



STRENSALL WITH TOWTHORPE NEIGHBOURHOOD PLAN

CONSULTATION STATEMENT

PREPARED BY STRENSALL WITH TOWTHORPE
NEIGHBOURHOOD PLAN STEERING GROUP

19 January 2021

CONTENTS

1. Introduction	3
2. Background to the Compilation of the Neighbourhood Plan	3
3. Neighbourhood Plan Communications Arrangements and Consultees	4
4. Consultation Stages	4
5. Conclusion	6

Appendix 1	Terms of Reference for Strensall with Towthorpe Neighbourhood Plan
Appendix 2	Map A of Designated Neighbourhood Plan Area
Appendix 3	2016 Residents Questionnaire
Appendix 4	2016 Businesses Questionnaire
Appendix 5	2016 Residents Responses
Appendix 6	2016 Businesses Responses
Appendix 7	Map B of Amended Designated Neighbourhood Plan Area
Appendix 8	2018 Consultation Questionnaire
Appendix 9	2018 Consultation Responses Summary
Appendix 10	2018 List of Statutory and Non-statutory consultees
Appendix 11	2018 Detailed Consultation Responses and Actions
Appendix 12	2019 List of Statutory and Non-statutory consultees
Appendix 13	2019 Pre-submission Consultation Questionnaire
Appendix 14	2019 Pre-submission Consultation Responses and Actions

1. Introduction

Following the successful approval, by City of York Council, of the Strensall Village Design Statement, Strensall with Towthorpe Neighbourhood Plan Steering Group, in partnership with Strensall with Towthorpe Parish Council, have compiled a neighbourhood plan.

Assistance has been provided by City of York Council. Directions Planning Consultancy Ltd has assisted in the compilation of the neighbourhood plan.

This consultation statement has been prepared to fulfil the legal obligations of the Neighbourhood Planning Regulations 2012. Section 15(2) of Part 5 of the Regulations (as amended) sets out what a consultation statement should include:

- a) To contain details of the persons and bodies who were consulted about the proposed neighbourhood development plan;
- b) To explain how they were consulted;
- c) To summarise the main issues and concerns raised by the persons consulted and
- d) To describe how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood plan.

The Parish Council made clear its wish to engage the local community in every stage of the neighbourhood plan and in particular to make sure that the community had a meaningful input at the start of the process, ensuring that the plan was informed by the views of local people and other stakeholders from the outset.

A variety of events and consultation methods and techniques have been employed to engage with the various members of the community that include residents, businesses and community stakeholders.

The aim has been to engage and capture the views from as many sources as possible in order to identify what local residents consider to be the key issues facing Strensall and Towthorpe and what they want the neighbourhood plan to address.

2. Background to the Compilation of the Neighbourhood Plan

Following the successful production of the Village Design Statement, which was approved by City of York Council's Executive on 3rd March 2015, Strensall with Towthorpe Parish Council requested assistance from the community at the Annual Parish Meeting, held in April that year, for volunteers to be involved with the production of a neighbourhood plan.

A steering group, initially consisting of four Parish Councillors, met on 25th August 2015 and agreed to hold Neighbourhood Plan Steering Group meetings to follow the Parish Council's Planning Committee meetings which are held on the fourth Tuesday of the month (excluding December). Membership of this group increased to 11 members with regular attendance by 8 members.

The first tasks were:

- a) to agree Terms of Reference for the group which were approved by the Parish Council and are shown at **Appendix 1**.
- b) to agree that the whole of Strensall with Towthorpe Parish should be designated as the Neighbourhood Plan Area.

3. Neighbourhood Plan Communications Arrangements and Consultees

Following the formation of a steering group in August 2015 the agreed methods of communicating with residents and other bodies were:

- Notices on boards throughout the parish
- Announcements in the parish magazine – Outreach
- Announcements on the Strensall Community Facebook page
- Website specifically created for the neighbourhood plan – www.plan4strensall.co.uk
- Relative page on City of York Council's web site.
(https://www.york.gov.uk/info/20051/planning_policy/1799/strensall_with_towthorpe_neighbourhood_plan)
- Information stall at the June Strensall Community Carnivals
- Regular progress reports to Strensall with Towthorpe Parish Council monthly meetings
- All steering group meetings advertised as open to the public

Since the inception of the neighbourhood plan preparation process, a wide range of people and bodies have been consulted at the various preparation stages. These may be summarized as follows:

- All residents in the Neighbourhood Plan Area
- All businesses and landowners in the Neighbourhood Plan Area
- All community and voluntary groups in the Neighbourhood Plan Area
- Statutory consultees
- A range of non-statutory consultees

A list of statutory and non-statutory consultees can be found in **Appendix 10** for the 2018 consultation and **Appendix 12** for the 2019 consultation.

Stalls were arranged at the Strensall Community Carnival held in June each year to inform the community of progress of the neighbourhood plan as well as accepting any comments given.

4. Consultation Stages

The Planning Officer at City of York Council dealing with neighbourhood plan issues, was invited to the January 2016 Steering Group Meeting to advise on the process to compile the neighbourhood plan.

