

**Schedule of Responses****1. Summary of Consultation:**

The consultation ran for seven weeks from 21/07/14 to 07/09/14 in conjunction with Wheldrake Village Design Statement Consultation.

Documents were available online, at West Offices, Strensall library and Strensall Village Hall. Copies were also placed in the members group rooms.

Local Plan database letter to those registered within Strensall and Wheldrake.

Email letter and links to relevant CYC officers, all Members, Parish Councils, Planning Panels and specific consultees, including interested bodies.

York Press article 04/07/14, press release 21/07/14, press notice 21/07/14.

Ward Resident Forum 23/07/14.

<b>Method</b>	<b>Number of responses</b>
Leaflets (L)	<b>5</b>
Surveymonkey (L)	<b>5</b>
Email/ letter	<b>14</b> North Yorkshire Police Highways Agency Nathaniel Lichfield & Partners/ Linden Homes Resident Environment Agency Homes & Communities Agency Cllr P Doughty Ouse and Derwent Drainage Board English Heritage Yorkshire Wildlife Trust Strensall with Towthorpe Parish Council Conservation Area Advisory Panel Sustrans
CYC Officer comments	<b>8</b>

2. Analysis of responses (leaflets/ online/ email and letter):

Ref	Source	Summary of written comments	Officer Response/ proposed changes to be made
<b>LEAFLET</b>			
1	L1 Resident	<p>I agree wholeheartedly that improvements in infrastructure should precede any more housing developments. Traffic often comes to a standstill along The Village (near the Post Office) and west End by the primary school – here it is impossible to see to the end of the parked cars when trying to drive along the road at the beginning and end of the school day.</p> <p>Cycle routes are woefully inadequate – a tiny on-road section at the Six Bells Public House. Provision of a safe cycling route out of the village MUST be a priority. The village is part of the City of York, which makes a big thing of being a “cycling city”.</p> <p>The primary school is oversubscribed &amp; some of its pupils live 30 minutes walk away – before any more housing is approved, school places, a sensible school travel plan and parking facilities must be arranged.</p>	<p>Infrastructure/ traffic – see 21a.</p> <p>P35/36 Cycling – no change required.</p> <p>P9 School – see 27.</p>
2	L2 Resident	<p>I am not against development in the village but it has to be in the right place. Why are planning applications viewed in isolation leaving the last one to ‘pick up the tab’? Planning and development in any village should be structured and considered as a whole so the cost of updating the infrastructure is shared between developers. If Daniel Gath, David Wilson Homes and others had joined together to update the sewerage system in the village this would have alleviated a lot of problems. There appears to be no ‘joined up thinking’ with planning and this needs to be addressed. For example – there was a school near Usher Lane in Haxby which was closed and made into flats and now they will need to build another if this development goes ahead. This document is well put together and professional in its content. Maybe City Council could learn from this.</p>	<p>Infrastructure – see 21a.</p>
3	L3 Resident	<p>I write as an individual resident of Strensall in strong support of the Village Design Statement. It is an accurate description of life in the village and highlights the main issues that concern the residents. Paragraph 1 Page 8 is at the heart of our concerns. Any future developments, especially one as proposed for Brecks site or at an extremity of the village, would only add to the problems of day to day living. I am particularly concerned about:-</p> <p>a) The lack of any additional infrastructure planned for the village in terms of shops, parking, children’s play areas.</p>	<p>Infrastructure/ traffic/ facilities/ play/ school – see 21a.</p>

		<p>b) Traffic congestion on the Village main street and outside the school. At certain times of the day the village grinds to a halt. The elderly and disabled and parents with children need to park by the local shops and there is very little on street parking and no off street parking. There are already safety issues and extra houses on the Brecks site would generate more cars and more people taking children to school. There is no other way to get to the school except via West End where the corner is dangerous and parking near the school is already a major concern.</p> <p>c) Lack of additional facilities for the young. No extra play areas seem to be planned for all age groups and there is already an issue of lack of accommodation, recreational facilities and parking at the school. A new primary school might alleviate the situation but there would be serious issues related to building, future maintenance and staffing costs. In addition the village would have lost the wonderful situation where all the children in the village, attending the same school, gives a unity and stability to the population. Children who go to school together, share the same values and common ties. This should be treasured. More children of secondary school age would require extra transport and thus increase traffic flow.</p>	
4	L4 Resident	<p>The importance of a Village Design Statement cannot be underestimated, the document provides all the information required by any developer BEFORE enlargement of the village is planned.</p> <p>The consensus of the community is that Strensall and Towthorpe remain a VILLAGE and NOT converted to a so called "TOWNSHIP" which current developers wish to re-label the village. Any expansion of the village must be on BROWNFIELD SITES and not built on GREENBELT. Once the boundaries of the greenbelt have been breached the flood of development will see no end, the destruction of our green features will be lost to the detriment of physical and mental health as it sinks under tarmac, pollution of the motor car and noise of urbanisation.</p> <p>Any development MUST consider the limiting factor of narrow roads clogging up with traffic, school capacity and the ability of the existing sewerage works. At the moment the main drainage system is at full capacity and under heavy rainfall conditions it is unable to cope with the extra load. The village at present has few shops and meeting facilities and no banks but works well while we remain a village, it would be quite inadequate for a greater expansion as people would be required to go to Haxby or York for services, a journey generally done by car, which in turn puts more pressure on the surrounding road</p>	<p>Land allocations are dealt with by the Local Plan.</p> <p>Amend P11 H30 from 61 to 71. <b>DONE p9</b>  The Publication Draft Local Plan (September 2014) housing figures estimates H30 as delivering 71 dwellings as opposed to previous figure of 61. This is because the density policy H2 has been amended. The suggested density for rural areas villages is now 35dph (was 30 at preferred options). This is caveated in the policy to say that 'Delivering densities that support the efficient use of land requires good design that responds to its context, an appropriate mix of house types and should be informed by the local character of the area. In conservation areas the density of any proposed housing development should also have regard to any relevant guidance contained in the</p>

