

Heslington Parish Neighbourhood Plan

CONSULTATION STATEMENT

Appendix 1:

Pre-Submission Consultation

University of York responses

September 2019

Are you:	Overall what is your opinion of this Plan?	Are there any comments about one or more of the policies you would like to make?	TOPIC	PARA or Section	RESPONSE / COMMENT	ACTION / AMENDMENT TO PLAN
A member of staff	Seems sane and fairly well thought-out.		Gen		The support for the plan is welcomed.	No change.
A undergraduate student	Eh	Better uni of York bus services between Badger Hill and campus west.	Tr		Local bus timetables are outside the remit of the Neighbourhood Plan. However, Policy ¹ HES: 15 supports improved frequency of <i>Park & Ride</i> services from Grimston Bar to the University and the village.	No change.
A undergraduate student	This may be good however there is one down fall, if students living near residents (e.g. Halifax College) went partying and come back late hrs in the night besides begin respectful for the community there might be a distrust between students and the community we share together. May be putting fines onto students who disturb in the	Be nice to know about the dates of parish council meetings.	Gen		Heslington website and the Notice Board on Main Street both have details of Parish Council meetings. The Parish Newsletter delivered to all properties also has further details.	No change.

Key

- Bu - Business Employment and Local Facilities
- Ag -Agricultural and rural Enterprise
- Ur - Urban design and Character
- Ho - Housing
- Gr - Local Green Environment
- Tm - Transport and Movement
- Un - University of York
- Tr - Traffic-current issues
- Co - Conservation area
- Gen - General

¹ Policy references in response are based on the HPNP Submission Version

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	night (like in Bristol) to remind some students about stop being kids and start growing up.					
A postgraduate student	Needs a serious rethink	I strongly recommend going back to the drawing board for all of them.	Gen			No change.
A postgraduate student	Drastic improvements to the reliability and cost of public transport in and around Heslington is needed in order to preserve its unique character. Pollution levels around the village are becoming intolerable and the only way of mitigating this is to improve bus/cycle provision and actually make the bus fares affordable to local residents as well as students. I say this as a member of both communities.		Tr		<p>Public transport reliability and setting of fare costs are outside the remit of the Neighbourhood Plan.</p> <p>Policies HES: 15 and 16 seek to ensure that new development is supported by a balanced mix of sustainable transport options and does not have an adverse impact on traffic safety and congestion. Balanced and sustainable transport facilities for cyclists and pedestrians are supported.</p>	No change.

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A undergraduate student	Overall - good, see the next comment.	<p>There should be greater parking availability to Campus (even a multi-storey) with yearly permits available - so that local residential roads have fewer student cars on them. The car parking availability could be straight off the A64, reducing traffic through the local roads. As mentioned in the Additional Guidelines, local busy roads should have adequate provision for cyclists, and businesses ought to have bike racks outside (e.g. Heslington Post Office).</p> <p>I am aware that the local opinion is that there are too many student homes, but as a student there are not enough - perhaps imposing that the university provide accommodation for a greater proportion of its continuing students would help.</p>	Tr		On-Campus UoY parking arrangements are outside the remit of the Neighbourhood Plan.	No change.
			Tr		Policy HES: 15 seeks to ensure that new development incorporates choice of modes of transport, including sustainable options. E.g. provision for cyclists. Provision of local bike racks on Main Street is a matter the Parish Council is currently evaluating.	No change.
			Ho		Policy HES: 12 specifically refers to Purpose Built Student Accommodation. Policy for HMO adds further consideration.	No change.
A undergraduate student	I think it's jolly good, I'm pleased to see the main focus of the plan is the village. Without Heslington village, the University	Development of area ST27 is quite concerning, at present there is a farmers track running down the back of Campus East which makes for a relaxing bike ride. I hope that all will be done to keep it as green as possible, with a bike route through it to connect it up to the York	Gr		The support for the plan is welcomed.	No change.