The initial public consultation, in respect of the area to be covered by the proposed Strensall with Towthorpe Neighbourhood Plan, was arranged by City of York Council. This consultation followed an application to designate the whole of Strensall with Towthorpe Parish as the Neighbourhood Plan Area. The consultation was held between 16th November and 14th December 2015. No objections were received and the designated area was approved by the Executive for Planning and Transport Decision Session on 7th January 2016. The Designated Area Map is shown on **Appendix 2**.

Leading up to 11th March 2016, a questionnaire was hand delivered by steering group members to every residence and business within the designated Neighbourhood Plan Area. Responses were required to be returned by 16th April 2016. The residents' questionnaire is shown at **Appendix 3** and the responses at **Appendix 5**. The questionnaire for businesses within the designated Neighbourhood Plan Area is shown at **Appendix 4** with responses at **Appendix 6**.

These responses provided the steering group with the basic information, from residents and businesses located in the designated Neighbourhood Plan Area, to allow the initial compilation of a neighbourhood plan. At the same time City of York Council was progressing its local plan but it was

essential that the neighbourhood plan be in concert with the 2005 Local Authority Plan (including 4th set of changes) but also to comply with the emerging local plan. The latter did not include any development sites within the designated area.

Meetings were arranged between group members and representatives of the Defence Infrastructure Organisation, including site visits to the MoD-owned land, as well as officers at City of York Council.

The steering group discussed the need for professional help in compiling the plan and Mr Richard Borrows from Ward Associates gave a presentation, at the 24th May 2016 Steering Group meeting, on how his organisation could provide that professional help. At the 26th July 2016 meeting, Kathryn Jukes, from Directions Planning gave a presentation and it was agreed that she should be engaged to give professional advice to the steering group.

On 7th November 2016 the Ministry of Defence announced the closure of several military sites to allow the sale of land for development. City of York Council Local Plan Working Group announced a revision to the emerging local plan which recommended the inclusion of sites at Queen Elizabeth Barracks and Towthorpe Lines for housing and commercial use respectively. This announcement required the steering group to review its position in respect of the revisions in the emerging local plan.

The City of York Council consulted on their emerging local plan in 2017 which included three sites added to take account of the land available from the MoD disposal. These were Queen Elizabeth Barracks (ST35 with 578 residential units), Howard Road (H59 with 45 units) and Towthorpe Lines (for commercial development).

The steering group decided to amend the original plan which contained small plots on MoD land in order to include support for the development of the MoD sites as in the emerging local plan.

In reaction to the amendments to the emerging local plan, the steering group agreed to support the amended list of sites. However, members of the steering group were concerned about the potential increase in the volume of traffic that might be generated by the developments at both Queen Elizabeth Barracks and Towthorpe Lines. The steering group's concern corresponded with the views of the adjacent Parish Councils of Stockton on the Forest and Earswick. It was believed that if the designated area of neighbourhood plan were to be extended to include the whole of Towthorpe Moor Lane, plus the junction with the A64 at Hazelbush crossroads, then an alternative safe route to access the A64 could be accommodated. This might include additional traffic generated by the proposed developments using Strensall Road and the Northern Outer Ring Road (A1237) in advance of the anticipated dualling of the A64 eastwards from the Hopgrove roundabouts to connect with the existing dual carriageway at the Jinnah restaurant. This was also supported by the MP for York Outer who was pressing for the A64 upgrade.

An application to amend the designated area for Strensall with Towthorpe Neighbourhood Plan was submitted to City of York Council on 25th March 2017. Consultation was arranged by the local authority to take place between 28th March 2018 and 11th May 2018 with an executive decision to be taken on 14th June 2018 by the City Council's Executive for Planning and Transport. No objections were submitted and the amended boundary was approved and is shown on **Appendix 7**.

Woodhall Planning Consultancy was engaged to provide a character appraisal of the designated area for the neighbourhood plan. This appraisal is appended to the neighbourhood plan document.

The Village Design Statement was also appended to the draft neighbourhood plan following a suggestion by Historic England.

City of York Council submitted the latest version of their local plan on 25th May 2018 to the Government's Inspector.

Following the responses obtained from residents and businesses in the 2016 initial consultation a draft plan was compiled. Arrangements were put in place for the draft neighbourhood plan to be the subject of a consultation with residents, statutory and non-statutory consultees. This was held between 1st June and 15th July 2018. Copies of the draft neighbourhood plan were made available on the website and various locations in Strensall/Towthorpe to ensure that all had access to the documents. The distribution list is shown at **Appendix 8** and the 81 responses received are in **Appendix 9**. This version of the plan contained policies and proposals for the first time.

The responses received allowed a modified draft plan to be compiled with a proposed Regulation 14 Pre-submission consultation date which was expected to commence on 1st March 2019. However, the local authority announced, on 23rd February 2019, a number of modifications to the submitted local plan. The modifications included the removal of the housing sites (H59 at Howard Road, Strensall and ST35 at Queen Elizabeth Barracks, Strensall). The decision to remove the sites came about from a joint initiative between Natural England and City of York Council as the former were concerned that large developments could have an adverse effect on Strensall Common which is designated as a Special Area for Conservation (SAC) and a Site of Special Scientific Interest (SSSI). A visitor survey took place during the summer of 2018 and the results indicated that the development of the two sites would be likely to increase leisure activity by 24% which was concluded to be unacceptable.