		system.	appraisal of the conservation area.' Infrastructure/ traffic/ school/ drainage/ facilities- see 21a.
5	L5 Resident	<p>The village of Strensall is actually no longer a village but a town with the facilities and infra-structure of a village. The proposed future housing developments will completely SWAMP the village with all the additional traffic travelling through a main street that is already overloaded and causes major problems. Along with all the additional traffic there will be major problems in accommodating all the extra pupils at the Robert Wilkinson School.</p> <p>I am particularly concerned about the proposed housing development at the Brecks Lane Estate as it will be built on GREENBELT LAND. Surely this cannot be legal.</p> <p>There is also the problem that this estate only has ONE access road. The extra traffic generated will cause major problems for the existing residents of the estate. I cannot believe that existing infrastructure of the Brecks Lane estate can cope with all these extra houses. It is also a fact that some existing properties suffer from drainage problems. Any future development in Strensall should be halted until infrastructure and utility services are improved and retailers are encouraged to open up outlets such as shops, banks, cafes etc.</p> <p>STRENSALL CANNOT COPE AT PRESENT WITH ANY FUTURE DEVELOPMENTS.</p>	<p>Infrastructure – see 21a.</p> <p>This is a site specific matter for Public Inquiry in October 2014, not the VDS.</p>
<b>ONLINE (SURVEYMONKEY)</b>			
6	SM1 - Resident	As I am a member of our VDS group, even though I do not now make all the meetings. I have always been impressed with all the hard work others did and still do. I think the VDS is an absolutely impressive well put together document and I thank everybody for all there hard work. I think the VDS should be approved now.	Noted. No change required.
7	SM2 - Resident	<p>Page 23, Strensall Conservation Area: The statutory definition of a conservation area is that it is “of special architectural or historic interest, the character or appearance of which it is desirable to preserve and enhance”. The wording of guideline 1, on page 46, Design Guidelines, might be reworded to repeat this.</p> <p>Page 24, Allotments: “Allotments are in great demand in the Village and there are waiting lists to become an allotment holder.” It would probably be advisable to include a guideline aimed at protecting these from redevelopment, and perhaps looking for additional provision.</p> <p>Pages 16, 17, Description of eastern Village: “Trees and hedges add to the feeling of enclosure and ‘protection’.” Page 44, Modern Housing and Local Traits: “A feature of the</p>	<p>Amend P23 to include full statutory definition: <u>“special architectural or historic interest, the character or appearance of which it is desirable to preserve and enhance.”</u> <b>DONE p20</b></p> <p>P46, DG1 refers to the whole village. Not all of Strensall with Towthorpe is a conservation area. No change required.</p> <p>The VDS notes the value of allotments but cannot allocate/ protect land. Allotments could be added to DG6? <b>DONE (p44, DG5)</b></p>

		<p>Village is the considerable degree of privacy enjoyed by most residents in their homes and gardens. This is partly due to the layout of plots and the roadways and to the presence of wall, fences, hedges and trees – all part of a mature settlement.” A guideline relating specifically to the retention of gardens and creation of new gardens with new development might be added, to strengthen and broaden guideline 8. Traditional boundary treatments, eg. walls, fences and hedges, could also be expected.</p> <p>Page 55, Annex D, Indicative Location of Key Views: are there no cherished views within the village itself?</p>	<p>DG20 covers the retention of gardens, DG8 covers the design of street frontages and front gardens. No change required.</p> <p>Consider adding DG for traditional boundary treatments to expand upon DG8? E.g. Dunnington DG25 <u>“Boundary treatments should be sympathetic to their location. The use of traditional treatments such as hedges, iron railings and brick walls is encouraged along front boundaries in parts of the village where this is characteristic.”</u> <b>DONE p44, DG7</b></p> <p>DG5/ Annex D: Review views within and from village – see 21i.</p>
8	SM3 – Resident	<p>The detailed Village Development Statement is a considered and detailed account of the village at the present time. It is essential to remember that Strensall is a VILLAGE and as such has limited facilities for daily living. The rapid and continuing extension of the housing stock in the last two decades has been extensive. This development has taken place with very little provision to the infrastructure. Further large developments without considerable and immediate improvements to the total infrastructure will have serious and harmful effects on the quality of life for all villagers. Both small groups of shops are well used but suffer from inadequate parking. There is no provision for off street parking. Traffic through the main street is increasingly chaotic and dangerous and whilst we are fortunate not to have experienced any major accidents many cars are damaged by the tight travelling conditions. Last year my car was seriously damaged twice whilst park on the main street. Any further large developments such as the proposed one off Brecks Lane will exacerbate already over stretch facilities. To extend the present estate without provision for a plausible second exit would increase the vulnerability of all services.</p>	<p>Infrastructure/ traffic/ parking – see 21a.</p>
9	SM4 - Anonymous	<p>Adoption of the Strensall Village Design Statement, which is intended to supplement local planning guidelines to help ensure any future development in our village is appropriate.</p>	<p>Noted. No change required.</p>
10	SM5– Resident	<p>Excellent piece of work by the village design group and we fully support it as important document to the future planning of our village. Probably not appropriate but in accepting this document as an early building block to planning developments guidance it would seem sensible to 'put on ice' current and future developments until final approval of VDS and the proper development of an approved Local Plan for York.</p>	<p>CYC are advising developers that pre-application discussions may take place on green belt sites within the Publication Draft Local Plan, and applications can be submitted providing they are accompanied with a planning performance agreement that</p>

		<p>Greater emphasis should be included for the wider use of Army sport facilities by the village such as happens with the wider use of school facilities at slack periods of use. Given it is the M.O.D. there would have to be some management of the facilities given the setting.</p> <p>It is not good enough to have what appears to be a vague commitment to new/improved cycle paths. This needs to be strengthened by a more positive timescale. If not cars will continue to dominate.</p>	<p>acknowledges the application will not be determined until the local plan examination has taken place. Sites in the settlement limit, could potentially be determined as with any other urban site.</p> <p>P25/ P37 note MOD partnership development of services. No change required.</p> <p>P36/7 identifies potential cycle routes. It is not appropriate for the VDS to place requirements upon developments/ prescribe timescales. No change required.</p>
<b>ENVIRONMENT</b>			
<b>11</b>	<p>Nick Pedder Planning Adviser - Sustainable Places <b>Environment Agency</b></p>	<p>Thank you for consulting us in relation to these draft village design statements. I can confirm that we agree with the assertion that these plans will not give rise to any significant environmental impacts. As such, we have no reason to believe that an SEA would be required.</p> <p>In terms of the statements' content, it may be worth including some information on promoting the use of Sustainable Drainage Systems (SuDS). Whilst SuDS are highlighted in other areas within your local plan, their inclusion here would bolster their importance. The following statement on SuDS could be included within the design guidelines section: <u>New buildings should promote the use of SuDS. SuDS tackle surface water run-off problems at source using features such as soakaways, permeable pavements, grassed swales and wetlands. As SuDS attenuate flood peak flows, improve water quality and enhance the environment, we expect to see detailed investigations exploring their use.</u></p>	<p>Not sure whether/ where this would logically fit in the text (no flooding/ drainage section)?: <u>Sustainable Drainage Systems tackle surface water run-off problems at source using features such as soakaways, permeable pavements, grassed swales and wetlands. The inclusion of these measures in future development may protect the community infrastructure as well as protecting ecology.</u> <b>DONE, p50</b></p> <p>Insert SuDS to page 47, DG12 'New houses buildings should be environmentally future-proof and must conform to current City of York sustainability policy. <u>The use of Sustainable Drainage Systems is encouraged in new development and householder projects.</u> <b>DONE, p45 (now DG11)</b></p>
<b>12</b>	<p>Paul Hey York Consortium of Drainage Boards</p>	<p>The Foss Internal Drainage Board maintain a network of watercourses in and around the Strensall and Towthorpe areas. This Network represents critical drainage infrastructure in so much as the surface water for the settlements is reliant on water entering these watercourses either directly or indirectly via third party assets such as Yorkshire Water surface water sewers. Most surface water will enter the River Foss which has serious local and downstream flooding issues.</p>	<p>Add SuDS to DG12 – see 11. <b>DONE (now DG11)</b></p> <p>See 29 for reference to adherence with the Strategic Flood Risk Assessment.</p>

