaced with semi-mature stock.	The planning approval includes changes in this area; however the details of the scheme and required replacement planting will be controlled through conditions at the detailed development stage. The Countryside Officer and the Landscape Architect will be fully involved in the detailed design of these areas.	Mentioned already in 10.06. And 9.06 to be amended as in 19 above.
51	Para 10.06 Add – The traffic alleviation measures must also be designed to prevent any spoliation of the Church Field by excessive pedestrian use as a short cut.	Comment as above.	No change.
52	Para 10.08 Add – careful consideration should also be given to the planting of dense shrubs as well as trees to hide and soften the impact of any new road link when looking East from the churchyard without blocking the view of the church when approaching from the east along Field Lane.	The conservation area appraisal cannot specify a scheme. Screening will be carefully considered as part of the detailed design in this area.	No change.
53	Para 10.11 The existing signage of Barclays Bank and Lloyds Bank including the ATM at Lloyds Bank are a significant detriment to the area and this should be stated clearly.	Agreed.	10.11 amend 2nd sentence "Some of the existing signage and shop-fronts, including ATMs, are considered inappropriate in a village context. An improvement....."
54	New Para 10.12 The open area between the school and The Crescent to the west and the new University development to the East is vital to the setting of the conservation area. After completion of the landscaping work to this area it should be included as part of the conservation area.	This suggests a further change to the boundary which would require additional consultation. It is important in terms of the village setting but it is part of the open area rather than the historic village development. Therefore the Green Belt designation is the appropriate protection.	No change
55	Map 8 The buildings behind Dalham House are not residential – they are University maintenance department buildings. Also should not Eden Court be coloured as 'Education' rather than Residential.	Agreed.	Map 8 area behind Dalham House to signify University use. Key also to be clarified i.e. "Residential (including student residences and care home)". Also orange key to read "agricultural and horticultural".
56	Map 9 The Lloyds Bank building does not make a positive contribution.	Agreed.	Blue to be omitted from this building on Map 9. So it reads as neutral.
57	Map 10 There are long distance views east from the Main Street/ Low lane junction. Also southwest from the Main Street west / Holmfield Lane junction across the playing fields.	Agreed.	Arrows to be added to map 10 as specified.
58	Map 11 The HSBC building must surely be negative.	The size and scale of the building reduce its negative impact. In terms of conservation area legislation neutral is the usual classification.	No change.

HCA11 Member of Public	59	The old footpath should be opened from Boss Lane to Butcher Row & Main Street	This is the line of a historic footpath. Its status is currently under investigation . PROW have received a "definitive map modification order application" and this will be determined as resources allow.	No change to document at present.
HCA12 Member of Public	60	I note that the CA appraisal has been brought about as a result of pressures possible from the development of Campus 3 which will result in the Village being surrounded on 3 sides by University Campus. I believe that the Crescent should be included in the Conservation Area as it, despite being "untypical of the grain of the central village area", is an essential part of the village as it has evolved and should be accorded the protection of inclusion to try to reduce the ill effects on the whole village of studentification.	The criteria for inclusion in the conservation area is that the "area should be special". The historic village core sets the standard at Heslington. This was fully considered at section 2. It is proposed that the scheme should go the Local List which is being developed.	No change. Suggest inclusion on local list - CO Sandra Duffill.
HCA13 Member of Public	61	I agree with the submissions made by Heslington Village Trust and the Parish Council. I would like to stress the following:	Noted.	No change.
	62	7.11 The cars permanently parked during the day alongside Heslington Hall wall are a very negative factor.	Agreed.	7.11 to be amended as in 39 above.
	63	7.14 The cars and white vans parked in the courtyard at the front of Heslington Hall area very negative factor affecting our finest building.	Agreed.	Additional point to be added to 7.14 as in 33 above.
	64	8.10 The dominance of Main Street South by parked cars during daytime is very negative.	Noted in 8.10. This is being considered as part of the review of residential parking currently being undertaken.	No change.
	65	8.11 The ATM at Lloyds bank with its garish surround is very negative indeed..	Agreed.	Amendments to 10.11 as in 53 above.
	66	9.07 The opening up of the rear view of the science park across Deans Acre is startlingly negative.	This is acknowledged in the appraisal where the Inspectors comments are quoted at Appendix C.	9.06 to be amplified as in no 19 above.
	67	Thus future management suggestions must include: 1. Finding a way of keeping illegally parked cars out of Main Street south and out of School Lane. 2. Restricting the parking hours for the section alongside Heslington Hall wall on Main Street West. This may help alleviating the problems in 1 above. 3. Protecting the Church field from overuse by pedestrians en route around the University. 4. The planting of dense shrubs as well as conifers to hide the back view of the Science park and with deciduous trees also along the South side of any planting 5. The Conservation Area boundary should be extended to include the 'buffer zone' area between the school and the new University campus.	The negative impact of parking in <ain St is noted in the appraisal. The effect of parking adjacent to Heslington Hall wall will be included. The "respark" scheme is being reviewed at the moment. Please see no 54 above for "buffer zone area". The natural boundary of the built-up area is behind the school grounds. Green Belt protection is afforded to the open space or "buffer zone".	7.11 and 9.06 to be amended. Please refer to no 39 & no 19 above.

HCA14 Conservation Area Advisory Panel	68	The Conservation Areas Advisory Panel considered the draft Conservation Area Appraisal for Heslington at its meeting on 3rd March. The following are their comments on the document.	Noted.	No change.
	69	General comments Page 2, para.1.03: Should it be made clear that although the Appraisal has been funded by the University, and was carried out in the wake of the Public Enquiry into the Campus 3 application, it is intended to benefit not just the University's interests but those of the village as well. Such a limited purpose might be suggested by the unqualified acceptance in this paragraph and paragraphs 7.13, 9.06 and 10.06 that the traffic mitigation measures approved in the outline permission will have an impact on the conservation area regardless of the objections of the villagers.	The report has been written in accordance with EH's guidelines. Para 1.03 recognises the negative impact and refers to the Inspector's decision letter.	9.06 should be expanded as in no 19 above. 10.04 to be amended as in no 3 above.
	70	Page 5, para.2.10: The Panel agreed with the recommendation that the existing boundaries of the conservation area are appropriate and should not be altered.	Noted.	No change.
	71	Pages 22,23: Future Management Suggestions 1. Para.10.01: should there not be a summary 'suggestion' concluding that all aspects of the village identified in this Appraisal as characteristic or important should be subject to measures designed to enhance its character and appearance.	Agreed.	10.01 replace sentence with " The following issues should form the basis for a management plan for the village. However all aspects of the village identified in the appraisal should be subject to measures for preservation or enhancement."
	72	2. Following on from the 1. above, should there not be a 'suggestion' that the guidelines of the Village Design Statement (VDS) should be taken into account when applications in the village are considered?	Agreed.	Add sentence to end of 1.02 The guidelines in the VDS should be followed alongside the findings of this Appraisal."
	73	3. VDS guidelines could be used as the basis of more comprehensive 'Future Management Suggestions' as listed below?	Do not think that the VDS guidelines should be duplicated in the Appraisal. The consultants have taken account of the VDS in appraising the village.	As above 72.
	74	3.1. Uses: there are paragraphs (7.03, 8.03, and 9.03) in all three defined sub-areas which describe current uses. In the VDS, 9.1.1, 2, 3 set out Planning Guidelines for Uses in the conservation area.	As above.	No change.
	75	3.2. Qualities of buildings: are the subject of paragraphs in each of the sub-areas (7.02, 04; 8.05 and 09; and 9.03). The same aspect is the subject of guidelines in the VDS in 3.4.3 on page 10, and 4.1.4, 6 and 7 on page 14.	As above.	No change.
	76	3.3. Spaces and Views: are identified in each of the sub-area descriptions.	As above.	No change.
	77	Spaces: there are VDS guidelines at 3.2.2 and 7 on pages 8 and 9.	As above.	No change.
	78	Views: are identified in paragraphs 6.02, 6.04, 6.07, 6.08; 7.08; 8.06; and 9.04. VDS guidelines for Views are at 3.2.6 on page 8; 4.1.3 on page14; and 6.1.1 (iii) on page 15.	Two views to be added.	Map 10 to be amended to include views east from end of Main St (south) and south from junction with Holmefield Lane.
	79	Gardens: provide important pockets of Space and are mentioned in paragraphs 6.03, 06 and 7.07, and should be included in the Main Street South sub-area (see note d) below): VDS guidelines for gardens are in 3.2.5 on page 8, and 9.1.4 on page 19.	8.08 notes the contribution of the walled garden to the street scene in Main St south and 6.03 note the general contribution of gardens to village character.	No change.
	80	3.4. Soft Landscaping: the importance of grass verges, trees and hedges is referred to in numerous places throughout the Appraisal (some egs. paragraphs 6.10, 11; 7.08, 09; 8.02, 8.08; 9.05). VDS guidelines are in 3.2.3 and 8 on pages 8 and 9.	As 73 above.	No change.
	81	3.5. Neutral and Negative Features: several are identified in each sub-area. The VDS includes Relevant guidelines as follows Lighting columns (10.03); the VDS guideline at 11.1.1.2 on page 21. Highway signage, traffic calming, road markings (10.04); VDS guidelines at 10.1 and 11.1.1.1on pages 20 and 21. Impact of University expansion (10.06, 07, 08); VDS guidelines at 6.1 on page 15. Bus shelters (10.09); VDS guideline 11.1.1.4 on page 21. Business signage (10.11); VDS guideline 11.1.1.4 on page 21.	As above.	No change.

	82	4. Other Structures on page 15 refers in paragraph 7.06 to the boundary wall of the Heslington Hall garden: boundary walls are also referred to in paragraphs 6.05; 7.02, 06 and 08. Reference to other forms of boundary treatment (e.g.. hedges, fences or railings) is absent. (See note d) below)	Contribution of green boundaries mentioned in 8.08 & 9.05 & 6.11.	No change.
	83	Textual comments a) Page 9, para.5.0: is there any archaeology associated with the "outline of the earlier church"?	Unknown.	Consult archaeologist.
	84	b) Page10, para.5.05: "other building further university purposes" is presumably a garble or typographical error.	Agreed clarification necessary.	Amend as in no 37 above.
	85	c) Page 18, para.8.04: is it appropriate to describe the architectural quality of some of the historic buildings in the village as "remarkable"? Suggest "notable" would be better. By what means are Little Hall and Manor House "screened" from the street? Suggest the means of screening e.g.. gardens, trees, hedges, walls should be stipulated since they will be important to the character of the area. What is meant by "the paddock" in the last sentence? Clarification needed.	Agreed "notable" better . And Screening to be specified. The farming land in the centre of the village is used primarily as paddock.	8.04 Change "remarkable" to "notable" in first sentence. 2nd sentence alter " are set back and screened <u>by high walls and gates</u> from the street" Last sentence amend "and storage sheds overlooking the paddock <u>in the centre of the village</u> are located...."
	86	d) Page 18, paras.8.06, 07: there is no mention of the gardens and borders along houses frontages which are an important characteristic of this part of the conservation area.	These are mentioned in 8.08 and also in section 6 on general character.	No change.
	87	e) Page 18, paras.8.08: no mention is made of hedges.	Hedges mentioned at end of 8.08 and also in 9.05 and 6.11.	No change.
	88	f) Page 20, para.9.03: it might be helpful if it is stated that "the font is located outside, immediately to the north of the church", since this is not the place a font would normally be found.	Agreed. Clarification necessary.	Amend 2nd sentence "...as is the font which is located outside the church immediately to the north."
	89	g) Page 21, para. 9.04: Besides the reference to the view towards the church from Field Lane, suggest reference is included to the "classic view" of the Church in its setting of green space bounded by trees from Main Street south. It is still there even if it will be lost to the new University link road.	This view is marked on map 10 with an additional long distance view from further SW.	Para 9.04 to be amended as in no 45 above.
HCA15 Heslington Village Trust	90	Support comments and factual errors submitted by Heslington Parish Council.	Noted	Amendments suggested above.
	91	Chapter 1. No comments	Noted.	No change.
	92	2.09 Should reconsider The Crescent, which the VDS identified as a good example of a certain type of Social housing that retains a remarkable degree of design integrity, despite the addition of No.9, which the Trust vigorously opposed as contributing to the loss of symmetry.	Boundary fully considered in section 2. Suggest local listing for The Crescent. Please see no 60 above.	
	93	2.10 From the time of the very first proposals for Heslington East, all parties agreed on the need for a buffer zone, separating the campus from the west side of the village. In order to protect the aspect from the west of the village, the buffer zone should be included within the Conservation Area, requiring an amendment to the boundary.	The buffer zone is protected through Green Belt status. The boundary behind the school grounds has historic significance to the built up area. please see no 54.	No change.
	94	Chapters 3, 4 and 5. No comments.	Noted.	No change.
	95	6.09 The Appraisal needs to recognise that the village has a daytime character (that described in 6.09) which is very different from its night time character. Then, when the cars and pedestrians have gone and the banks and shops closed, it reverts to a very quiet, peaceful residential street. What this does is throw into stark relief the adverse impact on the village of the traffic and parking problems generated by the University, science Park and the banks, all of which will become significantly worse with the development of Heslington East.	Noted.	After first sentence of 6.09 add "At night-time, when the shops and banks are closed, the area reverts to a peaceful village street."
	96	7.11 The cars parked adjacent to the wall on the north side of Heslington Lane are a negative factor.	Noted.	Please see no 39 above.
	97	8.06 There is an important and characteristic view out of the village from the south end of Main Street looking east.	Noted.	View to be marked on map 10.