The neighbourhood plan consultation was postponed following negotiations with officers at City of York Council as its current format was no longer in concert with the submitted local plan and its modifications.

The local authority also arranged a city-wide consultation on the Proposed Modifications to take place between 11th June and 22nd July 2019.

City of York Council published the Proposed Modifications to the submitted local plan (May 2018) which also included an amendment to the Green Belt within the designated area. Amendments to the wording of the neighbourhood plan and its policies were agreed by the steering group to allow the Statutory Regulation 14 Consultation on the policies within the Pre-Submission Draft Plan to proceed. The consultation was held between 1st July 2019 and 26th August 2019. An extended period of 8 weeks for this consultation was chosen due to the overlap with school holidays.

The consultation was again communicated via the Outreach parish magazine to residents within the designated Neighbourhood Plan Area. A questionnaire on the policies (refer to **Appendix 13**) and any other comments about the latest version of the draft neighbourhood plan was included within the Outreach magazine. Most statutory and non-statutory consultees were advised of the consultation electronically and invited to visit the web site to access the documents. The small number of consultees, without access to electronic means, were sent a questionnaire and a copy of the documents via Royal Mail.

Responses received from both consultees and residents were considered after the close of the consultation and these are listed on the Schedule of Comments – **Appendix 14**. The necessary changes arising from the comments received were used to produce the draft Submission version of the neighbourhood plan.

5. Conclusion

The Submission plan is the outcome of four years of continuous community engagement in various forms. This engagement has also been supplemented throughout the plan process by the opportunity to attend regular and frequent Neighbourhood Plan Steering Group meetings and Parish Council committee meetings where the neighbourhood plan has often been on the agenda.

The plan comprises a set of locally-specific planning policies intended to guide development management decisions on planning applications so that they better reflect the community's

expectations concerning controls and support for development in the Strensall with Towthorpe designated Neighbourhood Plan Area.

We have received considerable support and guidance from many sources during the plan-making process. We are satisfied that the outcome from that support, and the manner in which community aspirations have been captured through the proposed planning policies, creates a neighbourhood plan which lends sufficient support to appropriate sustainable development proposals as they arise.

The plan provides a set of planning policies that seek to support and guide decisions on sustainable development proposals. We believe that the Submission plan is a fair reflection of the views expressed by the local community throughout the various stages of the plan preparation process.

Additionally, the neighbourhood plan 'community actions' take on board many of the community's non-planning concerns as expressed via the various consultations.

This page is intentionally blank

Terms of Reference for Strensall with Towthorpe Neighbourhood Plan Steering Group

1. Purpose of the Steering Group

Strensall with Towthorpe Parish Council is the qualifying body for the preparation of a Neighbourhood Plan for their civil parish area. The Parish Council has agreed to establish separate project management arrangements to facilitate the delivery of this plan-making function through a Neighbourhood Planning Steering Group.

The purpose of the Steering Group is to design and oversee a process that will result in the preparation of a Plan for approval in order to:

“Preserve and enhance the quality of life, environmental attributes, economic growth and characteristics of the neighbourhood through the empowerment of local people and communities”

The process will be:

- Inclusive: offering the opportunity to participate to everyone who lives or works in Strensall with Towthorpe,
- Comprehensive: identifying all the important aspects of life in Strensall with Towthorpe for which we need to plan for the sustainable future,
- Positive: bringing forward proposals which will improve the quality of life in Strensall with Towthorpe.

2. Tasks

The Steering Group will:

- Recommend an outline process in line with guidelines for producing the Neighbourhood Plan to the Parish Council for their approval,
- Promote the process of preparing the Plan to encourage participation and the submission of views and ideas, providing updates on the village website and in the newsletter,
- Organise meetings and appoint sub-groups as required,
- Assess existing evidence about the needs and aspirations of the village, advising and making recommendations to the Parish Council,
- Liaise with relevant organisations to secure their input in the process,
- Analyse the views, ideas and proposals received during the planning process, and use them to prepare a draft Plan to present to the Parish Council for their consideration,
- Provide progress reports to every meeting of the Parish Council, and
- Keep the Parish Council informed of ongoing budgetary requirements.

3. Membership

Members include the members of the Parish Council Neighbourhood Planning Working Party (currently 7), and up to seven other members. The group shall be considered quorate when one third of members are present. If less than three members are present, the meeting shall be adjourned.

Residents and any other relevant people may be appointed to the group. New members will be brought up to speed by existing group members so as not to hinder progress.

4. Meetings

The Steering Group will meet regularly whenever appropriate and timed to report to the Parish Council monthly meetings. The agenda and associated papers will be despatched two clear days before the date of the meeting by e-mail or post.

The Steering Group will elect a Chairman and Vice Chairman from current members of the group and will consult with the Parish Council for the approval of those elected. If the Chairman is not present, the Vice Chairman shall take the meeting. If neither is present, members will elect a Chairman for the meeting from those present.