		<p>Bone Dyke, Strensall Drain and Primrose Drain are other watercourses that have notable issues locally with Strensall Drain and Bone Dyke serving residential areas. It is evident that these watercourses are under pressure from continued development and at this time are operating at capacity. With the advent of climate change it is clear that this pressure will increase over the forthcoming years. This has the potential to inhibit development and increase the risk of flooding at various points with in the area. The Board feel there is potential within the Design Statement to emphasise the risk of flooding and the need for guidance in regard to surface water management through responsible design and local governance. Whilst the Design Statement has specifics in regard to certain aspects there is a contrasting lack of encouragement of sustainable drainage either in terms of new development or householder type projects. Any reference to adherence with the Strategic Flood Risk Assessment, Sustainable Drainage Systems, encouraging no additional surface water run-off, permeable paving and other measures that may protect the community infrastructure and be truly sustainable including the protection of ecology is absent.</p> <p>The Board would suggest the Design Statement has a number of areas where such references would be apt and would thereby ensure the document truly encompasses all issues within the broader community.</p>	
13	Sara Robin <b>Yorkshire Wildlife Trust</b>	<p>The Trust is supportive of the Village Design Statement and impressed by the amount of work which must have been done to produce it.</p> <p>Strensall and Towthorpe villages are close to Strensall Common and to the Yorkshire Wildlife Trust reserve at Strensall Common. The area is important for wildlife and biodiversity in the York area with Strensall Common being not only an SSSI and nationally protected but also a Special Area of Conservation (SAC) see <a href="http://jncc.defra.gov.uk/protectedsites/sacselecion/sac.asp?EUcode=UK0030284">http://jncc.defra.gov.uk/protectedsites/sacselecion/sac.asp?EUcode=UK0030284</a> and important internationally. The Trust is very pleased to see the information on important wildlife seen on the common and this could be expanded to include details of the SAC and the reason for its designation.</p> <p>In order to support and also connect up habitat in the area the design statement could provide further suggestions. For example native plantings in gardens and open areas and also how to incorporate wildlife in building design. The book <i>Designing for Biodiversity: A Technical Guide for New and Existing Buildings (2<sup>nd</sup> edition)</i> available from RIBA <a href="http://www.ribabookshops.com/item/designing-for-biodiversity-a-technical-guide-for-new-and-existing-buildings-2nd-edition/79859/">http://www.ribabookshops.com/item/designing-for-biodiversity-a-technical-guide-for-new-and-existing-buildings-2nd-edition/79859/</a> provides a very useful overview of what is</p>	<p>Noted.</p> <p>Add SAC info to P28. <b>DONE, p25</b></p> <p>DG8 – add ‘and connect habitat areas.’ to end of first sentence? <b>DONE p44 (now DG7)</b></p> <p>DG12 covers this without being too prescriptive. SuDS to be added to DG12 – see 11. <b>DONE, p45 (now DG11)</b></p>

	<p>possible and it could be referenced. Further possibilities which would support biodiversity and also help to reduce runoff and flooding would be Green Roofs and Green Walls in buildings and Sustainable Drainage Systems or SuDS, the SusDrain website is very helpful in this area <a href="http://www.susdrain.org/">http://www.susdrain.org/</a> .</p>	
CHARACTER		
14	<p>Craig Broadwith <b>English Heritage</b></p> <p>The area covered by your Village Design Statement includes the Strensall and Towthorpe Conservation Areas and five II Listed Buildings. In line with national planning policy, it will be important that the strategy for this area safeguards those elements which contribute to the significance of these assets so that they can be enjoyed by future generations of the area.</p> <p>We consider that the planning and conservation team at City of York Council are best placed to assist you in the development of your Village Design Statement and, in particular, how the strategy might address the area’s heritage assets. Consequently, we do not consider that there is a need for English Heritage to be involved in the development of your plan. If you have not already done so, we would recommend that you speak to the staff in the City of York’s Conservation and Archaeology Team (<a href="http://www.york.gov.uk/info/200584/sites_and_ancient_monuments/446/sites_and_ancient_monuments/2">http://www.york.gov.uk/info/200584/sites_and_ancient_monuments/446/sites_and_ancient_monuments/2</a>) who look after the Historic Environment Record. They should be able to provide details of not only any designated heritage assets but also locally important buildings, archaeological remains and landscapes. Some Historic Environment Records may also be available on-line via the Heritage Gateway (<a href="http://www.heritagegateway.org.uk">www.heritagegateway.org.uk</a>). It may also be useful to involve local voluntary groups such as the local Civic Society or local historic groups in the production of your Village Design Statement.</p> <p>English Heritage has produced a number of documents which your community might find helpful in helping to identify what it is about your area which makes it distinctive and how you might go about ensuring that the character of the area is retained. These can be found at:- <a href="http://www.helm.org.uk/place-and-placemaking/communities/community-planning/">http://www.helm.org.uk/place-and-placemaking/communities/community-planning/</a></p> <p>You may also find the advice in <i>“Planning for the Environment at the Neighbourhood Level”</i> useful. This has been produced by English Heritage, Natural England, the Environment Agency and the Forestry Commission. As well as giving ideas on how you might improve your local environment, it also contains some useful further sources of information. This can be downloaded from: <a href="https://publications.environmentagency.gov.uk/">https://publications.environmentagency.gov.uk/</a></p>	<p>The listed buildings are noted P42/ Annex B, and are protected by their listed building status.</p> <p>City of York’s Conservation and Archaeology team/ HER and local amenity groups have been involved in the production of the VDS.</p> <p>The inclusion of other significant buildings of local value and features of importance in the village which might be suitable for a future Local Heritage List was discussed (Officer Comment Table 02/01/14). The steering group aspired to compile this – check with group.</p> <p>Consider including: <u>‘Although none have been ‘Listed’ the following all make a positive contribution to the character of Strensall with Towthorpe and are so important in the street scene that their value should be taken into consideration as part of any development proposal...</u></p> <ol style="list-style-type: none"> <li><u>1.</u></li> <li><u>2.</u></li> <li><u>3...</u></li> </ol> <p><b>Not added - Parish Council may follow this up via Neighbourhood Plan, or when Local Heritage List emerges.</b></p>

