

**Heslington East Community Forum**  
**Notes of the Meeting held on 5 October 2015**

**Present:**

MH	Mike Hurley	Chair
SP	Simon Pratt	AECOM
JM	Jon Meacock	University of York
CLrNB	Cllr Neil Barnes	SUB Cllr Levene
LY	Lynsey Yardley	York Science Park
CO	Cathie Odell	Badger Hill
VC	Vivienne Clare	Fulford Parish Council
NA	Nick Allen	Heslington Village Trust
PH	Peter Hall	Heslington Parish Council
JW	Julia Wright	Windmill Lane Residents
PB	Pauline Bramley	Heslington Parish Council
RB	Richard Bramley	Farming and Businesses
HT	Harry Telfer	Badger Hill
KO	Kevin O'Connell	City of York Council
MS	Mike Slater	City of York Council
JON	Janet O'Neill	O'Neill Assoc
BM	Bill McClean	Heslington Village Trust (Sub)
KA	Katherine Atkinson	City of York Council

**1. Apologies for Absence**

Apologies were received from Cllr Levene and from Rasha Ibrahim York GSA.

**2. Minutes of the Meeting of 3 December 2013**

The Minutes of the meeting of 3 December 2013 were approved.

**3. Matters Arising**

- MS: The pot holes on Field Lane (page 5) were dealt with in April 2014. Field Lane carriageway is in this years resurfacing programme, although the footways are not in this years maintenance plan.
- HT: Badger Hill residents are only allowed two parking permits, whilst students in HMO's are allowed more than two. SP referred to the note on page 5:

*[Post-meeting note 34/03/14: Mr Pratt has liaised with the CYC Highways Officer following the meeting, who has confirmed the following with regards the treatment of students when issuing parking permits in residential areas: students and residents are treated in exactly the same way when permits are being issued. However, it is the properties which are dealt with in a*

*slightly different way; those properties which are registered as a House of Multiple Occupation (of which there are none in Zone 9) have a different issue criteria. A normal household will be issued 2 free parking permits to park on street this is the same whether they are long term residents or students on a short term lease or rent. However, if the property is registered as a HMO then on street parking permits are charged, which increase in cost per permit. A HMO could be occupied by either students or non-students alike.] Check this is still the case – **action MS.***

#### **4. Progress report on recent planning approvals (Janet O'Neill)**

Presentation slides attached.

##### **Health & Retail Facilities**

Since the last meeting, the health and retail scheme to the east of Field Lane roundabout/ Kimberlow Hill has been approved. A fourth arm off the roundabout will turn into the site. The scheme will provide a health centre and pharmacy, 8-late convenience store and four small units to the right (Subway, Greggs, a takeaway and a University student's accommodation office are interested), plus 4 small units between the Health Centre and the store. The building will be low rise and single storey. Hope to start building in 2016. It is believed that Sainsbury's will not now be progressing with occupying the B&Q store on Hull Road.

PH: how will parking spaces be controlled? JON: GP's and operational staff parking will be in the rear courtyard. Parking to the front will be for patients and shoppers. There is currently no scheme to police it as it stands, but if required a token/ barrier could be installed.

HT: will the number of parking spaces permitted on campus be reduced as a result? JON: NO, this application is separate to the 65ha campus site. These will be additional spaces.

HT: There is no direct pedestrian access to the surgery from Badger Hill. It would be useful to have a crossing facility on Field Lane and direct footpath rather than the long circuitous route. Where Deramore Drive emerges on Field Lane there could be a path over the woodland. JON: Surgery will be excavated into the hill. A straight path would have a steep slope, whereas the footpath provides an easy gradual path.

Cllr NB: Field Lane is quite a wide open road and people approach the roundabout at speed - will need to monitor safety over time. JON: Noted, though the crossing point does not form part of the planning permission.

Cllr NB: Will the takeaway be daytime or evening? JON: Planning Permission states that it must close by 11pm.

CO: Frequently see cars driving the wrong way around the Field Lane roundabout - incredibly dangerous. HT: Vehicles coming from Heslington direction do this too. The alignment of the road and roundabout design lead to people misreading the junction. MS: A safety audit will have been done. Will raise the possibility of additional signing with highway colleagues – **action MS**. SP: The splitter island bollard has been knocked off and not replaced, which may be affecting this.

### **Management School Expansion**

The crane currently on site is installing two storey Portakabins next to the catalyst car park. These will temporarily house the management school whilst the University look at a permanent building.