If the meetings are not to be serviced by the Parish Clerk, then a secretary must be elected. If members of the public would like to sit in on the meetings, they may do so, but any comments must be made through the Chairman. Notes will be taken to assist reporting to the Parish Council.

Decisions made by the group will be by consensus. Where a vote is required, each member will have one vote. A minimum of three members shall be present where matters are presented for decisions to be taken. A simple majority will be required to support any motion. The Chairman, or in their absence the Vice Chairman will have one casting vote.

All recommendations made by the *Steering* Group are subject to adoption by the Council, and no actions can be taken until that has happened.

5. Conduct

When undertaking the task of preparing the Neighbourhood Plan, the Steering Group will apply the following principles:

To ensure that the probity of the group and the plan is open and transparent, all members of the Steering Group must declare any personal interest that may be perceived as being relevant to any decisions or recommendations made by the group. This may include membership of an organisation, ownership of interest in land (directly or indirectly) or a business or indeed any other matter likely to be relevant to the work undertaken by the Steering Group.

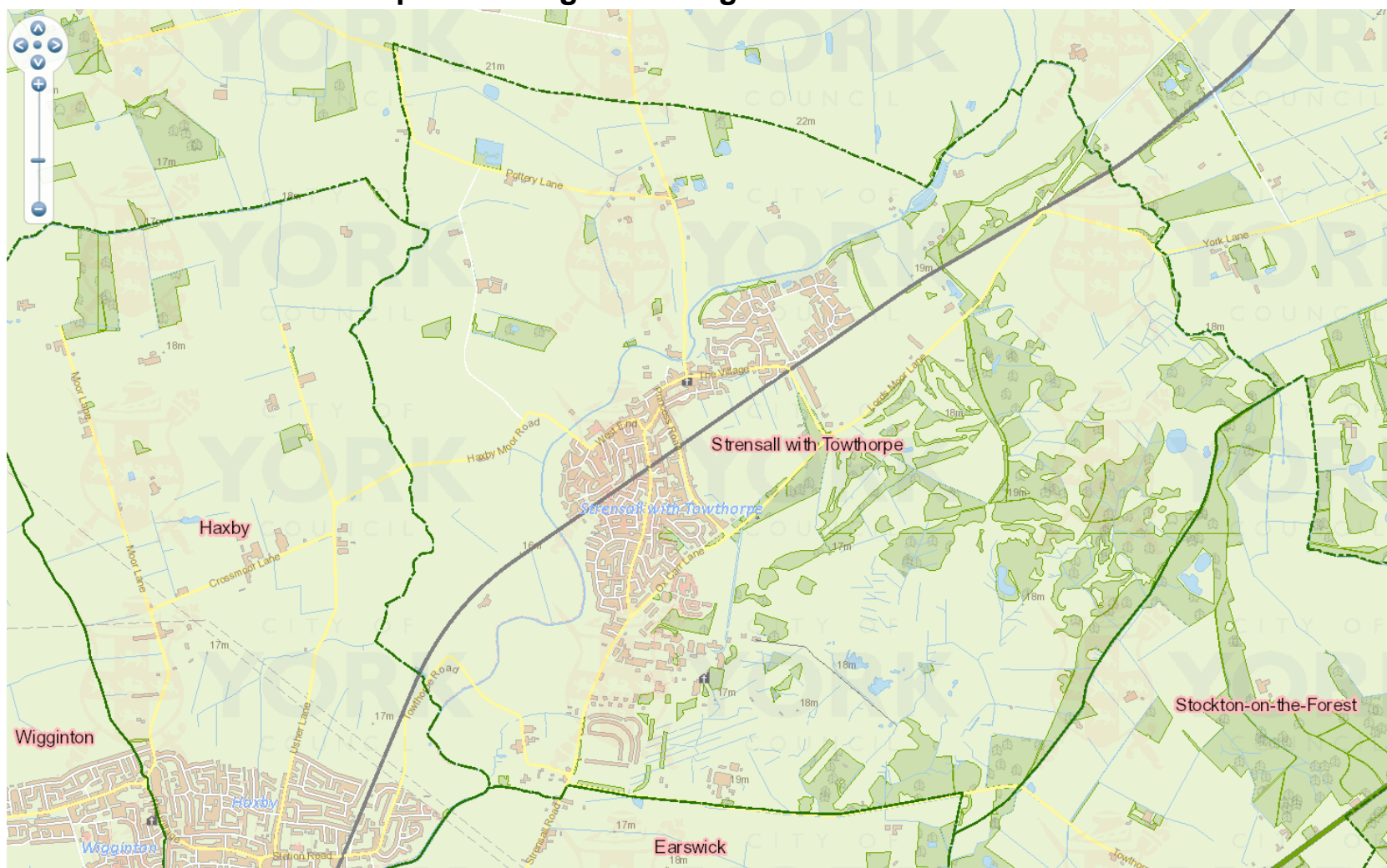
Ensure that there is no discrimination in the plan making process and that it is an inclusive open and transparent process to all groups in the local community and those wishing to undertake development or be involved in the process in the community.