		<a href="http://Gov.uk/skeleton/publications/ViewPublication.aspx?id=e8ce91c1-6f4c-4acc-9ac1-8fbb443c81be">Gov.uk/skeleton/publications/ViewPublication.aspx?id=e8ce91c1-6f4c-4acc-9ac1-8fbb443c81be</a>	
<b>SUPPORT</b>			
15	Resident	I fully agree with all the information contained in the Design Statement documents, including the Design Guidelines. I feel it is important that new development is sympathetic to & preserves / enhances the character of the villages.	Noted. No change required.
16	Coun Paul Doughty <b>Strensall Ward Councillor</b> City of York Council	<p>As the Consultation to the Strensall Village Design Statement draws to a close at the end of the week, I would like to offer my submission:-</p> <p>Having taken part in previous surveys and having witnessed the process taken by the VDS Working Group Members, I recommend the adoption of the Strensall Village Design Statement without hesitation.</p> <p><i>I commend the work of the Strensall VDS Working Group, who have put a lot of time and commitment into producing this excellent document and I wholly endorse its content. It will help supplement local planning guidelines, hopefully ensuring any future development in our village is appropriate, particularly in relation to preserving the greenbelt and in relation to commensurate infrastructure.</i></p> <p>Once adopted, provided it is given the weight it deserves and is adhered to, it should give greater control to our community in neighbourhood planning matters which will also benefit others in providing a workable framework to all interested parties. This should help contribute to the prevention of future planning conflict locally.</p> <p>I applaud the Working Group, not only for the content but also in it's wide-ranging work in engaging the village in it's production. It has held regular updates at Parish Council meetings and informal Resident Forums, had stalls at local events, extensive advertising on notice boards, the local library, direct leafletting to all homes in the village and an interactive website. It has been an example to us all.</p> <p>You ask for comment on the Consultation process. As already indicated, the Strensall VDS Working Group has done all it possibly can to ensure they have produced a balanced, representative document. I do feel the City Council could have responded to the process more quickly. This is not criticism of the main Officer contact at CYC who always remained professional and did what she could within the time constraints allotted to her but rather what appears to have been a feeling of low priority by the City Council generally. This said, we are where we are and I look forward to confirmation that the City Council will now adopt the document at it's earliest opportunity.</p>	Noted. No change required.



		<p><i>“All development is preceded by improvements to traffic flow, school capacity, play areas and land drainage”</i> (Page 8);</p>	<p>The issue of social and physical infrastructure is not appropriate for a design statement which, in line with the Framework advice, would typically look at the scale, density, massing, height, landscape, layout, materials and access to new development. Such elements would more characteristically be covered in a Local Plan or Neighbourhood Plan or Strategic Flood Risk Assessment or the supporting evidence for these documents.</p> <p>These matters all need to be supported by robust evidence in accordance with the Framework [§158] and in the same way that it is required for Local Plans. This evidence is absent currently.</p> <p>Additionally, requiring improvements to traffic flow, school capacity, play areas and land drainage before a scheme is built raises issues of viability. Such an approach is impractical and potentially contrary to the Framework [§173]. It clearly indicates that development should not be subject to such a scale of obligations or policy burdens that a site’s ability to be developed is threatened.</p>	<p>Delete this section as its inclusion in the VDS does not guide the overall scale, density, massing, height, landscape, layout, materials and access of new development as required in the Framework. Additionally, it is unrealistic and would affect the viability of schemes in the area detrimentally.</p>	<p>or detail and should concentrate on guiding the <b>overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally.”</b></p> <p>In relation to neighbourhood planning, the NPPF includes “Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need” and “Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community.” (Paras 183 and 184)</p> <p>So a VDS is not a general community plan, as that is the role of a neighbourhood plan. It seems to me that matters not related to physical design, such as the need for schools, drainage, increased highway network capacity etc, are outside the scope of a VDS. The NPPF indicates that such local concerns should be addressed through neighbourhood planning.</p> <p>In my view, local concerns such as those identified on page 8 of the draft VDS that fall outside the scope of the VDS should more clearly be identified as such in the document. I suggest that they are moved to an appendix and clearly identified as being aspirations for future development, making it clear that they do not relate specifically to design, but are matters of concern to residents and provide an indication of where local residents would want resources aimed, subject to policy considerations and when and if the opportunity arises etc.”</p>
--	--	--	--	--	---

				<p>Separate elements that are beyond the remit of VDS (mainly: ‘What we would like to see’ P7-9 &amp; traffic P22/38) into an annex as an informative/ background preparation for a Neighbourhood Plan, and replace with an introductory paragraph to note e.g. <u>‘Matters of concern to the community that are beyond the design remit of a VDS are included in an annex. These aspirations arose from consultation on the VDS and may form the basis of a Neighbourhood Plan moving forward.’</u></p> <p>DONE, p7 and p49 (now ANNEX A) “The City of York Council Senior Solicitor recommended to separate elements that are beyond the remit of the VDS, and therefore this information was transferred to an Annex as background information.”</p>
21b	<p><i>The request for the “building of an additional primary school in the village” (Page 9);</i></p>	<p>This inclusion in a design statement does not seem a natural place for it to be. Typically, such a request would be included in a Local or Neighbourhood Plan where a site may be identified for its provision. Moreover, the cost of providing a new school is likely to be prohibitive for all but the biggest scheme, making development unviable.</p>	<p>Delete this comment as its inclusion in the design statement does not guide the overall scale, density, massing, height, landscape, layout, materials and access of new development and could affect the viability of schemes in the area detrimentally.</p>	<p>See 27 (amend and move to annex). <b>DONE, p50</b></p>
21c	<p><b>Bus Stops</b> Bus stop distance concerns are raised on page 8;</p>	<p>It is not considered that the identification of bus stops distances is a matter for detailed consideration as part of the VDS. Instead, it would be part of a highways / transport infrastructure plan. It would also be subject to a detailed SEA. It is not the</p>	<p>Delete this section as its inclusion in the design statement does not guide the overall scale, density, massing, height, landscape, layout,</p>	<p>Qualification of ‘bus service is not easily accessible from many parts of the village’ was added in response to LPWG comments.</p> <p>See 21a (move from P8 to annex). <b>DONE, p49</b></p>