98	8.10 This is wrong; during weekdays parked cars (which generally ignore restrictions) are a significant negative factor along the full length of Main Street. On the most southerly stretch leading up to Common Lane, double yellow lines have been introduced which should prevent parking on the grass verges (but only if properly policed). NB. The Appraisal should mention the importance of policing of parking in order to reduce the negative impact of parking that ignores the restrictions.	Acknowledged above.	Please see no 39 above and no 42 above.
99	8.11 The bank buildings generally represent either a negative factor (HSBC, Barclays) or a neutral factor (Lloyds), although the latter has a particularly garish green illuminated surround to its' ATM which is a very negative factor.	These could have been designed more sensitively. However the relative scale of the buildings reduces their impact in the overall streetscene.	10.11 amended re ATM as in no 53 above.
100	New 8.12 The negative impact of telegraph poles must be mentioned not least because attempts are made periodically to introduce new ones.	Noted.	Add note in 8.12 as in no 44 above.
101	9.04 This should include the importance of retaining all the large mature trees in this area, and also include Dean's Acre.	Unfortunately the planning approval means that this cannot be required.	9.06 to be amended as in no 19 above.
102	9.06 This should be expanded to include that on gifting Dean's Acre to the University, Dean Milner White kept in place Lord Deramore's Covenant on the land preventing any development, in order to preserve the view and setting of the church and Heslington Hall from the west. This Covenant has been ignored by the University, to its' shame, but it is a relevant fact to mention.	Add info.	9.06 amend first sentence "... church, known as Dean's Acre, was gifted to the University with a Covenant intended to protect the setting and views of the Church. The area is highly valued in this respect. The land...." also add note in no 19 above to end of para.
103	9.07 The Trust concurs with the PC's amendment.	Noted.	No change.
104	Chapter 10 - future management suggestions. The general tone here is rather weak - a little more fire and conviction would help reinforce the impact and validity of this Appraisal.	This chapter is normally not included as part of a Conservation area Appraisal. The points should form part of a Management Plan.	Please see suggested amendments to 10.01 as in no 71 above. 10.04 and 10.11 should also be amended as in no 3 and no 53 above.
105	10.03 One wonders if the authors visited the village at night (see item 6.09)? All the street lighting in Main Street South and Low Lane is not the usual unattractive sodium orange/white lighting, but white light, originally mercury, now fluorescent. This was a change in policy for Heslington in the mid 1960's, promoted and paid for by the Trust, and perpetuated to this day on the insistence of the Trust. It has a hugely beneficial affect on the night time character of the village, and must be stressed in the Appraisal, and maintained.	Noted.	10.03 suggest adding " as already promoted by the Village Trust" at end.
106	10.04 As is now common practice, any yellow lines in the Conservation Area should be narrow, not the standard width. The parking restriction along Heslington Hall wall in Main Street West should be reduced from 12 to 1 or 2 hours, preventing it from being used as all day parking by University and Science Park staff. CYC should implement alternative ways of controlling the speed and volume of traffic using Main Street West that avoid the use of chicanes and that are more attractive and appropriate to a Conservation area. the implementation of the proposals in the Faber Maunsell 'Heslington Traffic Calming Study' for the City of York Council (Draft Report Rev 2, June 2002) would reduce the blight caused by the signage, road markings and visual clutter. The Appraisal should acknowledge this study, and recommend the adoption of Faber Maunsells proposals.	The Faber Maunsell proposals are currently under review, as is the "residential parking "scheme".	Please refer to suggested changes in 6.09 (no 2above) 7.11 (no 33) 8.10(no42) and 10.04 (no 3).
107	10.05 The proposed alterations to the roundabout by Heslington Hall have proved very contentious, not least because they necessitate the loss of several mature trees that help to create a very impressive and significant entrance to the village. Any trees that have to be removed must be replaced by semi-mature specimens as part of the engineering and landscape works. this should also apply to any trees or hedgerows removed as part of the development of Heslington East.	The detailed scheme design will be subject to conditions and the CYC Countryside Officer and the Landscape Architect will be fully involved at this stage.	Please refer to 10.06 & 10.07 and changes proposed for 9.06 as in 19 above.
108	10.06 The Draft says the link road across dean's Acre 'may' affect the setting etc. This is wrong and misleading; it 'will' affect the setting etc, and the Appraisal should say so. We also fail to see how detailed design and soft landscaping can enhance and protect the setting of the church from the visual impact of the dual lane highway with street lights and signage crossing right in front of it.	Agreed. The Planning approval has been given.	9.06 has been expanded as in no 19 above. Alter 10.06 1st sentence " measures, will affect the setting..."
109	10.07 A small point, but they are 'alterations' to University Road, not 'rationalisations'.	Agreed.	10.07 change 1st sentence "...for the alteration of University Road..."

	110	10.08 The Trust concurs with the PC's views.	Noted.	No change.
	111	10.10 This is an example of the authors lack of conviction. The Trust considers that the Appraisal should 'strongly recommend..... Article 4(2) for the Conservation area, not the much weaker 'consideration should be given etc'.	Agreed. Measures must be subject to general agreement through consultation so caution required.	10.10 suggest omitting "to the possibility." in 1st sentence.
	112	10.11 Since the authors visited Heslington, Lloyds Bank has introduced a bright green illuminated surround to its ATM, creating a precedent other banks may well take advantage of. The Appraisal need to be much more robust in it's comments on the adverse impact of illuminated signs, which are most noticeable at night (see 6.09 and 10.03).	Noted.	10.11 has been amended as in no 53 above. CYC enforcement team to look into the issue.
	113	New 10.11 The parking of vehicles in the courtyard of the Grade 1 listed Heslington Hall is a negative factor.	Agreed.	7.14 to be amended as in 33 above.
	114	Appendices. Much of the Appraisal is taken up with listing details for all the listed buildings in the village, which is probably not essential. What would be of more value is to include copies of Various Planning Inspectors decisions when refusing appeals in the village. These give authoritative and expert views as to the character and qualities of the Conservation Area, and incidentally draw on, and reinforce the authority and value of the Heslington Village Design Statement.	This does not come within the EH guidelines, whereas the convention is to include the list descriptions Previous appeal cases are reviewed when considering new applications and the situation is always changing.	No change.
HCA16 Member of Public	115	1. Does Heslington have any qualities not mentioned in this appraisal? The appraisal should emphasise that a very positive feature of the village is the way it has developed in recent years, with some very successful modern additions. These include the extension of the church buildings and the award-winning Holmefield Lane development. These reflect the changes brought especially by the University in the late 20th century, with an expanding population, a shift from a traditional to a modern way of life and the development of a much more mixed community inclusive of many races and cultures. Some of the developments have been beautifully designed, incorporating both modern and traditional features and with careful and sympathetic regard to the local vernacular both in architecture and in the careful planning of planted and parking areas. A key point is that despite its expansion, the peaceful character of the village has been remarkably well preserved.	More mixed community to be acknowledged in historic dev section. Quality of some C20th devs to me acknowledged in same section.	Add "The population is now more culturally diverse and the school....." to the beginning of the last sentence. To end of 5.06 add "Some of the C20th developments are notable in their own right as being innovative and designed to high standard. Examples are The Crescent, Holmefield and the independent Patch House on Main St."
	116	An on-going problem is that of increased traffic in the area. Active reduction of this, through improved cycle routes and public transport links, should be targeted.	Please see no's 2-7 above. Also "Cycle City" initiative at CYC.	No change.
	117	2. Is the boundary for the Conservation Area correct? If not, how should it be changed? No - the boundary is not correct. It should be changed to include the following areas: i) The Sports field - donated to the community, one of the few leisure facilities, and an important part of the view from the 'Outgang' - a footpath of great significance, in that it provides an active, regular link between the community and the rural surroundings.	The Sports field is protected through Green Belt Status. Cons Area designation relates to the architectural and historic character of built-up areas.	No change.

	118	ii) The Holmeffield Lane development, for the following reasons: - The layout & unique character of the award-winning housing in Peel Close, Turner's Croft, West Moor Lane & McHugh Court is modern in style but is nevertheless designed to harmonise with traditional buildings in the area. - It is low-level, brick-built, with pantile roofs. Garages and sheds are built in 'out-building' style in keeping with local farm buildings. Private gardens have traditional yard walls. - Like older parts of the village, the housing has considerable green areas richly planted and with mature trees and hedging. - Established trees and hedging edge the lanes and roads. These are mainly native species and include the sycamore walk, hawthorns and ash trees along the old West Moor Lane footpath from the University allotments, and maples and oaks on West Moor Lane itself. Hawthorn and holly hedging and trees border the length of Holmeffield Lane. - Parking separate from the green areas and housing ensures that the shared gardens are peaceful.	Holmeffield should be recognized though suggest that Local listing is the most appropriate mechanism here. English Heritage Criteria for Local Lists should be out in September 09.	5.06 to be amended as in no 115 above.
	119	(CONT) - Footpaths criss-cross the area, and link this modern area with older lanes and paths supporting an exchange between old and new.	See 6.11.	No change.
HCA17 Member of Public	120	First I would like to congratulate the City of York Council on their leaflet. It is thorough and on the whole provides a good picture of both the positive and negative aspects of the village. The comments on architecture and landscape, such as the listed buildings, the broad verges in Main Street South and the secluded areas, brought out the village's unique features, which make it such an attractive and pleasant place, were well-informed and detailed. I was struck by the negative factors being listed with bullet points. There are, however, some gaps.	Noted.	No change.
	121	1. There was no mention of the four banks which have had a serious adverse effect on the character of main Street. The architecture of three of the banks is to say the least disappointing but the traffic they all generate contributes significantly to the congestion which plagues residents. Of course businesses, such as the Browns and the Post Office, do bring advantages to the village but a balance has to be struck.	The massing and scale of the buildings reduce their negative visual impact. HSBC and Barclays regarded as neutral according to guidance. Others still positive historic buildings.	Map 9 to be amended to accord with comment 9.06 to be expanded as in no 19 above. Also 10.11 to be amended as in no 53 above.
	122	2. There was no mention of the plans for Dean's Acre and for a car park almost up to the wall of the Church that threaten the 'rural parkland character of the land along Field lane is (...) important as the setting of Heslington Church' (quote from your CANo.28 document). I realise the plans for access routes across Dean's Acre are on hold for the moment but it would be reassuring to see the inappropriateness of both of these plans being recognised. More broadly there is no mention of Campus Three which will put paid to a lot of the parkland character beyond Windmill Lane.	Please see 1.03.	No change.
	123	3. The extent of infilling that has taken place merits a bullet point: there are no longer 'many houses' with 'large gardens' and a sense of almost inner city crowding is sometimes inescapable with some recent infilling.	Mentioned in 5.06, though disagree about the "inner city" standard. The VDS and the Appraisal will help to underpin conservation policies and the area is "washed over" Green belt.	No change.
	124	4. The potential effects of thousands of students passing through Main Street is not raised.	Campus 3 lake is designed to act as a barrier to movement into the village.	No change

	125	5. One can understand why the Conservation area excludes all recent University buildings. Apart from Heslington Hall and its immediate surroundings which are included in the plan, the appearance of the University grounds is getting less and less like a green belt. There is excessive infilling by architecturally uninspired buildings and award winning accommodation has been demolished and replaced by indifferently designed blocks. I am afraid that mentioning any of the University's new buildings would not improve York's chances of becoming a World Heritage Site but I suppose insisting on excellent architecture is not within the City of York's brief.	Not applicable to this Conservation area Appraisal as outside the area. However early designation of a CA for the pioneering new University Campus (1960s) site would have helped to protect its special qualities. It is rather probably too late now.	No change
	126	Nether the less, despite these problems, I am happy to say that the village retains its charm and rural character, as Inspectors of various inquiries involving Heslington have observed. It is encouraging that the City of York Council appears to appreciate that the village is a valuable cultural asset and I trust that its future is in good hands.	It is a valuable cultural asset.	No change.
	127	Boundary? Why is the Heslington Sports Field, an integral part of the village, not included? The field is top the left of the bottom left hand corner of the conservation area boundary and I think should be included.	Please see no 117 above.	New long view across Sports field to be included on map 10.
HCA18 Yorkshire Water	128	No comments to make.	Noted.	No change.
HCA19 Member of Public	129	The open space in the middle of the village behind Main Street South and alongside Boss lane (Generally known as the Paddocks) is integral to the character of the village and should be preserved. The character of Boss Lane itself should be maintained and attempts to tarmac this important footpath should be rejected. I have some comments on the document as well At 2.07 should this read the wooded area to the North of the Church and to the East of University Road? 7.03 There is not much office use on the South of Heslington Lane, just the stables, beyond the stables on the South it is residential. Opposite on the North is Heslington Hall which is not residential and extends much further, as far as the wall. Beyond this it is residential. See your map 8.	Mentioned at 8.06, 6.11 and 10.05. 2.07 agreed. 7.03 agreed.	7.03 to be amended as in no 12 & 13 above. Map 8 to be amended also.
	130	The views out of the conservation area form an important part of the characteristics of the conservation area. These must be preserved In the light of the new developments by the University the Buffer Zone between the village and the development must be considered sacrosanct. I would strongly recommend that this is also put into the conservation area.	2 new views added out of the area. Please see no 54 for comment on buffer zone.	Map 10 to be amended to include views east from end of Main St (south) and south from junction with Holmefield Lane.
HCA20 Member of Public	131	Unfortunately the failure by the Council to prevent increasing studentification (see 2) is rapidly changing the whole character of the village - Inconsiderate parking in School Lane and failure to install posts has led to the destruction of grass verges.	No, the boundary is not correct. The boundary should be extended to include The Crescent and the block including Heslington Court and Lloyds Close. We have already seen properties being extended to provide student accommodation, which is progressively destroying the character of the village and negating all the positive comments in the report. It is also excluding younger families from the area which will impact on the School and the whole community.	Please see no 6 above re Parking Scheme review These areas have been assessed as part of the boundary review in section 2. Please see no 60 & no 118.

<p>Notes from Heslington Parish Council Exhibition/ Meeting 17'02'09</p>	<p>132</p>	<p>Appraisal will be supplementary to local plan LA Management Plan would be a subsequent document Clarification of 'human scale' of lighting columns Control of light pollution from University Mentions negative factors of the Norwegian Study Centre/ Science Park, yet these cannot be affected. What will happen to Deans Acre and the Church and Church yard – will be negative, current wording is too neutral and not strong enough. This tells that the University paid for the study! Need to strengthen wording @All efforts should be made to change...' CYC Conservation is ineffective Boundaries – Crescent, Holmefield, extend further into the buffer zone between the School/ Crescent and University, Cricket Field and play area Could more land be allocated for the University in 30 years time? Should acknowledge the value of the Green Belt land surrounding the conservation area/ views, value of setting, topography. Queried Local Plan status of playing fields/ TPO's – add Local Plan designation map/ TPO info? Are CYC reluctant to use Article 4 (2) directions? Got list of suggestions, design strategies, just unable to progress such work at present. Have one on East Mount Road. Need people's Check list descriptions.</p>	<p>See amendment to 10.01 re role of Appraisal and Management Plan. Lighting columns - see 10.03. Control of light pollution from campus 3 outside scope of Appraisal through CYC to check conditions of planning approval. 9.06 amended re Dean's Acre seeno 19 CYC could be more effective perhaps Boundaries reviewed in section 2. 5.06 amplified too No further land allocated. Campus 3 land was allocated from inception of the new University in 1960s. Two views out of the area have been added Green Belt status protects openness 10.10 reworded re Article 4() directions. List descriptions are property of EH.</p>	<p>Some changes suggested above. List descriptions are property of English Heritage. EH to be informed of discrepancies by householders. CYC to inform EH about wrong addresses and a note to be placed in Appendix B.</p>
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HESLINGTON CONSERVATION AREA APPRAISAL *Consultation Draft*



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This document has been prepared in January 2009 by Woodhall Planning and Conservation in liaison with the Design, Conservation and Sustainable Development Section of the City of York Council Council.