Members of the group will work together for the benefit of their community; treat other members of the group with dignity, courtesy and respect, allowing members to air their views without prejudice and interruption.

6. Financial Arrangements

All expenditure must be approved by the Parish Council.

Map A of Designated Neighbourhood Plan Area



2016 Residents Questionnaire

To ensure a full range of opinions is taken into account, please complete the following.

How long have you lived in Strensall or Towthorpe?

0 – 5 years ☐ 6 – 15 years ☐ 16 – 30 years ☐

Over 30 years ☐ All my life ☐

My Post Code is YO32 _____

I am Male ☐ Female ☐

Age Group

Under 16 ☐ 16 – 25 ☐ 25 – 40 ☐ 40 – 60 ☐

60 – 80 ☐ Over 80 ☐

Employment

Employed Full Time ☐ Employed Part Time ☐

Self Employed ☐ Unemployed ☐

Retired ☐

Please return completed forms to:

Londis Costcutter Strensall Library Tesco
Strensall Village Hall (Via Letterbox)

or via email to clerk-strensallpc@btconnect.com



Strensall with Towthorpe Neighbourhood Plan Questionnaire

Following on from the successful publication of Strensall Village Design Statement in 2015 your parish council resolved to produce a Neighbourhood Plan.

A Neighbourhood Plan is a necessary document to allow decisions on planning issues to be influenced by the community.

The process will take time to complete but when approved will inform City of York Council how the residents of Strensall and Towthorpe want the parish to look like over the next 20 years.

Your co-operation is requested to provide information to the group of residents who have volunteered to compile the neighbourhood plan.

Q1 How satisfied are you with Strensall as a place to live?

Very satisfied ☐ Satisfied ☐ Neutral ☐
Dissatisfied ☐ Very dissatisfied ☐

Issues of particular concern:

Q2 Which services and facilities do you use in the village?

Doctor <input type="checkbox"/>	Dentist <input type="checkbox"/>	Londis <input type="checkbox"/>
Costcutter <input type="checkbox"/>	Tesco <input type="checkbox"/>	Chemist <input type="checkbox"/>
Hairdresser <input type="checkbox"/>	Food Retail <input type="checkbox"/>	Public Houses <input type="checkbox"/>
Post Office <input type="checkbox"/>	Play Area <input type="checkbox"/>	Primary Academy <input type="checkbox"/>
Sports Field <input type="checkbox"/>	Cemetery <input type="checkbox"/>	Strensall Common <input type="checkbox"/>
Allotments <input type="checkbox"/>	Play Areas <input type="checkbox"/>	Pre / After school <input type="checkbox"/>
Tennis Club <input type="checkbox"/>	Village Hall <input type="checkbox"/>	Places of Worship <input type="checkbox"/>
Bowls Club <input type="checkbox"/>		

Other(Specify) ☐

Q3 How often do you use the Number 5 bus service?

Daily ☐ Weekly ☐ Monthly ☐ Never ☐
Only when necessary ☐

Q4 Do you have concerns about traffic?

Speeding ☐ Parking ☐
Rat Running ☐ Safety Issues ☐
Inconsiderate Parking ☐

Q5 If you walk or cycle around the village do you have any concerns?

Comments:

Q6 What type of housing developments would you like to see in Strensall/Towthorpe?

2 = 3 Bedroom Houses ☐ 4 = 5 Bedroom Houses ☐
Bungalows ☐ Flats/Apartments ☐ Starter Homes ☐
Sheltered Housing ☐ Town Houses ☐ Social Housing ☐

Q7 Strensall and Towthorpe are surrounded by green belt land.

How important do you believe it is to maintain this feature?

Low importance ☐ Very important ☐ Important ☐
Green belt must be maintained ☐ No Comment ☐

2016 Businesses Questionnaire

Q7. Any comments you wish the Neighbourhood Plan Steering Group to consider.

Please return completed forms to:

Londis Costcutter

Strensall Library Tesco

Strensall Village Hall (Via Letterbox)

or via email to clerk-strensallpc@btconnect.com



Strensall with Towthorpe Neighbourhood Plan Businesses

The following questions are to help us to build a clear picture of the businesses in the parish of Strensall with Towthorpe to help us to write a Neighbourhood Plan.

We want to support businesses and encourage you to give us feedback on your experiences.

Thank you for taking the time to fill in this questionnaire.

Q1. What is the name of your business?

Q2. How long have you operated this business?

Less than 1 year ☐ 0 – 3 years ☐

4 – 10 years ☐ Over 10 years ☐

Q3. How many employees work for you?

Full Time workers

None ☐ 0 – 3 ☐ 4 – 6 ☐

7 – 10 ☐ Over 10 ☐

Part Time workers

None ☐ 0 – 3 ☐ 4 – 6 ☐

7 – 10 ☐ Over 10 ☐

Q4. How do your employees travel to work?

Walk ☐ Cycle ☐

Bus ☐ Car ☐

Other ☐

Q5. Does your business encounter difficulties with parking vehicles for staff or customers?