		sort of element a reader would typically see in a design statement. Such an element would more typically be covered in Local or Neighbourhood Plans.	materials and access of new development.	
<b>21 d</b>		<p><b>Land Drainage</b> Request for a “study on land drainage” (Page 9);</p> <p>A drainage study isn’t something normally contained within a design statement. Indeed, the Council and Environment Agency already have advice that illustrates when such a study is required.</p>	Delete this comment as its inclusion in the design statement does not guide the overall scale, density, massing, height, landscape, layout, materials and access of new development.	See 29 (amend and move to annex). <b>DONE, p50</b>
<b>21 e</b>		<p><b>2. PROMOTIONAL ELEMENTS</b></p> <p><b>Footpaths</b> The footpath running along Brecks Lane being stated as “regionally important promoted routes and bring passing trade to the village” (page 34).</p> <p>We agree with the principle of promoting the footpath, but do not believe there is any significant evidence to justify its description as a “regionally important” route.</p> <p>Footpath and footbridge promotion (page 35);</p> <p>Again, we support the principle of promoting the footpath along the south bank of the River Foss providing it can be made clear, safe and secure for existing and future residents.</p> <p>Additionally, we support the principle of the establishment of a footbridge1 at Cowslip Hill, since it will increase access in the locality.</p>	<p>We would suggest that a policy supporting the use and maintenance of the footpath would be sufficient to achieve the VDS’s purpose. However, if you wish to suggest that it is “regionally important” then some justification for this statement within the VDS would be needed to be inserted.</p> <p>Attach a plan to illustrate their exact location and include an indication if a CIL tariff / S106 obligation will be imposed to fund such works now or in the future.</p>	<p>P34 Foss Walk, Ebor Way and Centenary Way are all long distance paths. The wording “regionally important” was suggested by CYC Public Rights Of Way officer, who considers that the routes are regionally important i.e. important to York, as all 3 run through the York administrative area, are well used and bring income to the city and passing trade to the villages they go through (albeit on a small scale). Delete the word ‘important’ as the evidence is anecdotal. <b>DONE, p32</b></p> <p>P35 consider plan showing location of former footbridge at Cowslip Hill/ Parish Council wishes for additional footpaths. <b>Not added - This is an aspiration of the River Foss Society and the Parish Council. The location is shown on historic OS maps and will therefore not be added in VDS.</b></p> <p>It is not appropriate for a VDS to state CIL/ S106 requirements in respect of any</p>

		However, we think it would be useful to show in the VDS, its precise location.		development. No change required.	
21f		<b>3. SPECIFIC DESIGN GUIDELINES (PAGES 46-48)</b> 1- <i>“developments should enhance the character of our village”</i> ;	We support point one, since this is clearly in line with the design principals recommended in the Framework.	In relation to point 1, we suggest that examples of what might enhance the character of the village are given for clarity.	Examples of character are given within the supporting text of VDS as opposed to specifics within the Design Guideline. No change required.
21g		2- <i>“Further new development should be accompanied by a significant redesign of the Village to promote access to infrastructure and amenities”</i>	However, in relation to point 2, we consider that there is no apparent justification for requiring all new development to carry out <i>“a significant redesign of the village”</i> or to promote access to social infrastructure and facilities unless a development’s impact needs to be mitigated. As such, a blanket policy to new development is likely to be unjustified for all but the largest scheme that requires significant mitigation.	In relation to point 2, we consider that <i>“a significant redesign of the Village”</i> would not be required in all but the very largest scheme. As such, this point should be deleted or replaced by a policy that requires works to the village where mitigation of an impact / development is required.	Remove this design guideline for reasons outlined in 21a. This can be covered in the new appendix, but is beyond the remit of design guidance. <b>DONE, p51</b>
21h		4 – <i>“Every opportunity to improve, add to or enable access to the footpath network should be pursued”</i> ; and,	In relation to point 4, we support the principal of improving the footpath network. However, a plan showing the location of potential improvements would be helpful.	In relation to point 4, a plan illustrating the location of potential improvements should be included.	Consider plan P34 (see 21e) <b>Not added - Existing PROW are shown in VDS Annex B. No definite routes for future PROW are known and therefore they will not be added to the VDS.</b>
21i		5 – Key views being included in <i>“Annex D”</i>	In relation to views in point 5, Annex D is a new addition to the VDS and there is little explanation that justifies: (i) Why the views in and out	In relation to point 5, further work is required to justify the specific character of all views in question and why they are	The original design guideline said <i>“Views in and out of the Village are significant to the overall character of our Village and must be retained in the design of any new development.”</i> KA didn’t consider the initial wording/ retention of

		<p>of the village have been chosen?;</p> <p>(ii) Why they are “<i>significant to the overall character</i>” of the village?; and,</p> <p>(iii) Why they should be taken account of in designing a scheme in Strensall?</p> <p>Additionally, the inclusion of two views in the vicinity of my clients site seems difficult to justify since the views do not appear to be significant to the overall character of the village and there is no apparent justification in the document for them.</p>	<p>important. A visual impact may be helpful in this regard.</p> <p><u>all views</u> was deliverable, and suggested that views identified in Strensall Conservation Area Appraisal might be considered. VDS group disagreed and felt that sensitive development can blend, but agreed to identify their key views and reword. Subsequent analysis of the Annex D views identified in relation to the future sites map show:</p> <ul style="list-style-type: none"> <li>• C and D are towards H32 The Tannery</li> <li>• F is towards the Brecks</li> <li>• E is across SF1 towards H30</li> </ul> <p>The views differ from those recorded in Conservation Area Appraisals (see maps below). York Central Historic Core Conservation Area Appraisal views analysis document link for info to illustrate the justification process</p> <p>e.g. Askham Bryan VDS: “<i>Key views towards the Minster, the White Horse at Kilburn, the Grange towers at Askham Richard and the south aspect from Chapel Lane contribute to the setting of the village. Any new development should respect, maintain, or provide views through to these features and the open countryside.</i>”</p> <p>This example clearly explains the significance of the view, e.g. the Minster. <b>We can give this more thought/ what are the qualities of the identified views of etc?</b></p> <p>The consideration is a) the importance/ justification of the view, and b) whether these views are significant enough to “be taken into consideration in the design of any new development”, as the guideline suggests.</p>
--	--	---	---