I INTRODUCTION

- 1.01 A conservation area is defined by the Planning (Listed Buildings and Conservation Areas) Act 1990 as an area of special architectural or historic interest, (the character or appearance of which) is desirable to preserve or enhance. Section 69 of the Act requires Local Planning Authorities to identify and designate conservation areas within their geographical boundaries and to formulate, in conjunction with the public, proposals for their preservation and enhancement (section 71 and 72 of the Act). The Act places a duty upon Local Planning Authorities to review the extent of the conservation areas.
- 1.02 Heslington is one of York's peripheral villages, located to the south-east of the city and is the home of the University of York (see Map I in Appendix A). The Heslington Conservation Area was designated in 1969 and was extended in 2004. The current boundary is illustrated on Map 2 within Appendix A. A Village Design Statement was produced by the local community and was approved by the City of York Council on the 22nd of April 2004.
- 1.03 In 2007 the Secretary of State approved the outline planning application for the expansion of the university campus to the east of the village on Green Belt land. This conservation area appraisal has been produced at this moment in time as a result of the perceived pressures that may result from the university expansion. The approved outline application consists of two traffic alleviation measures; the rationalisation of University Road adjacent to Heslington Hall and a new link road at Field Lane to the east of the church in Dean's Acre (see Map 12 in Appendix A). The Secretary of State noted in her Decision Letter that the traffic alleviation measures would affect the setting of the church but the proposed improvements would also enhance the setting of Heslington Hall. Therefore, on balance the effect of the proposed traffic alleviation measures would be neutral. The relevant paragraphs from the decision letter are included in Appendix C.
- 1.04 This report contains an assessment of the Conservation Area and is in four sections. The first (Chapter 2) is a review of the Conservation Area boundaries. The second section (Chapters 3 to 6)
- presents special interest factors for the entire Conservation Area and identifies three different character areas. Chapters 7 - 9 set out a detailed analysis of each of the character areas. Finally, Chapter 10 discusses the possible measures that could be introduced within the designated area that may enhance the character and appearance of the Conservation Area.
- 1.05 The assessment is based on field work in April 2008 and is limited to the buildings and areas visible from the public domain. It is important to note that an area of land and buildings to rear of buildings on the east side of Main Street was under redevelopment during the period of survey work and was not assessed as part of this exercise. This area is annotated on Map 2 within Appendix A.

2 CONSERVATION AREA BOUNDARY

2.01 One of the requirements of an appraisal is a review of the Conservation Area boundaries to establish if it might be appropriate for there to be any changes. Therefore the extent of the existing designated area has been reviewed and areas around the existing Conservation Area have been studied to ascertain whether any new areas should be included. The Conservation Area boundary was extended in 2004 to include Heslington (Lord Deramore's) Primary School and grounds, School Lane from its junction with Field Lane to and including Paddock Chase, the whole curtilages to the rear of Nos. 28, 29 and 29A. Botland Farm on Common Lane was also included together with a larger extension to include Boss Lane and adjoining fields/paddocks beyond Main Street; and to the north of the village the wider setting behind Heslington Hall bounded by the outer edge of the University of York's building complexes and the lake shore.

Existing boundary

2.02 The current boundary of the designated area is illustrated on Map 2 in Appendix A. The northern extent of the designated area includes the grounds of Heslington Hall and part of the adjacent

university campus (see plate 1). At the western end of Main Street the boundary runs along the rear boundaries of the housing facing on to Main Street. The boundary continues further east and crosses Walnut Close to include Walnut House. The boundary then turns north to include two large detached houses.

2.03 The boundary continues north to include the open ground and lake associated with Heslington Hall. At this point the boundary follows the line of the edge of the lake and the university buildings that abut the lake. The boundary continues to wrap around the building and travels north for a short distance. The boundary then turns east across University Road and follows the line of a beck for a short distance before traveling along the boundary of the modern university buildings and carpark area. The boundary then turns south-east and travels along the boundary of the modern university buildings until it reaches Windmill Lane (see plate 2).

2.04 At this point the boundary runs south along the eastern side of the lane and crosses Field Lane. The boundary then follows the fence line to the rear of Heslington Primary School (see plate 3)



Plate 1 View of the boundary in the grounds of Heslington Hall



Plate 2 View of Windmill Lane



Plate 3 Fence line to the rear of the school

up to the rear gardens of the housing on The Crescent. The boundary then turns west and crosses School Lane running along the northern edge of the Field Court development.

- 2.05 The boundary turns south to run along the rear of properties facing onto Main Street itself and then turns west along Low Lane and through to the southern extent of Main Street where it continues to the rear of the properties. The boundary turns west along the dirt track that leads to the playing fields. The boundary then turns north to run along the eastern edge of the Holmefield development (see plate 4). The boundary continues west along the northern edge of the Holmefield Development, crossing Holmefield Lane before turning north to rejoin Main Street.

Possible alterations

- 2.06 There are no areas which are considered to be included inappropriately within the current boundary.
- 2.07 The northern boundary of the designated area, particularly in the grounds of Heslington Hall within the University Campus is in places difficult to follow on the plans and appears to be arbitrary.

However, once on the ground the boundary becomes clear and reads logically as it follows physical features. This also applies to the wooded area to the north of the church on the west side of University Road.

Possible additions

- 2.08 The University Campus was considered for inclusion within the designated area, but it was concluded that the modern buildings and the distinct change in character did not warrant its inclusion within the designated area which focuses on the historic village settlement (see plate 5).
- 2.09 The Crescent is a mid-twentieth century housing development which is situated to the south-east of the Conservation Area off Low Lane (see plate 6). This housing represents a substantial phase of mid-twentieth century development within Heslington but the spacious and formal layout is untypical of the grain of the central village area and the house types are uncharacteristically similar. Therefore it is not considered suitable for inclusion within the designated area.
- 2.10 The Holmefield area is a late twentieth century development located to the south-west of the Conservation Area off



Plate 4 View along the northern boundary of the Holmefield development



Plate 5 The modern buildings within the University campus



Plate 6 View towards the Crescent from Low Lane

Holmfield Lane. This housing also represents a substantial phase of late twentieth century development within village but the grid iron layout is untypical of the grain of the central area and the house types are uncharacteristically similar. Therefore it is also not considered suitable for inclusion within the designated area.

Recommendations

- 2.10 In view of all the above, it is considered that the existing boundaries which were extended in 2004 are appropriate and no alterations are recommended.

3 LOCATION AND CONTEXT

- 3.01 The Heslington Conservation Area lies approximately three kilometres south-east of York city centre. Heslington village sits to the east of the River Ouse and is positioned at the centre of a triangle formed by the A64 to the south and south-east, the A1079 to the north and the A19 to the west (see Map 1 in Appendix A and plate 7).
- 3.02 The Conservation Area covers an area of 31.29ha (see Map 2 Appendix A). The designated area and surrounding land forms part of the City of York Green Belt.
- 3.03 Heslington forms the most populated area of Heslington Parish, which extends beyond the Elvington Airfield to the south. There were approximately 750 local residents within Heslington in 2002. This number is augmented substantially by daily and occasional visitors to the University, the Public Houses and the shops along Main Street.



Plate 7 Aerial view from the east

4 TOPOGRAPHY AND LANDSCAPE SETTING

- 4.01 Heslington occupies part of a relatively flat open area stretching east of the River Ouse. The land to the north-east of the village rises gently.
- 4.02 The village is surrounded by fields to the south, east and west. These areas of open ground enable long distance views towards the village from the south. Views are particularly prominent along the A64. The historic core of the village lies along an L shaped road with characteristic narrow plots extending to the surrounding fields (see plate 8).
- 4.03 The University is located to the north-west, mostly outside the Conservation Area. The recent University buildings to the north west along Heslington Lane, Main Street and University Road have a very strong visual impact on the village and its setting. There are University sports fields on the approach from the west, on either side of Heslington Lane.
- 4.04 The form of the village remains strongly attached to the main road and to its historical rural surroundings where the open spaces are of particular importance as they maintain the rural setting of the village. There are gaps between the buildings which open onto fields and pastures which provide a visual link between the village and its valued agricultural setting (see plate 8).



Plate 8 Aerial view of the Conservation Area and its setting

5 HISTORICAL DEVELOPMENT

- 5.01 Heslington appears to have derived its name from “a place by the hazels” and is likely to have become an established settlement prior to the Domesday Survey of 1086. From a collection of independent farmsteads the planned village layout became established during the medieval period when it was a small agricultural settlement surrounded by farm land. The medieval church was established on higher ground outside the village envelope. Heslington Hall was erected for Sir Thomas Eynns, being completed in 1568. From evidence of the surviving village buildings, there appears to have been considerable re-building in the village during the eighteenth century. Notable buildings of this era include Little Hall and the Vicarage now known as More House. The village was based around agriculture and its associated industries and there remains evidence of upstanding ‘ridge & furrow’ to the south of the village to this day.
- 5.02 The mid-nineteenth century also saw considerable changes. A Wesleyan Chapel (now the village hall) was constructed in 1844. Heslington Hall was largely reconstructed in 1853-4 (see plate 9) and a new school was



Plate 9 Historic photograph of Heslington Hall c.1852



Plate 10 Historic photograph of Main Street c.1890



Plate 11 View to the rear areas of Main Street

erected in 1856 along what is known as School Lane today. At this time the school was not served by a highway and it is likely that the public footpath in existence today that runs from Main Street to School Lane was the historic route to the school, known as Tally Ally. The medieval parish church was replaced by the present church building on the same site in 1857-9. The 1853 Ordnance Survey map in Appendix A shows the layout of the village at this period, with the L-shaped Main Street serving the village (see plate 10). The narrow and deep building plots are typical of the era and this early structure remains in place today (see plate 11). It is interesting that there are no road links to the east; neither Field Lane nor Low Lane being in existence. This may be connected with the fact that the medieval open fields to the east of the village were not enclosed until 1857. This map also shows the outline of the earlier church, together with another building to its east. A small group of buildings is also shown to the east of Heslington Hall on the opposite side of the road junction.

5.03 The 1893 Ordnance Survey map in Appendix A shows the re-built church and the new school (see plates 12 & 13). It is interesting to note that the school was now served by a highway, originally

named Back Lane, which connected to the extended Field Lane to the north and the newly constructed Low Lane to the south. This phase of development represents the completion of the structure of the village, which is evident today. Also, during this period the buildings to the east of the Hall have been demolished and the fish pond to the north-west of the hall appears to have been laid out as it exists today.

5.04 During the first half of the twentieth century little development occurred within the village. The 1938 Ordnance Survey map in Appendix A illustrates that only minor outbuildings were constructed to rear of the development plots. The most significant change for the village came with the disposal of the Heslington Hall Estate during the 1960s and the development of the York University campus, which is now a dominant feature of Heslington (see plate 14 and the 1988 Ordnance Survey map in Appendix A). The early campus buildings which have consistent form and scale in a spacious landscaped setting around a lake, provide a sympathetic context for the northern edge of the Conservation Area. However, more recent development in the Science Park on the east side of University Road is considered to be



Plate 12 View of the School



Plate 13 View towards the church



Plate 14 University buildings and Heslington Hall from the west

inappropriate due to its commercial layout, character and scale.

5.05 Heslington Hall became the administrative centre of the University and the road north from the centre of the village was substantially widened to become University Road. The change of use of the hall was accompanied by the gradual change in use of other buildings further university purposes in close proximity to the hall along Main Street. Such as Home Farm on the west side of Main Street. During the latter half of the twentieth century, in common with many other villages, many of the original amenities within the village have been lost. However, the proximity of the university students has ensured the survival of some facilities such as a post office, two public houses and a concentration of commercial bank outlets (see plate 15). The school has also expanded with new classrooms and a school house being constructed.

5.06 The latter half of the twentieth century also heralded the introduction to the area of infill development with standard housing layouts and large blocks of student halls of residence (see plate 16). Examples include the Hall Park housing development and Eden's Court halls of

residence. The church was also remodelled and extended in 1971-3.

5.07 By the turn of the twenty first century development in the area continued, with a variety of residential infill developments. Examples include the Enclosure Gardens off School Lane (see plate 17) and a variety of developments to the rear areas of Main Street.



Plate 15 View of a bank on Main Street



Plate 16 View of Eden's Court



Plate 17 Enclosure Gardens off School Lane

6 GENERAL CHARACTER

6.01 This section considers the general character of the whole of the Conservation Area, as distinct from the analysis of the three character areas that have been identified (see 6.13 below).

6.02 The key characteristic of the Conservation Area is that of a planned village constructed along two roads within a rural setting (see plate 18). The agricultural use of the land outside the Conservation Area is significant to the character and appearance of the designated area itself. The open ground surrounding the village enables views to the Conservation Area, particularly from the south (see plate 19).

6.03 The large gardens of many of the houses provide green open spaces within the village itself. The long and narrow secluded rear gardens of the properties along Main Street are important to the rural character of the village. These areas are also particularly important havens for local wildlife within the area.

6.04 The streets allow long distance views, often limited by the topography of the setting. In contrast, there are restricted views along public footpaths or within the built enclosures. In particular, the



Plate 18 View of the adjacent farmland



Plate 19 View west along Low Lane



Plate 20 Heslington Hall grounds

grounds of Heslington Hall (see plate 20) have a semi-private character, being enclosed and landscaped, with walls and trees around the perimeter.

- 6.05 There is a contrast between open and enclosed sections of the main village artery: whilst the south leg of Main Street is wide, with buildings set back from the highway, the stretch consisting of Heslington Lane, Main Street west and Field Lane is narrower and predominantly enclosed by walls on both sides.
- 6.06 Heslington Hall and the church are local landmarks within the village which otherwise includes predominantly small two storey houses with narrow range buildings to the rear (see plate 21). The built environment is consistent in scale, choice and use of materials and adherence to a distinctive local style (see plate 22). The buildings either sit on the back edge of the pavement or have small front gardens.
- 6.07 The church is set in open grounds at high level and is surrounded by mature trees. The spire is a landmark both within the village and the wider area. It can be seen from most areas within the village. The open space surrounding the church and the grounds of the school provide a transitional space into the designated area.

- 6.08 The many mature trees within the village in particular around the church (grouped on University Road), and along Main Street soften the visual appearance of the area (see plate 23).
- 6.09 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. The active farm with its open fields provides a physical linkage to the open rural setting of the village.
- 6.10 Roads and paths contribute to the distinctive character of Heslington by their variety. The L-shaped Main Street is central and historically the village developed along its length. The south leg of the Main Street, with its broad grass verges and groups of trees, is the village open space and support to its social life. The leg extending into Heslington Lane to the west and to the Field Lane to the east, carries a heavy volume of traffic which has an influence upon the streets character. Along this section of highway there are visually disruptive traffic calming chicanes and a clutter of street signs (see plate 24).
- 6.11 Finally, there are tightly enclosed secluded areas of a timeless character along the public footpaths. The Boss Lane footpath



Plate 21 Single storey range building



Plate 22 Main Street



Plate 23 Trees on Main Street

is an unmade footpath that is tightly enclosed by trees and hedges. As a result, this area provides a vital haven for local wildlife. The footpath link between the Main street and School Lane which known as Talley Alley has a tarmac surface but retains its historic character through the high brick walls and hedges (see plate 25). Other footpaths within the area around the church and in the grounds of Heslington Hall are of a similar quality.

6.12 The Heslington Conservation Area includes 26 listed buildings, Little Hall on Main Street and Heslington Hall being Grade II* (see plate 26). The high proportion of listed buildings is a measure of the historic significance of the village and its architectural quality. Listed building descriptions are located in Appendix B.