Yes ☐ No ☐

Q6. In which area is most of your business conducted?

Locally ☐ Regionally ☐

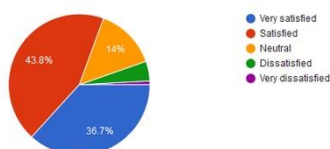
Nationwide ☐ International ☐

2016 Residents Responses

Strensall with Towthorpe Neighbourhood Plan Residents Questionnaire Results

Question 01

How satisfied are you with Strensall as a place to live? (577 responses)



Issues of particular concern: (205 responses)

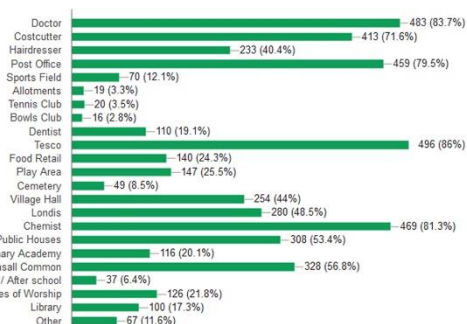
Question 06

If more housing was to be built, what type of housing developments would you like to see in Strensall/Towthorpe? (577 responses)



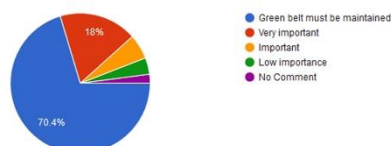
Question 02

Which services and facilities do you use in the village? (577 responses)



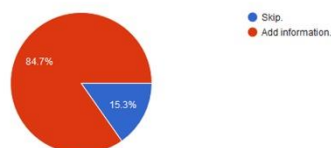
Question 07

Strensall and Towthorpe are surrounded by green belt land. How important do you believe it is to maintain this feature? (577 responses)



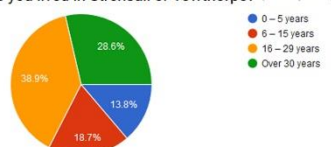
Optional section

What would you like to do? (577 responses)



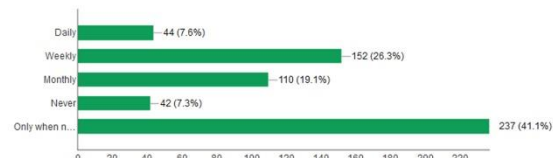
Optional section

How long have you lived in Strensall or Towthorpe? (486 responses)



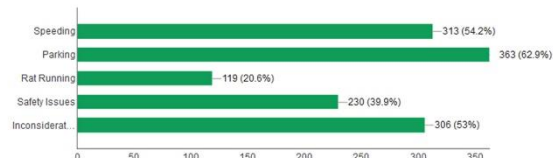
Question 03

How often do you use the Number 5 bus service? (577 responses)



Question 04

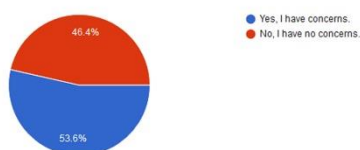
Do you have concerns about traffic? (577 responses)



Comments (213 responses)

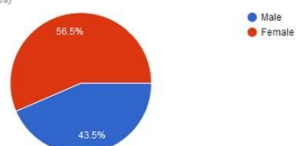
Question 05

If you walk or cycle around the village do you have any concerns? (577 responses)

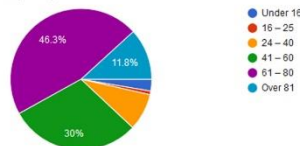


If yes, please state your concerns: (213 responses)

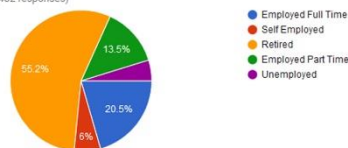
I am (478 responses)



Age Group (484 responses)



Employment (482 responses)



Residents' Responses to 2016 Consultation

Question 1 How satisfied are you with Strensall as a place to live? Issues of particular concern	Action by Steering Group
<p>There seems to be no enforcement regarding illegal parking of private and commercial vehicles outside properties, on pavements, close to corners etc. This is very concerning as it is often dangerous to pedestrians and other road users particularly in the village shopping area and near to Robert Wilkinson school and the Nursery and care home opposite the Army Church on Ox Carr Lane. Considering the congestion and amount of traffic using the roads in Strensall, it is my opinion that every effort must be exercised in order to maintain safety and the free flow for traffic in all locations. It is only a matter of time before there will be a serious accident and possible fatality due to this appalling situation that results from no enforcement of simple laws and regulation. Secondly there are more and more commercial vehicles and caravans being illegally parked in driveways. Strensall is beautiful village that should observe all the correct laws to ensure it does not become an industrial estate or caravan park, but retains the beauty and tranquility that people desire and move here for. Unfortunately the two issues result from the failure of the local authority to ensure simple rules are enforced and adhered to. It is simple to point out a problem, however a solution and answer may be to enforce all laws regarding parking issues by introducing a system of enforcement with financial penalty to offenders (within the law and current regulations). This may even create revenue for the local authority to be used for further enhancement of road safety in the future, but primarily restore the correct adherence to parking regulations and safety for pedestrians and road users.</p>	<p>Policy required to provide parking to reduce congestion</p>
<p>Parking in front of Tesco and water logged walkways. Especially after recent flooding.</p>	<p>Policy required to provide parking to reduce congestion</p>
<p>Not as happy now the Post Office has closed.</p>	<p>No NP issue</p>
<p>Poor infrastructure given it has the same population as Malton. Road safety is my main concern</p>	<p>Parish Council aware of these issues</p>
<p>Would like a train station to lower the volume of traffic.</p>	<p>Included in response to Local Plan</p>
<p>Future growth, leading to a Haxby-Wigginton-Strensall</p>	<p>Local Plan issue</p>