			<p>8/1/15 Update: CYC Senior Solicitor advised that the proposed key views have not been properly justified/robustly assessed and CYC cannot accept the importance of the views proposed and adopt the VDS on that basis. A compromise was agreed:</p> <ul style="list-style-type: none"><li>• Qualify the basis on which the views are considered to be key within the design guideline. Amend DG4 to read '<u>Key views in and out of the Village are significant to the <del>overall character</del> rural setting of our Village and must be taken into consideration in the design of any new development. The key views <u>as suggested by Villagers</u> are shown in Annex <del>D</del>E. <b>DONE p44</b></u></li><li>• Accept addition to Annex E that the identified views simply contribute to the overall rural setting of the Village.</li><li>• Add clarification of the origin of the identified views to Annex E introductory paragraph- <u>These key views were identified by Villagers during VDS process. <b>DONE p55</b></u></li><li>• (c) is off point, retention of pathways is not a view issue – clarify:<ul style="list-style-type: none"><li>• c. South and West towards Strensall Bridge (John Carr's Bridge) from the Foss. <u>Theis views of the bridges from the riverside pathways are valued locally. <del>banks of the River Foss</del> emphasizes Villagers recognise the importance of retaining pathways along <del>its</del> the length of the River Foss through the Village. <b>DONE p58</b></u></li></ul></li></ul>
--	--	--	--

21j		<p><b>4. OPEN SPACE DESIGNATION</b></p> <p>map at Annex A (page 51) shows the Brecks Lane site as “designated” open space.</p> <p>The site is not designated in the ‘Open Space, Sport and Recreation Study’ (December 2008) as open space but assessed as low quality natural and semi-natural open space (In terms of its accessibility it is regarded as ‘<i>lower quartile –medium</i>’. In terms of quality it is regarded as ‘less the lower quartile’).</p> <p>It also should be recognised that the site is designated as ‘safeguarded land’ after 2011 (i.e. available for development after 2011) in the 2005 Local Plan and for housing in the emerging Local Plan. It is not allocated for open space purposes.</p> <p>The designation of the Brecks Lane site should be amended to reflect how it is designated in the current and emerging Local Plan, rather than as open space.</p>	<p>CYC Local Plan team confirmed that the site was in the 2008 open space study, but since then (due to it’s poor score) has been removed as open space and been identified as a housing site in the emerging Local Plan. The 2014 open space study will not show it as open space. Amend designation of Brecks Lane site on Annex A map.</p> <p><b>DONE – new map inserted to reflect 2014 Open Space Study (now Annex B)</b></p>
22	Local Plan Working Group	Was photo on page 8 taken whilst driving?	Crop or replace photo. <b>Cropped and moved p50</b>
23	JOHN A IVES, Chairman <b>Conservation Areas Advisory Panel</b>	<p><b>Generally;</b></p> <ul style="list-style-type: none"> <li>• It’s curious how very different the two VDSs are – the Wheldrake one is beautifully designed and easier to access, the other one less so. Presumably there is not a common style for this type of document.</li> <li>• Without better maps and plans, or a detailed personal knowledge of each village, it is difficult to make specific comments.</li> <li>• Generally there should be policies to: <ul style="list-style-type: none"> <li>a. Provide protection for known and suspected archaeological sites</li> <li>b. cover solar panels, satellite dishes and wind turbines.</li> <li>c. Reduce use of grey tarmac on driveways and paths in favour of more varied Surfacing</li> <li>d. Control through traffic control and seek a reduction</li> <li>e. maintain village institutions, especially pubs, shops etc (e.g. the Alice Hawthorne in Wheldrake of blessed memory!)</li> <li>f. make/keep off-road rights- of- way cycle friendly</li> <li>g. protect traditional village features, such as sign posts, milestones, telephone &amp; post boxes</li> <li>h. promote screening or ‘greening’ of unsightly modern intrusions and development</li> <li>i. ensure Utilities are more careful with their installations, esp. Posts and wires etc.</li> <li>j. Preserve chimney pots and other architectural features on buildings, even if they are redundant.</li> </ul> </li> </ul>	<p>Design work to follow.</p> <p>-</p> <ul style="list-style-type: none"> <li>a. VDS cannot protect sites</li> <li>b. Satellite dishes DG21 Solar panels/ wind turbines DG12?</li> <li>c. <i>DG13 Materials – doesn’t cover surfaces</i></li> <li>d. VDS cannot control/ reduce traffic</li> <li>e. VDS cannot protect institutions</li> <li>f. Rights of Way/ Cycling P34/35</li> <li>g. Are there any traditional features to add (see 14)?</li> <li>h. DG8 Green space and planting</li> <li>i. <i>Utilities not covered</i></li> <li>j. Chimneys DG17 – expand? <u>‘Encourage preservation of chimney pots and other architectural features on buildings, even if</u></li> </ul>

	<p><b>Strensall with Towthorpe</b></p> <ol style="list-style-type: none"> <li>1. Presumably it was particularly difficult to secure common ground to agree on as it appears to have suffered from a poor level of response, as if many residents simply treat it as an outer suburb.</li> <li>2. The accompanying map coverage was very poor. For example there was no proper breakdown of the village areas by maps. The map of the Common did not distinguish in a key (though it could be inferred from the different shades of green) between the trust's land and the MoD's.</li> <li>3. Although there is reference to good footpaths and cycle routes there was no map of those immediately around the village. The photograph from Carr's bridge showing the beautifully surfaced path heading north along the left (in direction of flow) bank of the Foss implies this continues a riverside way – in fact it peters out within half a mile although you can cut across to come back in by the old brickworks site.</li> <li>4. The coverage of the built environment seems to lack imagination and insight (save for the Methodist chapel!) It is interesting how few listed buildings there are however no real attempt has been made to draw attention to some of the historic unlisted buildings, such as the vicarage (which is by Pritchett).</li> <li>5. The reference to the private housing built in the 1880s-90s for commuters as exploiting the trains as 'railway housing' does want correction.</li> <li>6. There seems a lack of historical perspective – there are references occasionally to the brickworks and tannery without indicating where they were or stressing their sites' roles in the larger of the more recent housing developments. There ought also to be some older map (say c1950) showing the former extent of the village prior to the housing explosion and a clearer statement of what natural boundaries remain to the village and the views to be safeguarded, (are those implied in the photos and map in the end?)</li> <li>7. There's nothing to indicate that York envisages any target ceiling for development but at some time Strensall should be rethought of in terms of a town for the 21<sup>st</sup> century (as with Haxby. It might even get its railway station though that aspiration is not accompanied by any suggestion of where it might be and the protection of the likely site – clearly the old station site is in the wrong place nowadays</li> <li>8. Thought should be given to road schemes, Strensall's worst pinch point seems to come opposite the village shop, just beyond the Sheriff Hutton road junction, and results from locals (maybe from the far flung estates) using their cars rather than walking/cycling.</li> </ol>	<p>they are redundant.'</p> <p><b>Not changed – VDS group thought it too prescriptive to demand this. DG 8/9/11/12 already ask developers to look at what is around them in the village and design accordingly.</b></p> <ol style="list-style-type: none"> <li>1. 13% of (2395 households 2011 census) = over 300 responses.</li> <li>2. Map to show character areas (e.g. Wheldrake P18/19) would help illustrate the different area types (ref. Conservation Area Appraisals). <b>Not added – VDS Group felt that this is less relevant to Strensall due to the size of the Village and the extent of new development. The three conservation areas identify the historic character areas.</b> P29 Add key to Common map. <b>Key will be added with next set of graphic improvements.</b></li> <li>3. Annex A (now B) shows PROW and bridleways. Annex C (now D) shows cycle schemes. <b>They will remain as annex's due to restricted funding available for bespoke graphic and layout work.</b></li> <li>4. Conservation Area Appraisals provide this information – see footnote p20. Buildings of significance not added - see 14.</li> <li>5. VDS Group did not change the photo title on p40 as the houses are locally thought to be railway housing.</li> <li>6. Footnote p20 refers to the three Conservation Area Appraisal sources, rather than repeating info.</li> <li>7. Beyond remit of VDS. Matters for Local/ Neighbourhood Plan.</li> <li>8. Beyond remit of VDS. Matters for Local/ Neighbourhood Plan.</li> </ol>
--	---	---