### **Other Developments**

- College 9, Constantine College opened in 2014
- Cycle track on University Road finished
- Outdoor velodrome finished and operational

## **5. Heslington East Development Plans to 2020 (Jon Meacock)**

Presentation slides illustrating stages of development attached.

- Langwith College 2012 and Constantine College 2014
- Health and Retail Park 2016
- Piazza building - presented at the last meeting with the organisation 'INTO'. This will provide an international pathway college - a 1 year progression prior to undergraduate course to develop academic and English skills. Facilities will include a lecture theatre, teaching and catering space. Groundworks have started, and the college will be available for September 2017 intake.
- Biovale 2017 – University hosts a vanguard for biorenewables on the science park. A new hub is proposed on the far east side of campus subject to funding from Local Enterprise Partnership and Europe.
- College 10 2018 – 600 beds and centre building, planning during 2016
- Management School 2019, 3000sqm replace 2015 temporary facility
- College 11 2019 – 600 beds and centre building, depending on success of departments
- Conference Hotel 2020
- Car parking – Piazza, Management School and colleges will not have more associated parking. The hotel and Biovale will require parking, accessed from Grimston Bar entrance

## **Update on Student Housing Provision**

### University student accommodation

- Langwith College 2012
  - Constantine College 2014
  - College 10 2018
  - College 11 2019
- = a total of over 2500 bed spaces on Heslington East. University is actively encouraging a mix of post-graduate, returning students and undergraduate students back into on site accommodation.

### Private third party student accommodation

- Boulevard 2012 – 350 bed spaces
  - Student Castle Walmgate 2015 – 649 bed spaces
  - Foss Studios 2015 – 240 bed spaces
  - Convent 2017 – 649 bed spaces
  - Plus others not immediately within University of York catchment area
- = a total further 2500 private bed spaces, and other developers are currently interested in providing more student accommodation in York.

The University provided information based on the annual Section 106 returns that indicated a growth of just over 600 full time students since 2011 who would be looking for accommodation.

The projections on student growth up to 2020 and the additional supply of residential accommodation from both the University and third party developers indicates that there will be a significant surplus of supply over demand which should release accommodation currently occupied by students in the Private Rented Sector.

HT: Please circulate information in advance in the future. JM: Will circulate information about planned developments with the notes of the meeting; however the student housing figures are commercially sensitive and will not be shared wider at this time.

CLrNB: Are CYC taking on board these figures, Houses of Multiple Occupation (HMO) market is over saturated, demand for 8 bed family homes at £2000pcm is not there. When housing is released back to market, what condition will it be in? MS: Some may be bought as family accommodation; some may become general rental accommodation. It is important for CYC to work with University of York (UoY) and St John and Askham Bryan on trajectories and the knock on effect. Good news that some HMO's will return into housing stock.

CIlr NB: Can CYC influence private rented market, e.g. advert to encourage families and couples as opposed to students? MS: Landlords can freely rent or sell properties, so there is no obligation/ opportunity for CYC involvement.

CIlr NB: The health and retail centre was passed after a close vote at Planning Committee as it is situated in the green buffer zone. Is it the general principle of UoY not to encroach into buffer zone further? JM: The focus is on the 65ha with consent. This location was driven by commercial viability. The services will be available to the wider community, not just students.

VC: Are you confident that the housing will return to market? Students prefer HMO, therefore is there a danger of over provision? Are college rents favourable to HMO rents? JM: New accommodation assumes a high level of occupancy. Rents are driven by the standard of accommodation – new high quality accommodation costs more. HMO are lower cost because the standard of accommodation is lower. Third party investors are confident that their model works in other parts of the country.

BM: Are you providing single studios or shared accommodation? JM: A mixture is provided. JON: Walmgate/ Convent are mostly studios, UoY six share facilities to keep costs down.

HT: Many houses were converted into HMO years ago, and are unsuitable to convert back into family dwellings. CYC should ensure that the design of any future conversions should be convertible back. Three bedroom bungalows have become 6 bedroom homes with zero sociable space. CYC have power to control HMO through their Article 4 Direction. MS: There are a number of factors in granting planning permission, however not sure that the ability to convert back into a family home can be imposed by the planning system. If a landlord cannot let a property to students then it is in their interests to modify the property to meet the needs of private rental or sale market. JON: A large UoY student housing property in Marygate has just been converted back into two very large private houses. MS: CYC former offices on St Leonards Place are currently being converted into houses and apartments, expenditure on a bungalow would be modest in comparison.