6.13 The character of the Conservation Area is fairly consistent and the village is perceived as one entity. However, three areas can be identified as having distinctly different characters:

- Heslington Lane/Main Street (west)
- Main Street (south)
- St Paul's Church and the School

6.14 For the purposes of more detailed analysis, the Conservation Area has been divided into three distinct character areas (See Map 7 In Appendix A).



Plate 24 View east along Main Street



Plate 25 Public footpath (Talley Alley) between Main Street and School Lane



Plate 26 View of Little Hall, Main Street

7 HESLINGTON LANE/MAIN STREET (WEST)

7.01 This character area (see Map 7 in Appendix A) consists of a through road running across the north of the Conservation Area with adjacent built areas and open spaces to either side (see plate 27). The road forms a roundabout at a junction with University Road (see plate 28). To the north the area is interlocked with the University.

7.02 The special interest of this character area is the result of a number of different factors: architectural quality of the buildings, presence of high front boundary walls, relative variety of the buildings in terms of style, size, relation to the main road and to the University.

Uses

7.03 The buildings accommodate a mixture of residential and University uses. The northern side of Heslington Lane is retained in residential use, whilst the buildings on the southern side are now occupied by office uses associated with the university. There is also an example of a purpose built student halls of residence scheme to the western end of Heslington Lane. (see Map 8 in Appendix A).



Plate 27 View west along Main Street



Plate 28 Main Street junction with University Road and Field Lane



Plate 29 Heslington Hall

Qualities of buildings

7.04 This character area includes the local landmark of Heslington Hall (see plate 29). With the exception of the Hall, and the former vicarage on the south side of Main Street (see plate 30), most buildings are of a modest two storey height. They are of simple form, with vertical window openings, constructed in clamp-fired red brick, with tiled or slated pitched roofs. Local detailing includes brick cambered or flat arch lintels and decorative banding at eaves level. Most retain their original features, such as sash windows and cast iron downpipes (see plates 31 & 32). The historic buildings, listed or not, contribute to the character and the appearance of the area (see Map 9 in Appendix A).

7.05 Modern buildings are constructed in a sympathetic brick and are of a simple form. However, the horizontal emphasis to the window openings departs from the local vernacular of the area. Many of the modern buildings are also set at oblique angles which disrupts the otherwise consistent urban grain of the area (see plate 33).

Other structures

7.06 The walled garden of Heslington Hall forms a distinctive edge to the north side of Main Street. Its height and position on the back edge of the footpath provides enclosure to the streetscene (see plate 27).

Spaces and views

7.07 Within this character area the key spaces relate to the hall and its grounds. This includes the walled garden itself and its associated buildings, the formal garden area with its clipped Yew trees and various sculptures, the lake and the forecourt area to front of the hall (see Map 10 in Appendix A). These areas are predominantly secluded from public views but as a result of its association with the university campus and the semi-private nature of the grounds, the areas are accessible to the public.

7.08 The road (see plate 27) is relatively narrow and enclosed by the front boundary walls of the houses. There are short sections of grass verges, with isolated trees at the western end of Heslington Lane. The character of this area is dominated by the busy highway and intrusive traffic calming furniture. Long distance views exist along the road in both directions but are limited by the curvature of the road and the cluster of mature trees at the junction with University Road (see Map 10).

Soft landscaping

7.09 There is a large number of mature trees within this section of the Conservation Area. Most of the trees are located within the curtilage of the buildings but they provide a vital contribution to the



Plate 30 The Vicarage (More House), south side of Main Street



Plate 31 The Lodge, north side of Main Street



Plate 32 Dalham House, north side of Main Street

streetscene (see plate 27). The trees, lake and formal gardens of the hall provide an area of open space mainly utilised by the students (see Map 10 in Appendix A).

Neutral and negative factors

- 7.10 Some aspects of recent developments, such as the modest form and massing that responds to historical precedents within the village, or the use of appropriate building materials and detailing, can be considered as neutral within the area (see plate 33 and Map 11 in Appendix A).

- 7.11 As a result of the volume of traffic along Heslington Lane, the resulting traffic calming features and excessive amount of signage are considered to be negative factors within the area.

- 7.12 The Eden’s Court hall of residence is a group of large two and a half storey residential blocks located on the south side of Heslington Lane. Despite the use of sympathetic materials the mass of the buildings together with the generous open layout of the blocks, is considered to be inappropriate for the designated area (see plate 34 and Map 11 in Appendix A).

- 7.13 The roundabout at the southern end of University Road could be considered a negative factor as a result of its urban character and level of street signage (see

plate 35). However, it is relieved by the group of mature trees which enclose the area and the grassed central reservation associated with University Road is considered to complement the rural sense of the village. This area will be subject to traffic alleviation measures approved as part of the university expansion (see Map 12 in Appendix A).



Plate 33 View of Hall Park



Plate 34 Eden Court, south side of Main Street



Plate 35 Street signage at the roundabout

8 MAIN STREET SOUTH

8.01 This character area consists of the south leg of Main Street and adjacent roads and areas (see Map 7 in Appendix A). This section of Main Street forms a T-junction with Low Lane terminating the southern end of the Conservation Area.

8.02 The special interest of this area is that of the appearance of a main village street. In contrast to the previous character area, the dominant features here are the wide highway, enhanced by broad grass verges and trees. The buildings are of similar simple form but many with different eaves and ridge heights.

Uses

8.03 The buildings accommodate a mixture of residential and commercial uses including four bank branches, two public houses (see plate 36), a grocery and a Post Office. There are buildings and land in agricultural use located to the south-west of the area (see plate 37). The community buildings within the area include a village meeting hall, a chapel and Scout hut. The building uses are located on Map 8 in Appendix A. This mix of uses, which is in part as result of the of the positive economic effect of the university, enables the village to retain a lively character.



Plate 36 Deramore Arms Public House on the east side of Main Street



Plate 37 Farm buildings from Main Street south



Plate 38 Main Street

Qualities of buildings

8.04 Main Street includes a large proportion of historic buildings of a remarkable architectural quality (see plate 38). Larger historic buildings, such as Little Hall and Manor House are set back and screened from the street. Most recent buildings are located in the rear areas and are of a scale and form that reflect the surrounding development. Also, within the rear areas a number of the redundant agricultural range buildings have been converted into residential use. Large agricultural buildings and storage sheds overlooking the paddock are located on the south-west side of the Main Street.

8.05 The historic buildings, listed or not, contribute to the character and the appearance of the area (see Map 9 in Appendix A). They are of simple form, with vertical window openings, constructed in clamp-fired red brick, with predominantly tiled pitched roofs. Local detailing includes brick cambered or flat arch lintels and decorative banding at eaves level. Most retain their original features, such as sash windows and metal downpipes. Small recent residential developments have re-used or replaced earlier farm buildings occupying infill positions to the rear of the building plots on both sides of Main Street and in School Lane.

Spaces and views

8.06 There are two key spaces in this part of the Conservation Area: Main Street itself and the open agricultural ground and paddocks to the west and rear of Main Street (see plate 39). Views within the area views are limited to along Main Street and across the open ground (see Map 10 in Appendix A).

8.07 Main Street is the most significant part of the area and can be perceived as a complete village in itself. It retains characteristic appearance, human scale, sounds of street conversations, playing children and the informal atmosphere of a village. The vitality of the village is enhanced by the influx of students at certain times of the day and year.

Soft landscaping

8.08 There are a large number of mature trees within this section of the Conservation Area (see Map 10 in Appendix A). Their distribution is uneven and reflects the historical development of the village. There are also single landmark trees within the grass verges along Main Street. The wide grass verges on both sides of Main Street add to the rural character of the village (see plate 40). There is also a landscaped woodland in the grounds of Manor House, which spills out onto the streetscene. The numerous trees and hedges make a vital and varied



Plate 39 View of open fields to the rear of Main Street



Plate 40 View of the grass verge and street trees, Main Street



Plate 41 Recent infill development to the rear of Main Street

contribution and soften the appearance of the area.

Neutral and negative factors

- 8.09 Some aspects of recent developments, such as modest form or appropriate building materials, help to create neutral factors within the area (see plates 41 & 42 and Map 11 in Appendix A).

- 8.10 The traffic, although not as invasive as in the previous character area, is still a threat. The parking is restricted in the north section of Main Street. In the southern end of Main Street, where there are no parking restrictions, the grass verge is used for parking. This uncontrolled parking is considered to be a negative factor (see plate 43).

- 8.11 There are a number of isolated negative buildings within the character area (see Map 11 in Appendix A). The modern flat roofed university building on the east side of Main Street is considered to be an inappropriate building as result of its form and architectural design (see plate 44).



Plate 42 Scout hut, School Lane



Plate 43 Un-controlled parking at the southern end of Main Street



Plate 44 Unsympathetic building , east side of Main Street

9 ST PAUL'S CHURCH & THE SCHOOL

9.01 This character area is centred on the church and the School and consists of the areas associated with Field Lane (see Map 7 in Appendix A and plate 45). The special interest of this area is the openness which serves as a protective space between the rural setting of the Conservation Area and the built up area.

Uses

9.02 Due to the limited number of buildings within this character area there are only three uses; the religious use of the church, the educational use of the school and the residential use of the school house. The building uses are located on Map 8 in Appendix A.

Qualities of buildings

9.03 The church and its spire is a local landmark building that sits on slightly higher ground than the rest of the designated area (see Map 9 in Appendix A and plate 46). The building itself constructed of stone and is grade II listed as is the font that is located immediately to the north of the church. The church was extended on its northern side in the 1970s. The main school building is a large single storey brick structure with several steep gables facing onto School Lane. It is grade II listed (see plate 47). Over a



Plate 45 Open space surrounding the church



Plate 46 View of St Paul's Church



Plate 47 View of the main building of the school

period of time the school has had new buildings constructed within its grounds, which are of limited significance.

Spaces and views

9.04 The open spaces of this character area define the area (see Map 10 in Appendix A). The churchyard and the sweeping open ground surrounding the church provide a significant green space within the area which adds to the rural character of the village. The grassed areas of the playing fields associated with the school are also an important aspect of the openness of the character area. There is an important view into the designated area towards the church on the approach to the village along Field Lane (see Map 10).

Soft landscaping

9.05 The grassed area that sweeps from University Road up to the church is an amenity resource for the village. It is used as an informal recreational space by many local residents and the student population. The mature trees and hedges that bound these spaces are also important to the character of the area. The line of trees on the north side of Field Lane provide enclosure to the street and mark the eastern gateway into the designated area (see Map 10 in Appendix A).

9.06 The area to the east of the church is known as Dean's Acre and is a valued area of land. The land comprises a field edged by trees, hedges and other vegetation which provides a rural setting to the church on its eastern side. This area will be subject to traffic alleviation measures approved as part of the university expansion (see Map 12 in Appendix A).

Neutral and negative factors

9.07 It is considered that the later buildings within the grounds of the school are a neutral factor within the designated area. (see plate 48 and Map 11 in Appendix A). However, the school house immediately to the south is considered to be a negative factor as result of its inappropriate materials and horizontal emphasis to the window openings (see plate 49). As noted earlier the area suffers from excessive highway signage and road markings which has a negative impact on the appearance of the area (see plate 50).



Plate 48 Later addition to the school



Plate 49 School house



Plate 50 Excessive signage and road markings

10 FUTURE MANAGEMENT SUGGESTIONS

- 10.01 This chapter discusses the possible measures that could be introduced within the designated area that may enhance the character and appearance of the Conservation Area.
- 10.02 A consistent approach to hard surfaces would bring about a significant improvement in the visual appearance of the area. The footpaths and highways require an appropriate choice of materials dependent on the location and functional requirements.
- 10.03 Within the area there are a variety of lighting column designs. It would be beneficial if the columns were of a consistent design approach, of a human scale and their light emissions should be sympathetic to a rural location.
- 10.04 There is a severe problem with highway signage, traffic calming measures and excessive use of road markings which clutter the streetscene. It is considered that the signage and traffic calming measures within the area could be rationalized to minimize its impact upon the designated area. The amount and severity of the road markings could be reduced in order to improve visual appearance.
- 10.05 Regular tree maintenance is important and there should be encouragement for reinforcing hedges and other mature planting. The network of long footpaths between areas and out into the countryside have a timeless quality which should be maintained.
- 10.06 The future expansion plans of the University, particularly the traffic alleviation measures, may effect the setting of Heslington Hall and Field Lane where the new link road crosses Dean Acre. It is important that these measures, which will be subject to further detailed proposals, are designed to enhance the setting of Heslington Hall and protect the setting of the church and the rural character of this entrance into the village.
- 10.07 Any detailed proposals for the rationalisation of University Road should be accompanied by a detailed hard and soft landscaping scheme which, if necessary, includes the provision of suitable replacement trees. It is also considered appropriate that any proposals should seek to reduce the amount of highway signage in order to de-clutter the streetscene.
- 10.08 Detailed proposals for the new link road across Dean's Acre should include suitable details of the boundary treatment along the new highway. It is considered that the proposed boundary treatment should respond to the existing character of the area. This should include the appropriate use of metal estate railings and hedging. In addition, it is important that the view into the designated area looking west along Field Lane towards the church is maintained. Therefore, careful consideration should be given to the siting, height and design of all signage and lighting columns along the new highway.
- 10.09 The traffic alleviation proposals will inevitably lead to the extra provision of bus shelters within the designated area. The siting and design of these shelters should be carefully considered, to prevent cluttering of the streetscene.
- 10.10 Consideration should be given to the possibility of introducing Article 4 (2) directions to the Conservation Area. This would bring about additional protection to unlisted buildings

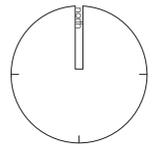
within the area and could be used for example to resist the replacement of timber doors and windows in unsuitable materials/styles, or the loss of typical features such as gates, fences, walls or other means of enclosure.

10.11 Along Main Street there are a number of commercial uses which generate signage and the need for shop frontages. Whilst the existing signage and shop frontages are not considered to be of detriment to the area, an improvement in the overall design approach, that responds to the village context through the use of sympathetic natural materials, would be beneficial to the appearance of the designated area.