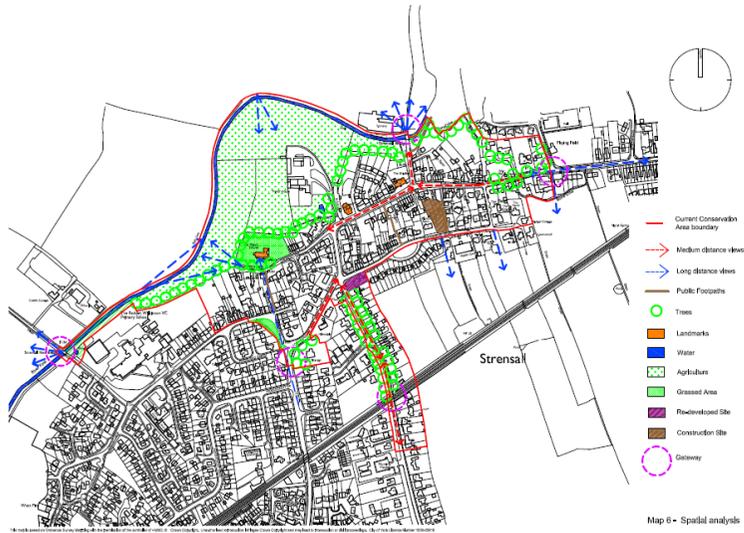
24	Rupert Douglas <b>Sustrans</b> Area Manager North and East Yorkshire & The Humber	Strensall / Towthorpe could well be on a new route linking York with the Howardian Hills AONB and Malton.  These would all hopefully be additions to the National Cycle Network.	KA contacted Sustrans for further details on this - nothing received.
<b>CYC OFFICER COMMENTS</b>			
25	Anthony Dean <b>Environmental Protection Unit</b>	I have noted that neither design statement really considers the appropriateness of locations of any development in terms of potential impact on amenity of the end or existing uses. Whilst issues such as noise, lighting, odour, air quality and land contamination are dealt with specifically through the NPPF, it would be remiss not to mention at this stage how these matters could actually affect any future designs for the village in terms of layout and locations of new buildings.  As a result I would suggest that consideration is given within both design statements of the location of any proposed new buildings in relation to existing and former uses, and how the existing and former uses may impact on the proposals in terms of noise, odour, lighting and land contamination. I would also point out the City of York Council would encourage the use of low emission and electric vehicle use, particularly for residential dwellings, through the provision of electric vehicle recharging facilities.	A VDS does not consider the location of new development, however layout is a design issue.  Add new design guideline: <u>The layout of new development should consider any potential impact on the amenity of the end or existing uses (e.g. noise, odour, lighting and land contamination).</u> <b>DONE, p46, DG 23</b>  DG12 covers the provision of electric vehicle recharging facilities without being too prescriptive.
26	Katherine Atkinson <b>Regeneration</b>	P78 Not all developments require the following measures, so this cannot be enforced.  P2425 Sports & Recreational Facilities: Again, the source of 'limited sports and recreational facilities' should be clarified. A note linking the Village Hall's sport activity would help to give a rounded picture of facilities in this sports and recreation section. The last sentence is incomplete.	Amend and move to new annex: <u>"Where appropriate, our villagers require encourage that all development to be is preceded by improvements to traffic flow, school capacity, play areas and land drainage."</u> <b>DONE p49</b>  Amend: <u>"Villagers feel that there are limited sports and recreational facilities in Strensall with Towthorpe which are immediately accessible to the general public. The sporting facilities available to the general public are covered below. The Village Hall is primarily a social facility, but also provides multi-purpose space for indoor sports and a badminton hall. Those available to the Army and in the Primary School are not available to the public."</u> <b>DONE p22</b>

		<p>P4045 The Conservation Area Character Appraisals refer to multiple ‘character areas’, and therefore there is potentially still some ambiguity in this paragraph to some readers. Does the following wording better reflect your response in the comment table?</p>	<p>Amend:  “Most of the buildings within the conservation areas retain their original features, such as sash windows and cast iron downpipes. Also, within <del>this character</del> <u>these conservation areas</u> are a number of larger or more prominent detached properties which reflect the expansion of the Village during the late nineteenth and early twentieth centuries.” <b>DONE p43</b></p>
		<p>P4146 Design Guideline 7. This is dependent on the site and context.</p>	<p>Amend:  “Wherever possible, developers are to create a variety of new properties harmonious to the character of the Village using a mix of building styles and sizes.” <b>DONE p44 (now DG6)</b></p>
27	Jake Wood <b>School Planning Manager</b>	<p>P89, CYC currently support both expansion of Robert Wilkinson and the building of a new school in the village, if required. We couldn’t support/ promote any specific partnership at this stage though. Academy sponsors for any new school may be from current or alternative sources.</p>	<p>Amend and move to new annex:  “Spaces for more schoolchildren could be made available by the building of an additional primary school in the village. <u>It would be possible to run any new school in A partnership could be developed</u> with the existing Robert Wilkinson Primary Academy, which is already one of the largest schools in York.” <b>DONE p50</b></p>
28	Dave Meigh <b>Operation Manager – Contracts and strategy</b>	<p>P89, Not all developments will require the provision of a play area/ some areas would be minute, so better to invest in existing areas in those instances.</p>	<p>Amend and move to new annex:  <del>“Play areas for younger children should be made available as each new residential development is built. Each new development should contribute to the provision of play areas, amenity open space and sports facilities. But there remains the need for investment in space and facilities for the youth of the village was raised by villagers.”</del> <b>DONE p50</b></p>
29	Richard Wells <b>Senior Flood Risk Engineer</b>	<p>P9, Flood risk can come from various sources including:</p> <ol style="list-style-type: none"> <li>1. Rivers</li> <li>2. Surface water</li> <li>3. Land drainage</li> <li>4. Ground water</li> <li>5. Sewers</li> </ol>	<p>Amend and move to new annex:  “Future development sites should be subject to a study on <del>land drainage is required</del> <u>flood risk</u>, in line with CYC Strategic Flood Risk Assessment 2013 Update, so that our villagers can be sure that the flood risk <del>within the village</del></p>