conglomeration.	
A better bus service to and from Monks Cross.	Include in Neighbourhood Plan
Increase of dog fouling,litter and debris in cut-throws,increase in housing	Parish Council aware of these issues
Lovely area to live apart from speeding cars and dog dirt down Barley Rise and York Road	Parish Council aware of these issues
Excessive speed of cars on the main road through Strensall combined with no suitable crossing points, in my opinion there should be traffic calming measures and atleast two zebra crossings. Also as a dog owner myself I got very annoyed about dog owners who dont clean up after their dogs	Parish Council aware of these issues
Parking in the village is awful trying to find a space and also driving through with all cars on the road	Policy required to provide parking to reduce congestion
Traffic congestion and anti social behaviour	Parish Council aware of these issues
To many houses being built with no consideration to the area. Need more shops/banks amenities. The primary school is constantly being built upon how much longer can it keep growing. Traffic is a def problem york road for one traffic goes over the 30mph speed limit very dangerous especially tesco wagons going past at over 45mph. Drainage the village still has victorian pipes yet all the new houses drains cant cope.	Parish Council aware of these issues. Local Authority aware of drainage issues
Concerned about infrastructure, schools, shops, etc	Parish Council aware of these issues
Blocked drains	Local Authority aware of drainage issues
Would like to have a bakery e.g. Thomas' and a bank	Include in wish List
The lack of a village "centre" feel about the place. Seems to play second cousin to Haxby!	Difficult to alter Victorian infrastructure yet retain village atmosphere
Work needs to be done on Strensall / Flaxton rd. Cycle lane and the road needs widening on the approach to York golf club. Traffic has increased significantly over the last 20 years.	Policy required to provide parking to reduce congestion and other traffic problems
Lack of any form of speed limiting or traffic calming on York Road. Central islands and at least one zebra crossing near the shops would be effective. The road is straight for a long stretch and invites unhindered speeding.	Parish Council aware of these issues
Parking	Policy required to provide parking to

	reduce congestion
Parking due to primary school. No consideration for residents from parents or staff at the school. Dangerous parking, no support from council or police. Never any visible presence from either to issue tickets for illegal parking etc	Policy required to provide parking to reduce congestion
Traffic,too much housing,lack of infrastructure,dog fouling	Parish Council aware of these issues
over development and consequent impact on traffic and education	Parish Council aware of these issues
Very much regret loss of post office from village centre. We really should have a bank as well. Fearful for greenbelt land around village.	Parish Council aware of these issues
The traffic issues outside Tesco especially when the bus is trying to get through all the parked cars on both sides.	Policy required to provide parking to reduce congestion
Over development, lack of infrastructure to support existing population, limited school places / capacity, high levels of through-traffic.	Parish Council aware of these issues
The village getting too large	Noted
Parking, especially at the village, the primary school, and on the Flaxton road just past the Six Bells. These problems could be easily solved by building car parks at the school on vacant land. Building parking spaces on the wide verge opposite the nursery on the Flaxton road. Telling Tesco that their shop is no longer a village store ,it is a busy store with regular lorries visiting. It is a safety hazard, interferes with the bus route and so should be required to move to a more suitable site with parking for staff and shoppers..	Policy required to provide parking to reduce congestion
It would be nice to have a family friendly coffee shop in the village, and a mothers meet up group	Include in wish list
Condition of the path in the passageway between Church lane and west end. Amount of dog waste on the pavements and grass verges.	Parish Council aware of these issues
Parking around school at school times. Affordable Housing.	Policy required to provide parking to reduce congestion
TOTAL and blatant disregard for the safety of our pedestrians by speeding traffic in the Village and inconsiderate ALL DAY FREE parking when taking the cheaper bus service into WORK and City shopping to save City car park fees !	Policy required to provide parking to reduce congestion
Parking in The Village around the shops area. Speeding	Policy required to provide parking to