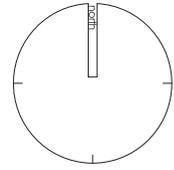
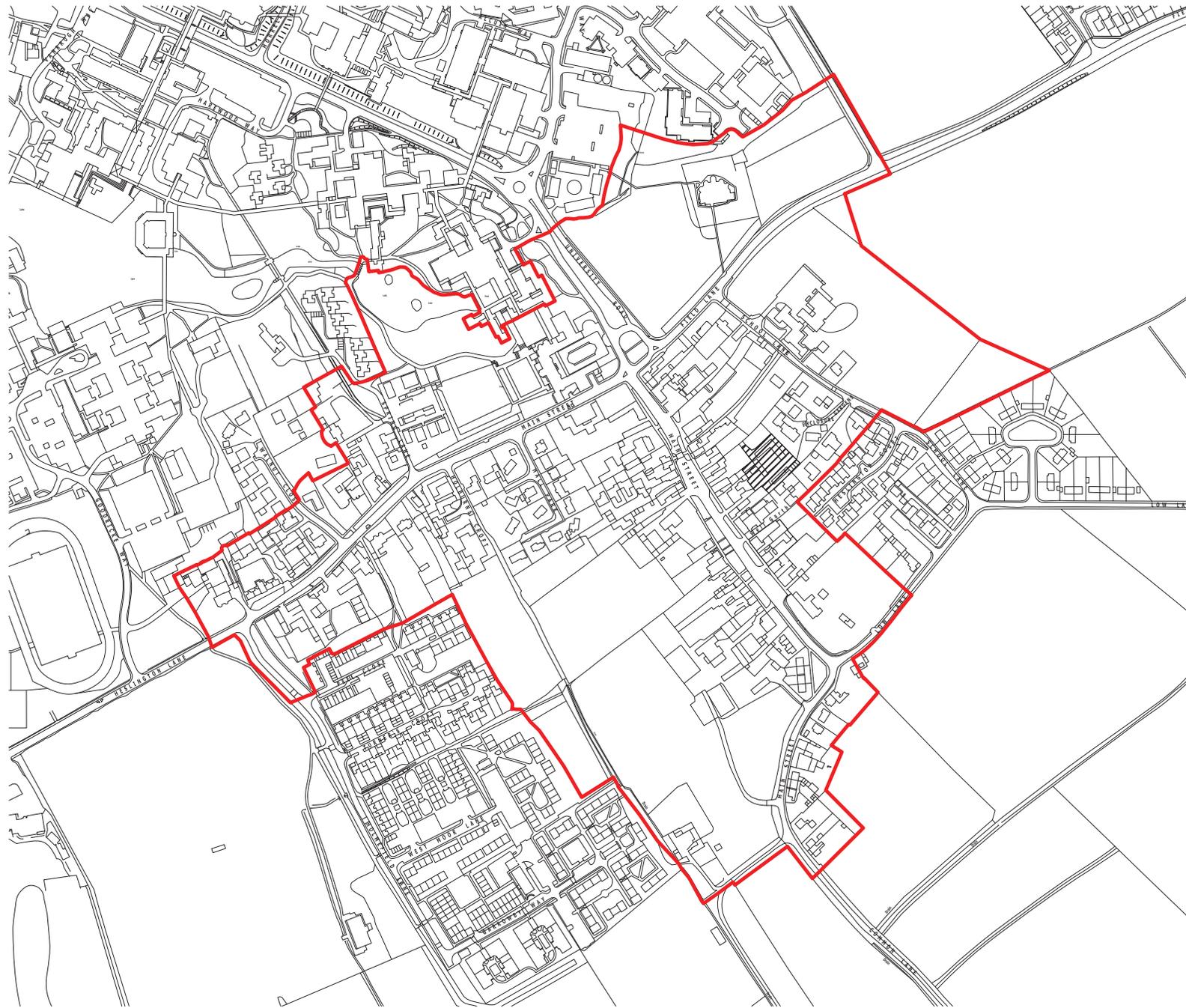
APPENDIX A

MAPS

City of York



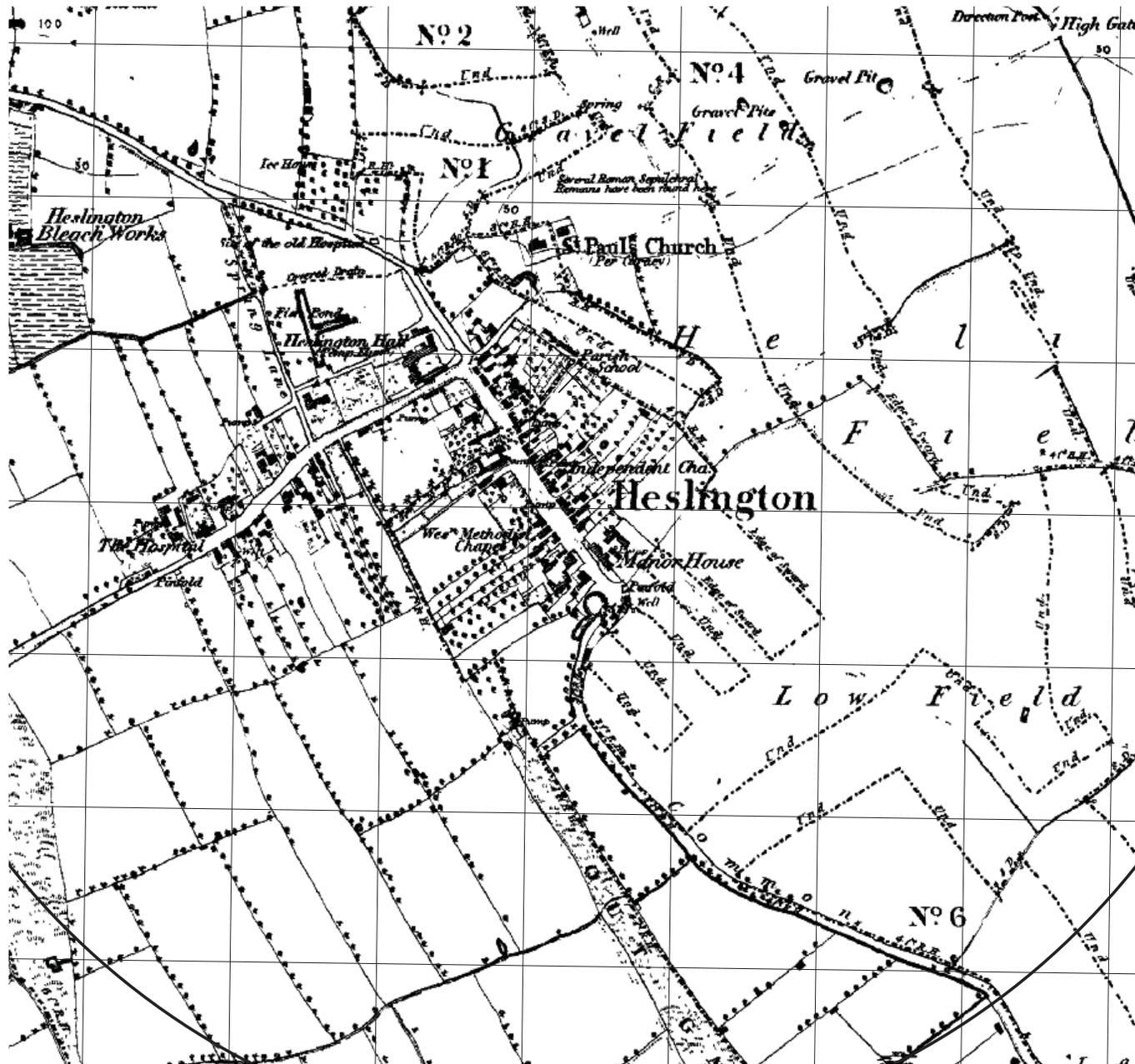
Map 1 - Context Map



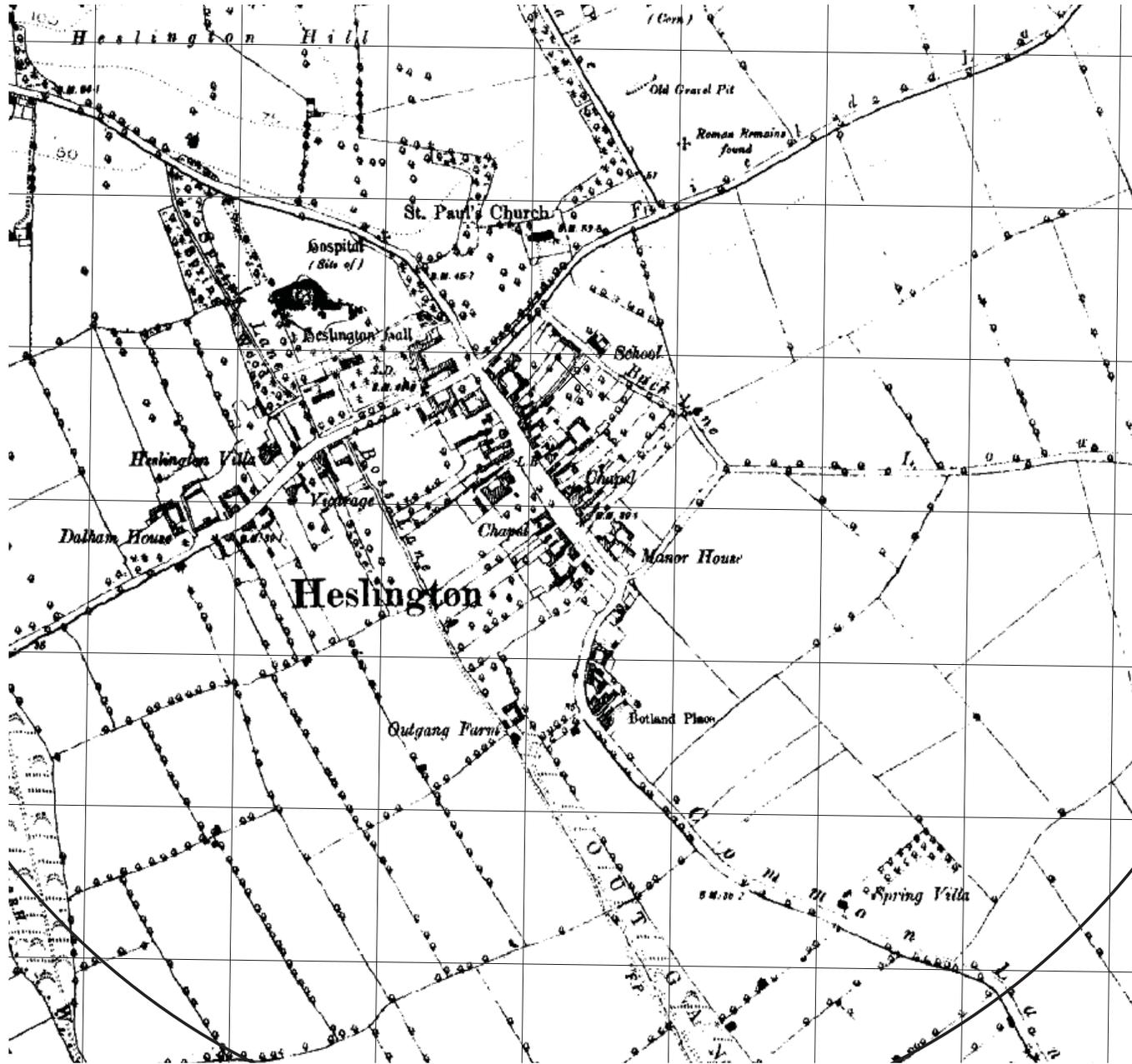
— Current Conservation Area boundary

Based on Ordnance Survey 2006

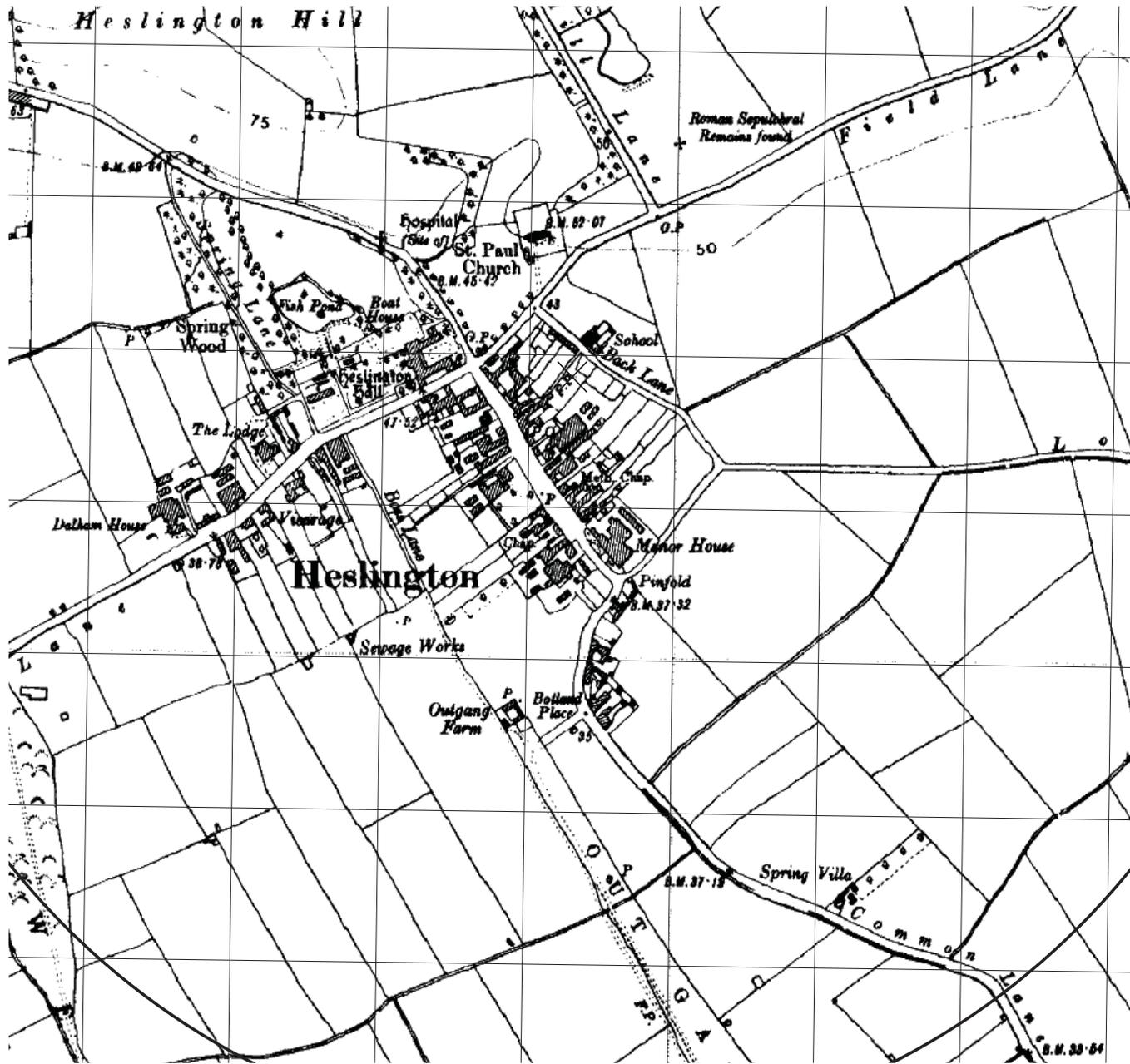
Map 2 - Current Conservation area boundary