CO: Where will the new management building be? JM: Alongside piazza building.

## **6. Traffic and Parking Surveys 2015 Update (Simon Pratt AECOM)**

Presentation slides attached.

### Transport Surveys - background

- The surveys have been undertaken annually since 1999 to monitor the impact of University related trips:

- Annual Transport Surveys by mode of travel;
- On-Street Parking Surveys; and
- Heslington East Campus traffic generation Surveys.
- The Surveys are undertaken in early March each year.
- 2015 surveys were undertaken on Thursday 5<sup>th</sup> March.
- Secondary parking surveys undertaken in November if necessary.

#### Annual Transport Survey results 2015

- University related movements by motor vehicles sit steadily at around 10,000
- Cycling (+ 11.8%) and pedestrian (2.9%) modes are growing
- Bus usage is also growing, encourage by the increasing supply of services

#### On-Street Parking Survey Results 2015

- **Planning Condition 10** relates to on street parking surveys. Parking survey has been submitted to CYC.
- The streets in the vicinity of the University are split into 13 zones.
- The 2015 surveys indicated that there had been an increase in on street parking of more than 20% (mitigation threshold) over and above the 2009 base year in 9 of the 13 zones.
- Zone 1 (Fulford – Heslington Lane) University have funded double yellow lines along Heslington Lane
- Zones 3 (Heslington Village) and 7 (Residential Area off Windmill Lane) found parking occurring and require secondary surveys
- Zone 8 (Badger Hill East) November 2014 surveys only identified 2 vehicles parking on street associated with the University, as did previous secondary surveys.
- Zone 9 (Badger Hill West) This zone has already had parking restrictions implemented therefore no secondary survey will be undertaken
- Zones 10-13 north of Hull Road, surveys in previous years have identified no University related parking in this zone, therefore, last year it was agreed with CYC secondary surveys were not required

HT: Figures are grossly inaccurate, and are not a true reflection. Cars park near post box all the time except survey day when high visibility jackets repel parking that day. Zone 9 residents parking scheme leaves out part of the zone at Yarburgh Way. SP: Interviews and survey companies are monitored to check accuracy of recordings. HT: Last year showed action needed in Zone 8, but was not actioned. SP: Zone 8 indicated that there had been an increase in on street parking of more than 20%, which triggered secondary November survey where only 2 university related vehicles were identified. HT: Invited SP to meet in the locality to review the situation.

PH: Cars that were parking in Zone 1 along Heslington Lane have been displaced to Broadway, which is not wide enough for two cars to pass and is causing queues. This area needs to be monitored. SP: We will look at displacement parking. VC: It was obvious that this would happen. This needs a long term solution. Continuous double yellow lines from Heslington to Fulford would be horrific; could signs on post restrict parking? SP: Not in an urban area, any ambiguity inhibits CYC ability to prosecute. HT: Could it be a clearway? SP: A section of Field Lane is a clearway. MS: Will raise with CYC Highway colleagues – **action MS**.

BM: Does UoY still have staff to incentivise public transport? JM: Yes, the post has been very successful. Bus service provision has increased. All staff can purchase an annual First pass for £200 subsidised by the university. Hold cycle workshops. However, petrol and motoring costs continue to decrease, and so the university are actively looking for other measures to discourage cars on campus.

#### Impact of the three critical junctions

- **Planning Condition 6** requires the University to assess the transport impacts associated with the development of the University through three key junctions, which are as follows:
  - Grimston Bar Roundabout / A64 junction;
  - Melrosegate / Hull Road traffic signal controlled junction; and
  - Fulford Road / Heslington Lane traffic signal controlled junction.
- The survey results are summarised in the accompanying slide.
- The trips generated by the University are within the agreed thresholds for the level of development in place.

PH: Do the numbers relate to actual vehicles? SP: Yes.

HT: In the past copies of the traffic surveys have been dispersed in advance.

SP: Can circulate an electronic copy – **action SP/KA** (*UPDATE: Annual transport and parking surveys circulated with these notes 14/10/15*)

#### **7. Proposed changes to car park access from Field Lane roundabout (Simon Pratt AECOM)**

Presentation slides attached.

#### Background

- **Planning Condition 9** restricted total number of car parking spaces on Heslington East Campus to 1500 spaces.
- **Planning Condition 33** states that no more than 150 car parking spaces can be accessed from the Field Lane/ Kimberlow Lane roundabout.