		6. In coastal areas the sea/estuaries	boundary is minimised.” <b>DONE p50</b>
<b>30</b>	Richard Bogg <b>Highway Development Manager - Network Management</b>	P1922 Landscape setting, Approaches AND P3438 Local Businesses: Paragraphs need to be clear that they are noting the villagers concerns (P1922 “significant increase of traffic/ considerable concern of congestion/ bottleneck/ grinds to a halt/ periodic delays on most days”, P3438 “On street parking is limited and is the cause of frequent delays and frustration...”). The descriptions provide useful local analysis, but the origin needs to be clearly noted (i.e. source is local experience, as opposed to detailed surveys of infrastructure and transport use).	Make clear that the information source is the questionnaire that was completed by villagers in late 2013. <b>DONE p19 &amp; p36</b>
<b>31</b>	Vicky Japes <b>Senior Sport &amp; Active Leisure Officer</b>	P2428 Add source of award, or make sentence anecdotal, e.g.	Amend: “Its Bowling Green is <u>reputed to be</u> one of the finest in North Yorkshire.” <b>DONE p25</b>
<b>32</b>	John Oxley <b>City Archaeologist</b>	The parish of Strensall lies east of Galtres Forest, and from the 13th to the 17th century was one of its townships. It covers an area of 2,908 acres, of which 804 are arable land upon which corn and potatoes are mainly grown	Add. <b>Done, iteration in included p11.</b>

# Strensall Views Analysis – long and medium distance views

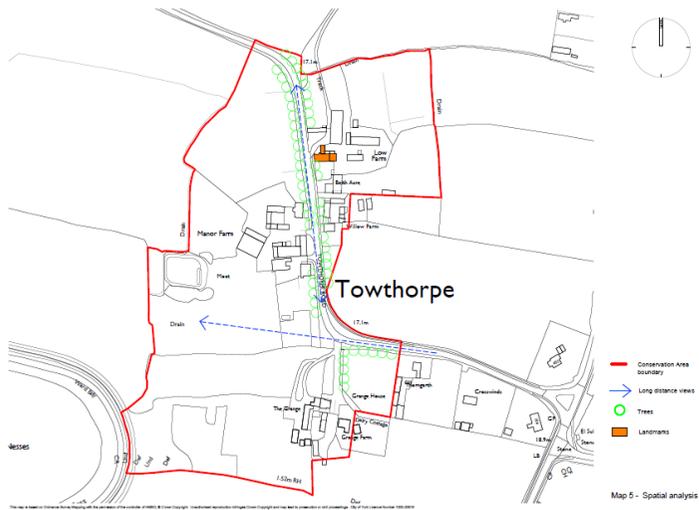
## 1) Strensall Conservation Area Appraisal



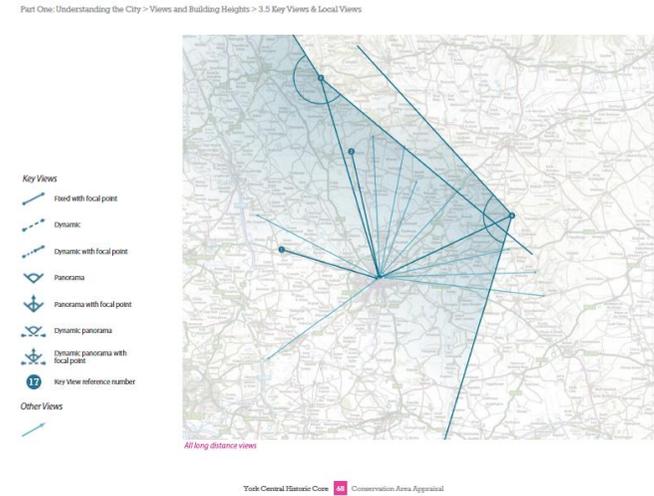
## 2) Strensall Railway Buildings Conservation Area Appraisal



## 3) Towthorpe Conservation Area Appraisal



## 4) York Central Historic Core Conservation Area Appraisal



### 3. How did you hear about this consultation?

Name	Response
L1	Letter received from CYC
L2	Saw the document in the Village Hall
L3	Outreach publications, village gossip, public meetings. It has all been very well published especially via the local Parish Council.
L5	Parish Council Notice Board
SM1	VDS group. Parish Council (Councilor). Yourselves.
SM2	Through membership of various organisations e.g. Conservation Areas Advisory Panel, York Environment Forum, York Open Planning Forum; and direct mailing from Martin Grainger and Katherine Atkinson.
SM3	From public meetings, highlights in Outreach and downloading of the Design Statement
SM4	As a regular attendee at Parish Council meetings, I have been aware of the process. The VDS Group have however done all in their power to advertise the Consultation across the village.
SM5	Happened to pass the Post Office and at a Public Meeting.

### 4. Do you have any general comments on this consultation process?

Name	Response
L2	Took a long time to get to this stage.
L3	Yes, it was thorough, extensive and open to all.
L5	I do not have sufficient information to make any comments on the process.
SM4	In my earlier comments, I have praised the consultation process of the VDS Working Group who gave every opportunity for resident input. While not criticising any specific Officer who has been dealing with the VDS submission (they have been professional at all times), I do think the City Council has been slow to reach this stage.
SM5	It feels as if more should be done to ensure people are of the opportunity to participate.

### 5. Next steps:

Agree amendments with working group

Notify respondents of changes and committee dates

Report back to Local Plan Working Group/ Cabinet