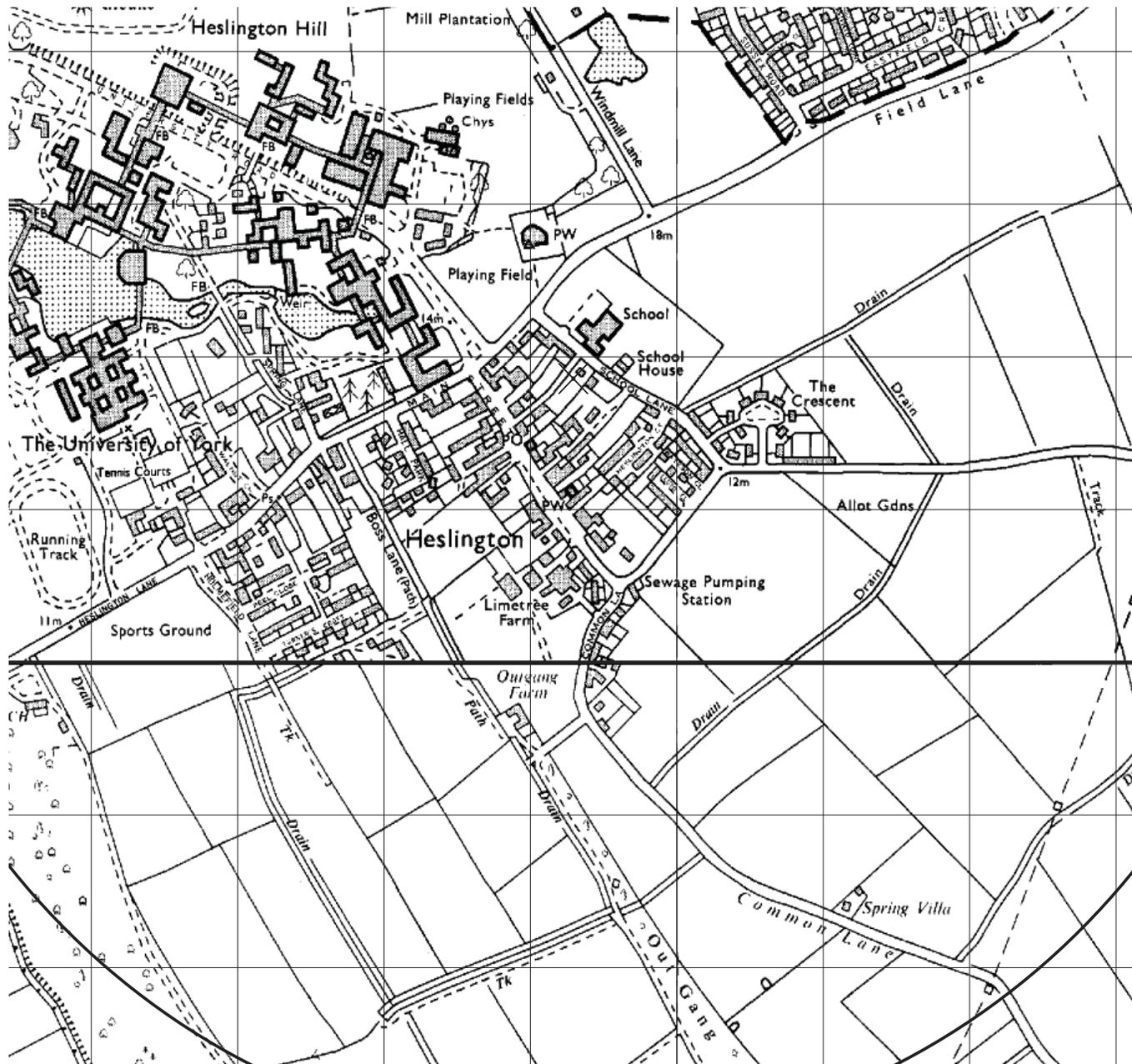
Map 3 1853 Ordnance Survey



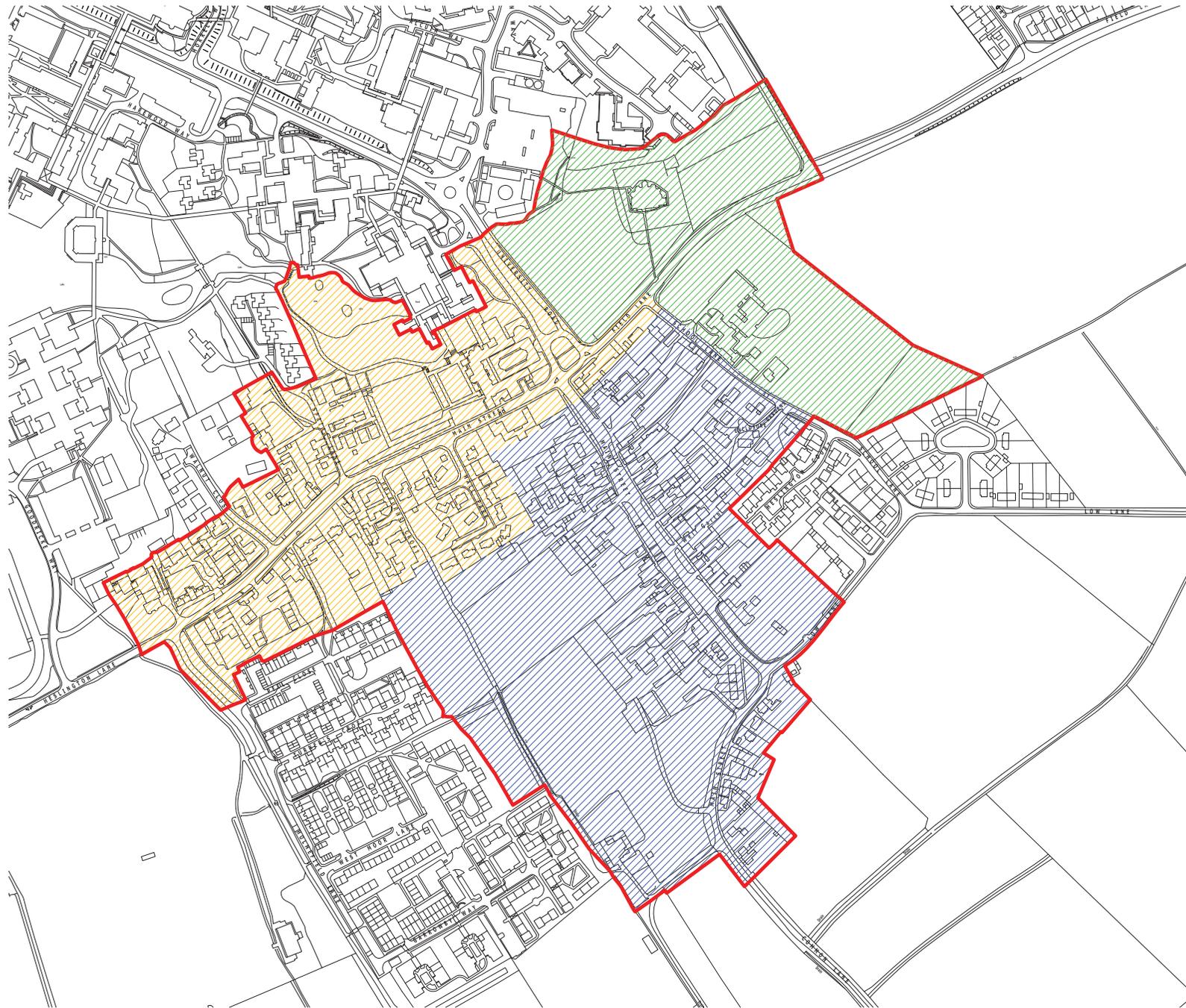
Map 4 1893 Ordnance Survey



Map 5 1938 Ordnance Survey



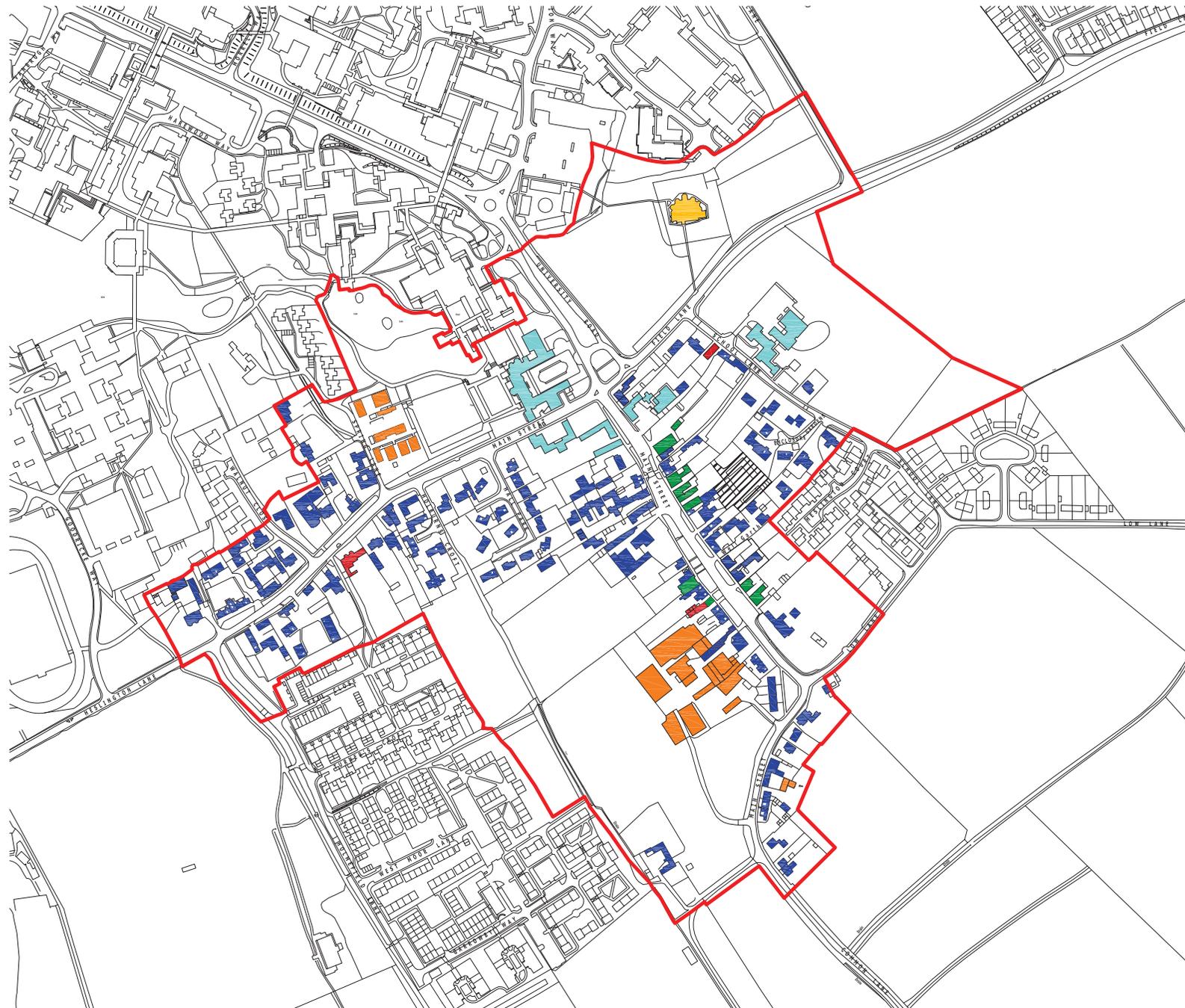
Map 6 1988 Ordnance Survey



- Conservation Area boundary
- ▨ Heslington Lane, Main Street and West Field Lane
- ▨ Main Street South
- ▨ St Pauls Church and The School

Based on Ordnance Survey 2006

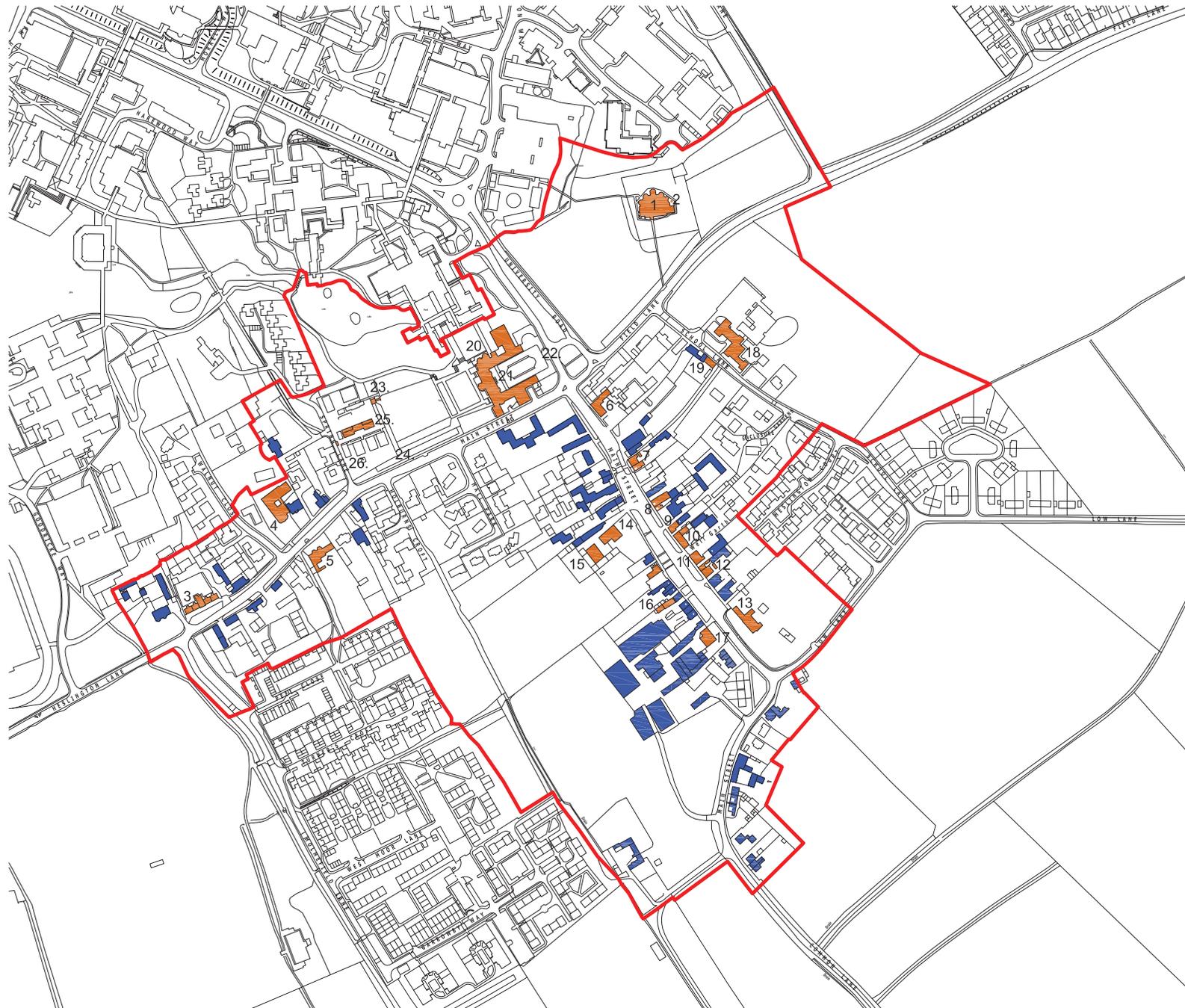
Map 7 - Character Areas



- Conservation Area boundary
- Residential
- Commercial
- Community
- Religious
- Education (all levels)
- Agricultural
- / / / / Building site