- Field Lane & Kimberlow Lane Car Parks currently accessed via A1079 Hull Road Park & Ride signalised junction.
- Catalyst Car Parks (120 spaces) currently accessed via Field Lane / Kimberlow Lane roundabout.
- The proposal is to enable access to 450 car parking spaces (399 are currently provided on campus) from Field Lane / Kimberlow Lane Roundabout to make access more logical and easier for visitors.

See slides for figures on anticipated trips and key local junction trips.

The majority of traffic uses the Grimston Bar junction, therefore little change to overall flows around Field Lane/ Kimberlow Lane roundabout are anticipated.

BM: The problem is that signage for visitors is almost none existent, therefore they get lost. JM: Despite signage visitors naturally come to the Field Lane car park, then have to take the extra long convoluted route along Hull Road and in by the sports village to access the parking. People are getting lost and cross in the process.

SP: Catalyst building needs more parking in the vicinity in order for the units to be taken. There is no more proposed parking.

CLlr NB: accounted for health centre and retail off roundabout, passing trade. Concern for associated safety issues from any increased traffic flows and signage. SP: accounted for permanent development therefore it is included in looking at capacity in the area. The majority of traffic uses the Grimston Bar entrance; therefore little change in vehicle numbers is anticipated on the Field Lane roundabout. CLlr NB: Would like to see the assessment. SP: Health and retail application included road safety audits, more will follow after detailed design including motorised and non-motorised trips. The full report will be able when the Section 73 application is made to CYC.

PH: Traffic that would have normally travelled east bound on Hull Road to access the Campus via the park and ride access would now be able to turn right at the Hull Road/Field Lane roundabout. Would this prevent traffic travelling westbound into the city along Hull Road from entering the roundabout? SP: Whilst that will be the case the level of additional traffic making the right turn into Field Lane would be minimal and so would have very little effect on the west bound traffic movement. The scheme would not restrict traffic movements but will allow more flexible traffic movement to allow the traffic to get off the public highway quicker and so reduce the congestions on Hull



Road. The signals at Grimston Bar and Osbaldwick Link road are not joined up and cause pinch points.

CO: The original planning permission was based on a model of peripheral parking, which would solve half of the problems. People should park at entrance point and use campus buses from that point.

JM: The University provide a bus service shuttle, but cannot mandate where people must park, and people choose to park near their place of work.

JM: The planning permission allowed 1500 parking spaces, however current levels are around 400. Not looking for significantly more parking as part of growth plans shown today. The overall volume of traffic will therefore be less than the permission, and provide the University opportunities to look at the alternative practical approach that is being presented.

HT: This will triple the number of vehicles accessing the car park from Field Lane. Field Lane is at capacity at peak times. University and other surveys were done and the inspector took measures to decrease the number of vehicles using Field Lane. There is no problem with the current arrangement of vehicles using the Grimston Bar entrance. Visitors need better signposting. It is not too far for cars to drive round. This proposal is not welcome at all. The junction of Deramore Drive with Field Lane will become even more dangerous.

SP: Figures will not triple. HT: Principle, figures can say anything. SP: Substantial traffic comes from Grimston Bar and therefore we are looking at a flexible approach for the remainder. The principal is that traffic from Heslington does not have to go the long way round, but is taken off the network as soon as possible without having to use the busy section of Hull Road.

JM: It will prevent Heslington traffic from going up Field Lane and around, it will just come in at the Field Lane roundabout. Traffic coming on from Grimston Bar will continue to come in from Grimston Bar. The proposal follows the logical way to come into the campus. HT: Those coming from Fulford direction should park at periphery and take the bus. JM: Periphery car parks and bus services are in place. HT: Need incentive. CO: Should give permits to park in a specific car park. It is wrong to renege on the principle because it is too difficult to install. BM: The principle of a car free campus was set out by the planning inspector – this is backtracking.

HT: Latest planning conditions cast aside by UoY are not the only ones, building heights have increased, slab levels have increased. JON: Clarified that slab levels were increased for practical reasons but this did not affect building heights. No other applications to alter conditions have been made.

MH: This will require an application to be made under section 73 of the Town and Country Planning Act 1990 to vary planning condition 33. The application will be publicised and will allow representation to be made to Committee.

CO: Can we have figures for Field Lane? SP: Slides will be circulated with the minutes as soon as possible. The full report will be able when the Section 73 application is made to CYC.

#### **8. Any other business**

There was none.

#### **9. Date of next meeting**

The date of the next meeting will be determined by the application process and will be notified in due course.

K Atkinson 14/10/15