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	would lose its connection to its surroundings in my opinion.	Sports Village. The buildings should be as unimposing as possible too so to not detract from the beauty of the fields. I've also notices that there are numbers of garden birds that nest in the hedgerows round there, from my experience I've seen blue tits, great tits, wrens, robins, and green finches. It would be a grave error, not only as village planners, but as humans not to preserve such creatures.				
A member of staff	It is reasonable to allow new businesses to open in Heslington Village. For example, there is no proper eat-in restaurant (apart from the pubs) which could provide a useful service to both residents and the University.	While it is certainly understandable that Heslington wishes to retain its image and independence, the reality is that it is effectively a sub-section of the University (for better or worse). Many Heslington home owners and residents work at the University so the notion that it needs to preserve some sort of independence is a bit hypocritical. I certainly agree that it should not be home to more student housing. However, given a number of the buildings within the village are already controlled by the University, it makes sense that this be considered in a direct and positive way. There are certain provisions lacking on campus that could be well served if additional shops (not chains, I stress) are allowed to open.	Bu	HES:2	Policies HES: 1 and 2 set out the Neighbourhood Plan position regarding New business development on Main Street.	No change.
A undergraduate student	It looks sensible and balanced		Gen		The support for the plan is welcomed.	No change.
A postgraduate	Let's go zero carbon	By looking at the existing policy, Parish is a bit far from being a zero carbon village.	Gen		Noted.	No change.

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student		Some councils are declaring climate emergency. I think, Parish must have a step by step strategy of how to achieve its zero carbon target and take it out on the street for its citizen to get involved.				
A postgraduate student	NA	Ensure the university leaves direct footpaths from the crossroads to the management annex open during the accommodation construction on Hes East campus. So long as construction site fence is kept south of the small lake (the little rock filled one where birds nest, the one north of lakeside way) then pedestrians/cyclists will only need to do a 20m cut across some grass between existing footpaths.	Un		Temporary footpath access routes on Campus East are outside the remit of the Neighbourhood Plan.	No change.
A member of staff	All sounds sensible	No			The support for the plan is welcomed.	No change.

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A member of staff	Reasonable, but insufficiently ambitious	<p>Transport: why are pedestrians and cyclists treated in the same way as vehicular traffic in this statement? 'Avoiding vehicular, pedestrian and cycling connections to local roads through Heslington village or the access roads south of Heslington.' Pedestrians and cyclists do not produce emissions, or noise, or take up space equivalent to cars, vans etc, and having multiple routes for pedestrians and cyclists helps to encourage these healthier, non-polluting and more sustainable means of transport.</p>	Tr	HES:14	Policy refers to Vehicular access so inclusion of pedestrian restrictions is inconsistent.	Policy HES: 16 revised so as to better distinguish vehicular and pedestrian traffic flows.
		<p>Housing. The plans says: 'New housing development will be permitted if it includes a balanced mix of house types, to meet local need and should meet the Government's technical housing standards.' A village like Heslington could and should be in the vanguard of expecting better than Government's technical standards, to ensure that truly sustainable housing is constructed. There is no explicit encouragement for solar power, heat exchange technology, ground source heat pumps, rainwater harvesting, or Passivhaus levels of insulation built into new construction or modernisation. Heslington could become a model village for such housing. I can see an aesthetic objection to solar</p>	Ho	HES:8 s10.9	<p>Comment noted.</p> <p>Plan text amended to include reference to "meeting.....Gov. standards as a minimum", but does not set build/energy efficiency stds for the new strategic housing allocation sites should these developments come forward.</p>	Plan text amended.

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		<p>panels, but new less obvious roofing materials exist.</p> <p>Environment. The plan says: 'Where significant harm cannot be avoided, it must be adequately mitigated, or as a last resort, compensated for.' It is time to prevent all development that causes significant environmental harm - we know enough now to understand that this is a slow road to suicide, and mitigation is never adequate as the wildlife is disrupted.</p>	Gr	HES:12	<p>Policy HES: 14 wording was advised by CYC to bring the policy in to line and avoid conflict with the NPPF/York Draft Local Plan and reflect the mitigation hierarchy. The Plan allows for the possibility that whilst an unsupported development may be approved, balanced mitigation would be achieved.</p>	No change.