Based on Ordnance Survey 2006

Map 8 - Existing uses

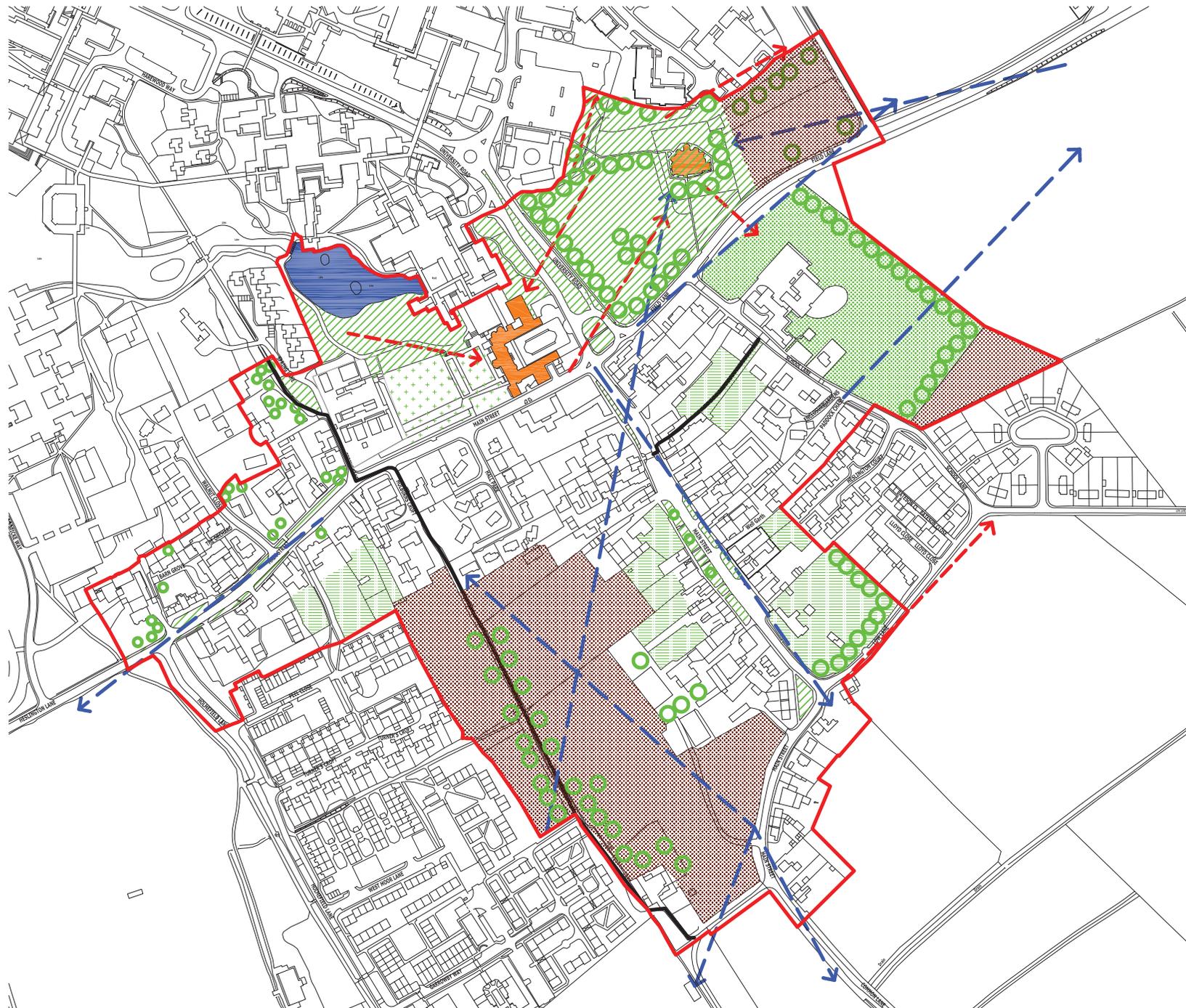
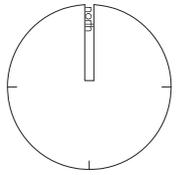


- 1 - Heslington Church
- 2 - The Font
- 3 - Hesketh Cottages
- 4 - The Lodge
- 5 - More House (The Old Vicarage)
- 6 - No. 5, Main Street
- 7 - Tolley House
- 8 - Nos. 15 and 16 Main Street
- 9 - No. 18 Main Street
- 10 - Village Farmhouse
- 11 - Chapel House
- 12 - Nos. 23 and 24 Main Street
- 13 - The Manor House
- 14 - The Little Hall
- 15 - Coachhouse to The Little Hall
- 16 - Wesleyan Chapel
- 17 - Limetree Farm
- 18 - Village School
- 19 - Old School House
- 20 - Heslington Hall
- 21 - Balustrade
- 22 - Railings and Gates
- 23 - Gazebo
- 24 - Walled Garden
- 25 - Orangery
- 26 - The Old Porch

- Conservation Area boundary
- Listed buildings
- Buildings which make a positive contribution

Based on Ordnance Survey 2006

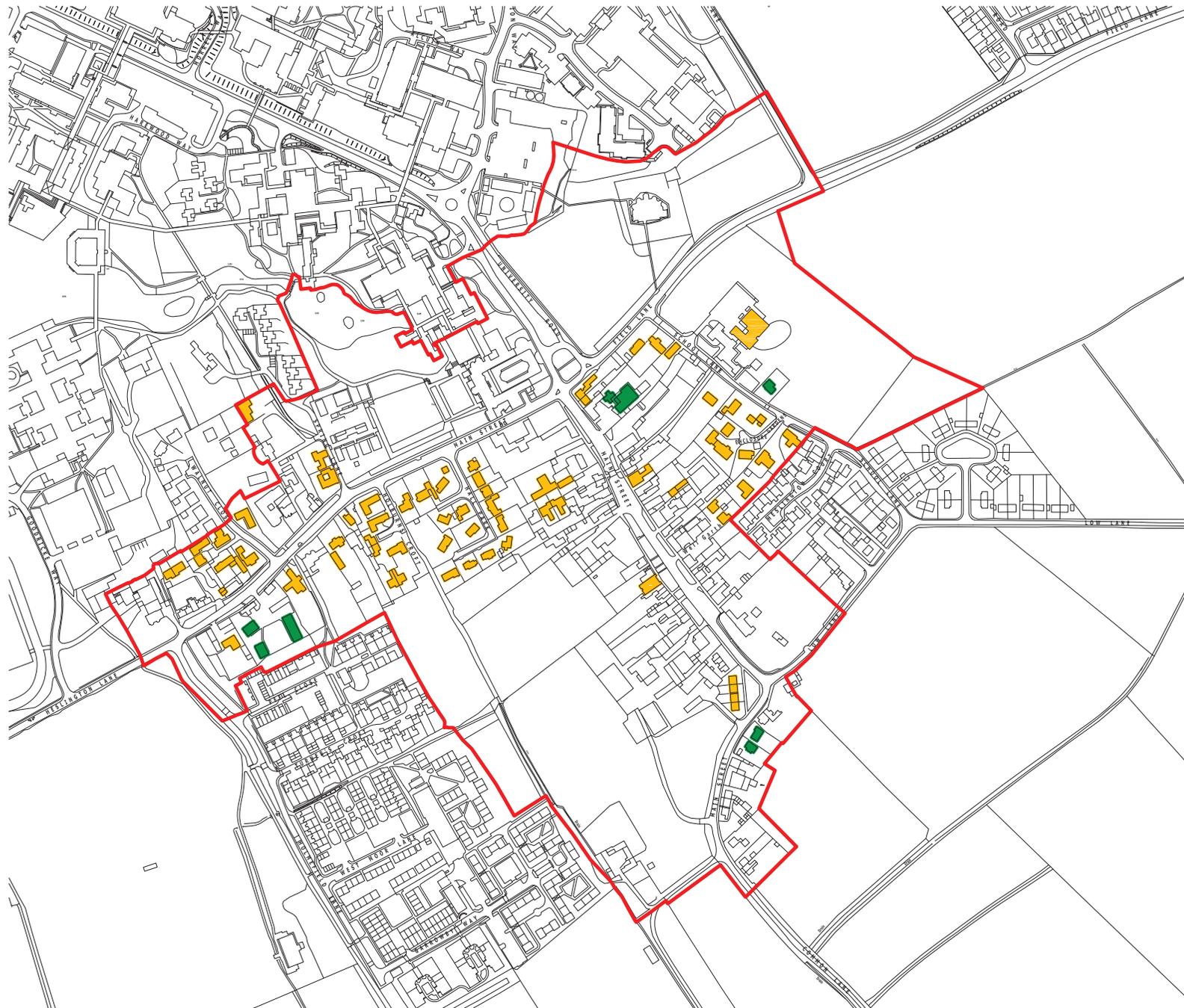
Map 9 - Buildings or structures of significance



- Conservation Area boundary
- Medium distance vie
- Long distance views
- Public Footpaths
- Trees
- Landmarks
- Grassed areas
- Water
- Gardens
- Paddocks
- Formal Gardens
- Playing Fields

Based on Ordnance Survey 2006

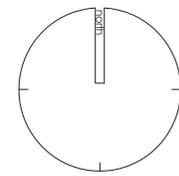
Map 10 - Spatial analysis



- Conservation Area boundary
- Negative
- Neutral

Based on Ordnance Survey 2006

Map 11 - Negative and neutral



— Conservation Area boundary

Based on Ordnance Survey 2006

Map 12 - Areas Affected By Proposed Traffic Alleviation Measures

APPENDIX B

LISTED BUILDING DESCRIPTIONS

**FIELD LANE
(North Side)
Heslington Anglican and Methodist Church
Grade II**

The Description shall be amended to read:

Church. 1858 by JB and W Atkinson for G and A M Lloyd, enlarged by R.G Sims with addition of church rooms to north in 1973. Sandstone ashlar with magnesium limestone dressings and grey slate roof. West tower, 5-bay nave with south porch, 2-bay chancel. Gothic Revival. 3-stage tower surmounted by broach spire. Angle buttresses with off-sets. Moulded plinth. 1st stage band interrupted to west façade by 3-light window with reticulated tracery to head. Trefoiled lights to north and south. Second stage band. Twin-light bell-openings under hoodmould. Lucarnes. Nave: angle buttresses. Plinth. South porch to 2nd bay with pointed entrance, a glazed oak double door in architrave with nook shafts and roll-moulding to head. Two-light windows with reticulated tracery under hoodmoulds. Moulded eaves band with gargoyle rainwaterheads. Ashlar coping to gables. Chancel: angle buttress with set-offs. Plinth. Steps to 4-centered doorway under continuous hoodmould. 2-light windows with traceried heads. Eaves band. Gargoyle rainwaterhead. Ashlar coping to gable end. 5-light east window has reticulated tracery. Plain interior. On plaques to tower exterior: 'THIS CHURCH/REBUILT AND ENLARGED/1858/BY GEORGE AND ALCIA MARIA LLOYD/OF STOCKTON HALL' and 'THIS CHURCH / WAS REDEVELOPED / AND

REFUNISHED / 1973 / BY THE/HESLINGTON/
CHURCHES PROJECT'. Pevsner, York and The
East riding, 1978, p. 250.

**FIELD LANE
(North Side)
Font, approximately 2.5 metres to north of
Chancel of Heslington Church
Grade II**

Font. Probably mid c19. Sandstone ashlar. Gothic style. Waterholding base, surmounted by group of 4 columns with stiff-leaf foliage supporting octagonal font with sunk quatrefoils and foliate bands. Included for group value.

HESLINGTON LANE

North Side)

Nos 1-5, Hesketh Cottages (formerly listed as The Almshouses)

Grade II

Almshouses. 'THIS HOSPITAL WAS/FOUNDED BY/SIR THOMAS HESKETH KNIGHT/ANNO DOMINI 1605/REMOVED AND REBUILT BY/HENRY YARBURGH ESQUIRE/ANNO DOMINI 1795/thou O God hast of the goodness/prepared for the poor' and 'Repaired and modernised by/Richard de Yarburgh-Bateson/6th Baron Deramore AD 1968' on plaques. Pinkish-brown brick with ashlar and redbrick dressings and plain tile roof. 2 storeys, 3-bay slightly-projecting centre and 8-bay wings. Entrances to 3rd, 7th, 10th, 13th and 17th bays are six panel doors with overlights, that to 10th has hood on consoles. Further blocked openings to end bays. c20 casement windows throughout, alternately blind openings to first floor of wings, and centre bay all under flat arches of red brick. Dentil eaves cornice. Pediment to central 3 bays with blind oculus. Ridge stacks. Pevsner, N., *Yorkshire, York and The East Riding*, 1978, p.250.

HESLINGTON LANE

(North Side)

The Lodge

Grade II

House. Early c19. Pinkish-brown brick with ashlar and red brick dressings and Welsh slate roof. 2 storeys, 4 bays of which the 3 ground floor left-hand bays form a bow. French windows with decorative glazing bars throughout, mainly under flat arches of red gauged brick. Slanted shutters to most windows. Ashlar coping to bar and to left gable. Roof hipped to right. End and ridge stacks.

HESLINGTON LANE**(South Side)****More House (formerly listed as The Old Vicarage)****Grade II**

Vicarage, now house. Late c18 with early c19 range to right. Red and pinkish-brown brick with Welsh slate roof. 3 storeys, 3 bays including full-height 3 window canted bays to sides and 2-storey range to right with one first floor window. Entrance to 2nd bay a 6-panel door with overlight under flat arch of red rubbed brick. Further end entrance a c20 glazed door under round arch. 12 and 6-pane sashes to canted bays, blind openings to 2nd bay, all under flat arches of red rubbed brick. Still bands to ground and first floor and first floor band. Dentil eaves cornice. Separate roofs to bays, end stacks. Range has windows with radial glazing to heads, that to first floor an unequally-hung 9-pane sash, under round arches. Staircase window to rear a 12-pane sash with radial glazing to head. Interior: openwell staircase with wreathed handrail and stick balusters. Further dogleg staircase with wreathed handrail and stick balusters. Further dogleg staircase has same turned balusters. Ground floor room to left has alcoves, panelling, dentil cornice and fireplace. That to centre has moulded cornice. Shutters to some first floor windows. The Reverend Sydney Smith lived here while Foston Rectory was being built. Pevsner, N., Yorkshire, York and The East Riding, 1978, p250.

MAIN STREET**(East Side)****No. 5****Grade II**

House. Early-mid c18 with later additions and alterations. Pinkish-brown brick with some rendering and cement tile roof. Lobby-entry, L-shaped plan, 2 storeys, 3 first floor windows. Off-centre entrance a 4-panel door. Ground floor has 20-pane sashes 3-course first floor band carried across right gable end. First floor has 18-pane Yorkshire sashes which interrupt cogged eaves band. Blocked openings above door. Swept roof, hipped to left. Brick coped gable end to right. Ridge and rear stacks. Interior: bressumer beams to fireplaces. Chamfered beams and exposed joists to some ceilings.

MAIN STREET**(East Side)****No. 9 (Tolley House) and No. 10****Grade II**

House, now pair of houses. Mid-late c18 with later additions and alterations including outshut to rear. Pinkish-brown brick with red brick dressings and pantile roof. Probably originally lobby-entry plan. 2 storeys, 4 first floor windows. Off-centre entrances, 6-panel doors with overlights. 12 and 4-pane sashes under flat arches of red rubbed brick evidencing mainly wider former openings. 4-course first-floor band. Ridge and end stack. C18 lead rainwaterhead and fallpipe.

MAIN STREET**(East Side)****Nos. 15 and 16 (formerly listed as No. 16)****Grade II**

House, now pair of houses. Late c18 with c19 extension to left and outshut to rear. Pinkish-brown brick with red brick dressings and pantile roof. 2 storeys, 3 first floor windows. End and side entrances, 4 and 6-panel doors under flat arches of red brick. Further blocked off-centre entrance. 16-pane sashes throughout, those to ground floor under flat arches of red brick. Dentil eaves band. Ridge and rear stacks

MAIN STREET**(East Side)****Nos. 18****Grade II**

House. Late C18-early c19 with later additions and alterations including outshut to rear. Pinkish-brown brick with red brick dressings and pantile roof. 2 storeys, 2 first floor windows. 2 steps to central entrance a 4-panel door with overlight with glazing bars. 16-pane sashes throughout. Openings to ground floor under cambered heads of red brick, those to first floor under elliptical arches. End stacks. Included for group considerations.

MAIN STREET**(East Side)****Nos. 19 Village Farm (formerly listed as Village Farmhouse)****Grade II**

House. Early-mid c18 with later additions and alterations including outshut to right. Pinkish-brown brick with pantile roof. Lobby-entry plan. 2 storeys, 3 first floor windows. Off-centre entrance a 4-panel door. Ground floor has 4-pane sashes. 2-course first floor band carries across left gable. First floor has 12-pane sliding sashes. Cogged eaves band. Ridge and end stacks. Eaves raised.

MAIN STREET**(East Side)****Nos. 21, Chapel House (formerly listed under Nos 20, 21, 22)****Grade II**

House. Late c18 – early c19. Double-depth plan with later additions and alterations. Pinkish-brown brick with pantile roof. 2 storeys, 3 first floor windows. Off-centre entrance a c20 6-panel door. 16 –pane sashes throughout. Openings to ground floor and to first floor under renewed flat arches. Ridge stack. Included for group value.

**MAIN STREET
(East Side)
Nos. 23 and 24
Grade II**

House, now pair of house. Early c19 with later additions and alterations. Pinkish-brown brick with red brick dressings and pantile roof. 2 storeys, 3 first floor windows. End and side entrances, a 6-panel door with overlight and a glazed door. 16-pane sashes throughout. Openings under cambered heads of red brick. Ridge and end stacks

**MAIN STREET
(East Side)
The Manor House
Grade II**

House. Mid-late c18 with later additions and alterations including c20 extension to left of no particular interest. Pinkish-brown brick in Flemish bond with ashlar dressings and pantile roof. 2 storeys, 4 bays. Entrance to 3rd bay a 6-fielded-panel door with fanlight under porch of fluted Corinthian columns supporting frieze and hood. Mainly 16-pane sashes, with 12-pane sash above door, all under wedge lintels and with ashlar sills. Ashlar kneelers and coping. End stacks. Yorkshire fire mark.

**MAIN STREET
(West Side)
The Little Hall
Grade II***

House. Inscribed and dated 'JY/1734' in plasterwork of hall ceilings with later additions and alterations including wing to rear. For John Yarburgh. Pinkish-brown brick with ashlar and red brick dressings and plain tile roof. 2 storeys, 5 bays. Red brick quoins. Central entrance and 8-fielded-panel door with c20 overlight within pilastered doorcase with open pediment on brackets. Unequally-hung 15-pane sashes throughout with red brick quoined jambs and under flat arches of red rubbed brick. 4-course first floor band. Eaves band. Parapet with ashlar copings. Ashlar coping to eaves. End stacks. Scalloped gables. To rear: staircase window an 18-pane sash with radial glazing bars to the head. Interior: panelled sitting room with c18 fireplace. Dining room has panelling and alcoves with shaped shelves. Rococo fireplace. Window seat contains earth closet. Openwell staircase has barleysugar-on-vase balusters, 3 per tread. Rectangular panels of moulded plasterwork to staircase hall ceiling. Panelling to landing and some first-floor rooms. Dog-leg closed string service staircase with column-on vase balusters. Shutters to most windows. Pevsner, N., Yorkshire, York and The East Riding, 1978, p. 250.

MAIN STREET**(West Side)****Coachhouse to The Little Hall****Grade II**

Coachhouse. C18. Pinkish-brown brick with ashlar dressings and pantile roof. 2 storeys, 2 bays. Elliptical-arched carriage entrances with ashlar impost band and keystones. Blocked ocular openings to first floor. Dentil eaves band. Flight of ashlar steps to right side wall. Diamond-shaped pigeon openings to gables. Brick coping to gable ends. Interior: king post roof.

MAIN STREET**(West Side)****Wesleyan Chapel****Grade II**

Chapel, now village hall. 'WESLEYAN / CHAPEL. / 1844' on plaque. Pinkish-brown brick with Welsh slate roof. Single tall storey, 3 bays. Steps to central entrances, 6-fielded-panel double doors under flat arch of gauged brick. Two 4-centred window openings with 16-pane sashes with Gothic tracery to heads and under 4-centred arches of gauged brick. Rear stack.

MAIN STREET**(West Side)****No. 33, Limetree Farm****Grade II**

House. Mid-late c18 with later additions and alterations including lean-to to rear. 2 storeys, 4 bays. entrance to 2nd bay a 6-fielded-panel door with overlight with glazing bars. 12-pane sashes throughout. All openings under wedge lintels. 4-course first floor band. Ridge and end stacks.

SCHOOL LANE**(North Side)****Village School****Grade II**

Village School. 1856 on plaque for G and A M Lloyd with later additions and alterations. Red brick with sandstone ashlar dressings and Welsh slate roof. Centre of single storey, 4 bays, the 3rd of which projects and is gabled with second storey, projecting gabled single-bay wings, that to left a single tall storey and to right is 2-storey centre. Plinth. End entrances now glazed in 4-centred surround under hoodmoulds. Plaque above that to left, heraldic shields to right. Entrance now to rear. 4-light multi-paned mullion and transom window. Canted bay to ground floor of 3rd bay a 2-light mullion window with single lights to sides in double-chamfered surround. To first floor a 2-light mullion window with relieving arch over. Quatrefoil to gable. Eaves band. Wings. Plinth. Buttresses with off-sets. To left a

4-light mullion and transom window in double-chamfered surround and beneath relieving arch. Traceried light to gable. To right 2 and 3-light mullion windows in double-chamfered surrounds and under relieving arches. Quatrefoil to gable. Groups of 3 octagonal ridge stacks. Diagonal stack surmounts left gable. Bell turret to rear. Inscription on plaque reads: 'THIS SCHOOL WAS PROJECTED BY / THE LATE LAMENTED YARBURGH / YARBURGH ESQ^{re} AND ERECTED / BY HIS SISTER AND HER HSBAND / GEORGE AND ALICIA MARIA LLOYD / AS AN AFFECTIONATE TRIBUTE / TO HIS MEMORY, 1856'.

SCHOOL LANE

(West Side)

No. 7 (Old School House)

Grade II

House. 'This Ground given by / HENRY YARBURGH Esqr. / for a School House, / built by Subscription / by the Township of / Heslington 1795' on plaque, with c20 additions and alterations. Pinkish-brown brick with red brick dressings and pantile roof. Central lobby-entry plan. Single storey, 3 bays with outshut now garage to right and outshut to rear. Entrance a c20 part-glazed door with overlight under replaced cambered head. 16-part- glazed door with overlight under replaced cambered head. 16-pane sashes are replacement openings under c20 cambered heads. Ridge stack. Tumbled-in brickwork to gable ends. Included for group consideration.

SCHOOL ROAD

(West Side)

Heslington Hall

Grade II*

Country house now part of York University. 1565-1568 for Sir Thomas Eynns with rebuilding of 1853-4 and later additions and alterations. C19 rebuilding by P. C. Hardwick for Yarburgh Yarburgh. c 1903 interior by W. Brierley. Red brick in English bond with sandstone ashlar dressings and some Magnesium limestone ashlar block of core exposed to rear, plain tile roof. Centre of 2 storeys with basement and attics, 9 bays and wings of singlebay, 2 storeys with basement and attics, then 2 storeys with 6 first floor windows. Centre: flight of steps to central entrance in porch which is a reproduction of original (q.v.), with round keyed arch on pilasters between pairs of fluted Corinthian columns supporting frieze and triangular pediment with finials to sides and centre. c20 glazed double doors in 4-centred arch with moulded surround. Mainly 2 and 3-light cavetto-moulded mullion and mullion and transom windows in ashlar surrounds except to 2nd and 8th bays which are canted to 1st floor and have 5-light, 2 storey mullion windows with 4 levels of transoms. 1st and 2nd floor bands. Low parapet with three gables, the centre of which is ornamented by coat of arms. Ashlar kneelers, coping and finials. Wings: plinth. End and off-centre entrances in 4-centred surrounds. 2-light mullion and 2 and 3-light mullion and transom windows throughout in ashlar surrounds. 1st and 2nd floor bands. Low parapet. Central gables

contain clock and sundial. Ashlar coping and ball finials to gables and gable ends. Mainly clusters of star-shaped stacks. Cast-iron rainwater heads and fall-pipes. Interior: c16 pendant boss ceiling to hall of 2 storeys in height. Several rooms have panelling with strapwork decoration and moulded plaster ceilings by W. Brierley. Inscription to gable to Heslington Lane side (ie south wing rear).

- (not visible)

- (not visible)

ONE OF QUEEN ELIZABETH'S
COUNCIL FOR THE NORTHERN
PART OF ENGLAND AND
SECRETARY AND KEEPER OF
HER MAJESTY'S SEAL FOR
THE SAID COUNCIL A.D. 1578
IT WAS RESTORED AND
ALTERED AND ENLARGED
BY YARBURGH YARBURGH
ESQUIRE A.D. 1854.

J.P. Neale engraving of 1829 shows that the Victorian restoration was faithful to the original Eynns was Secretary of the King's Council in The Northern Parts. Pevsner, N., Yorkshire: York and The East Riding, 1978, p. 251. Hey, D., Buildings of Britain 1550-1750, Yorkshire, 1981, pp.22-4.

UNIVERSITY ROAD

(West Side)

Balustrade approximately 2metres to north of Heslington Hall (formerly listed under Heslington Hall)

Grade II

Balustrade. C.1854. Ashlar. Low balustrade with strapwork decoration and mannerist finials. Included for group value.

UNIVERSITY ROAD

(West Side)

Railings, gates and piers to Heslington Hall approximately 30 metres to north of house (formerly listed under Heslington Hall)

Grade II

Railings, gates and piers. Mid c19. Ashlar piers, cast-iron railings and gates. Approximately 20 metres long with bowed gates. Railings and gates have two levels of rails. Bars to railings surmounted by finials. Gates have bars and dog-bars. Piers have cornice and decorative caps. Included for group value.

UNIVERSITY ROAD

(West Side)

Gazebo, Heslington Hall approximately 45 metres south-west of house (formerly listed under Heslington Hall. The Gazebo)

Grade II

Gazebo. Early c18 with later additions and alterations. Pinkish-brown brick with red brick and ashlar dressings, cast-iron baluster rail and red plain tile roof. Square on plan. 2 storeys, single bay, with single-storey extension to right. Red brick quoins. Round pedestrian arch beneath flight of steps with alternate barleytwist and stick balusters. First floor entrance, a part-glazed c20 door with overlight with glazing bars. Red brick quoined jambs under flat arch of red rubbed brick with stepped ashlar keystone. Stepped 5-course band. Low parapet. Ashlar cornice. Hipped roof. Ashlar ball finial. Extension to right has elliptical-arched opening to side containing seat. Interior: Rococo fireplace with medallions, ribbons and festoons. Pevsner, N., Yorkshire: York and The East Riding, 1978, p.251.

.UNIVERSITY ROAD

(West Side)

Gate piers and gates to walled garden, and walls adjoining approximately 40 metres to south of Heslington Hall (formerly listed under Heslington Hall)

Grade II

Gates, piers and wall. Probably early-mid c18 with later patching to wall. Pinkish-red brick with ashlar dressings and cast-iron gates. Rusticated piers square on plan approximately 3.5 metres high. Ashlar band to base. Ashlar cornice and pyramidal caps surmounted by finials. Gates have bars and dog bars, two levels of rails and arched brace. Walls to either side and to left return towards hall are approximately 3 metres high.

UNIVERSITY ROAD

(West Side)

Orangery, Heslington Hall approximately 50 metres to south-west of house (formerly listed under Heslington Hall, The Orangery)

Grade II

Orangery. Probably mid c18 with c19 heightening and alterations. Red brick with ashlar dressings and glass roof. Single storey, 5 bays. Ashlar band. Arcade of 5 round-arched bays of which the centre is the entrance with glazed doors. Otherwise 12-pane windows with radial glazing to heads. Ashlar impost band. Dentil cornice. Wrought-iron filigree ridge to roof. Pevsner, N., Yorkshire: York and The East Riding, 1978, p.251.

UNIVERSITY ROAD

(West Side)

The Old Porch, Heslington Hall approximately 60 metres to south of house (formerly listed under Heslington Hall,, The Old Porch)

Grade II

Porch now garden ornament. Sandstone ashlar. Round keyed archway between paired Corinthian columns with frieze and pediment. Ornamental finial to left, remains of apex finial, that to right now on ground to side. Extremely weathered. Former main entrance to original house now replaced by a copy.

APPENDIX C

Quotations from Secretary of State Decision Letter

PPG 15 -Planning and the Historic Environment

35. The Secretary of State notes the requirement to consider the desirability of preserving the setting of the two listed buildings affected by the development, Heslington Hall and Heslington church (IR 723), as well as the desirability of preserving or enhancing the character of a conservation area (IR 725).
36. For the reasons set out in IR 725-732, the Secretary of State agrees with the Inspector's conclusion in IR 733 that, while some elements of the proposed development would have an adverse effect on the setting of the Church and the character and appearance of the Conservation Area, the area would benefit from the enhancement of the setting of Heslington Hall. She also agrees that, on balance, the overall effect on the character and appearance of the area and the setting of its listed buildings would be neutral. The Secretary of State agrees that the development is consistent with the advice in PPG 15 (IR 733).

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