traffic through the village & on the bridge over the River Foss on Sherriff Hutton Road	reduce congestion
the amount of litter left by the dry rubbish collection. The number of new houses being built.	Parish Council aware of these issues
Overbuilding without thought to the infrastructure.	Parish Council aware of these issues
Some pavements are in a very bad state of repair and standing water still on a lot of the road after rainfall	Local Authority are aware
Maintenance of the roads and verges. Grass cutting timing and standard is poor. White lines are faded or not replaced at junctions down York road, the junctions are also potholed.	Parish Council aware of these issues
Parking in main street outside shops	Policy required to provide parking to reduce congestion
Many of the public areas have become untidy and overgrown. for example the path along the main road along from the barracks and the river bank. Additionally many of the road signs are now difficult to read as they have not been cleaned for some time.	Parish Council aware of these issues
Unaffordable housing, traffic, litter	Parish Council aware of these issues
Lack of Amenities, shops. Road through centre by Tesco is too busy and traffic should be one way. Too many houses being built on green belt land. School overcrowding. Potholes in roads. Not enough bins. Flooding. Dog fouling. Litter.	Parish Council aware of these issues
Parking congestion in the village	Policy required to provide parking to reduce congestion
Lack of impetus to get a train station in the village (the largest hurdle, a railway line, is already present. Bus services are generally a commercial service but having a service to Monks Cross might help with reducing traffic on Strensall Road albeit bus travel to a shopping centre is not always convenient. Parish Council engagement with all the residents is not always good.	Parish Council aware of these issues
People parking in Strensall and using bus like park and ride. (continued over) I like to support what few village shops we still have in Strensall (usually on the way home from work). Parking can be difficult/impossible.	Policy required to provide parking to reduce congestion
The increasing urbanisation of Strensall	Parish Council aware of these issues

Strensall is crying out for a deli/tearooms/coffee shop. It's the only thing that the village is missing that we really really need. As a new mum, somewhere to meet friends and family for coffee within the village would be great - it's the only thing that let's Strensall down.	Include in wish list
Diminishing amenities: threat of library closure, Post Office relocation to Londis, closure of bakery, no locally owned grocery store. Lack of cycle path from Strensall to York city centre.	Parish Council aware of these issues
Proposed new housing	Policy required for development issues
Dog fouling,Traffic,we need a cafe.	Include in wish list
Over development, street parking	Policy required to provide parking to reduce congestion
That Strensall is allowed to get so big that it loses it's villageness.	Policy required for development issues
Rubbish esp. Litter.	Parish Council aware of these issues
The village itself feels quite dead now with only Tesco and the chemist left in it. Very sad needs a bank	Parish Council aware of these issues
Dog poo in the snickleways.	Parish Council aware of these issues
To maintain a village feeling	Policy required for development issues
To maintain a village feeling	Policy required for development issues
Could do with bus service down Moor Lane. This service was withdrawn years ago. I would use bus service if came down this road, a long way to walk to bus stops for elderly people.	Transport Policy required
Not a main concern but for a village of this size, residents could benefit from a bank and a railway station	Parish Council aware of these issues
Lack of a bank	Parish Council aware of these issues
Ignorant people parking inconsiderately. All alleyways are dog toilets, dirty collecting rubbish and weeds, play areas in wrong areas without consultation	Policy required to provide parking to reduce congestion Parish Council aware of these issues
Over development	Policy required for development issues
No public transport to Monks Cross	Transport Policy required
I would like to see large area of grass on York road turned into a wild flower meadow to encourage bees and butterflies. Stop cutting down trees on the common, they take up a lot of water and would help stop it flooding. Clear	Parish Council aware of these issues Strensall Common managed by MoD in conjunction with Natural England

ditches.	
Nobody has come up with a solution of the village traffic trying to pass through the village is very Difficult, cars parked either side of the road is plain stupid, someone has to make a decision eventually. Also the amount of dog poo around the village and common is disgraceful. May I suggest no more houses to be built until you get the infrastructure in place in the village. It just can't cope.	Policy required to provide parking to reduce congestion Policy required for development issues
Not enough shops for size of the village. Need a bank, cafe, maybe like Haxby.	Policy required for development issues
litter. Flooding affecting drainage. Inadequate sewerage disposal and over development	Parish Council aware of these issues
Too many houses	Policy required for development issues
Drainage needs sorting! e.g. on Moor Lane the street drains are inadequate and what there are are overgrown. State of roads - many potholes and sunken areas. Roadside verges and edging often ill kempt and scruffy. Post Office now v. difficult to access from 2/3 of the village	Parish Council aware of these issues
Drainage needs sorting! e.g. On Moor Lane the street drains are inadequate & what there are are overgrown. State of roads - many potholes & sunken areas. Roadside verges and edging often ill kempt and scruffy. Post Office now v difficult to access from 2/3 of the village.	Parish Council aware of these issues
Strensall has got too populated since I moved here 35 years ago	Policy required for development issues
Dog Fouling	Parish Council aware of these issues
Traffic through village. No parking for shops in village. Better playparks	Policy required to provide parking to reduce congestion Parish Council aware of these issues
no bank	Policy required for development issues
parking in the village	Policy required to provide parking to reduce congestion
Wild packs of teenagers roaming the streets	Parish Council aware of these issues
Heavy speeding traffic makes the house shake	Parish Council aware of these issues
lack of street maintenance, potholes, pavements, and litter	Parish Council aware of these issues
Could there be a bus service to Tesco Clifton Moor	Transport Policy required
bus service inadequate	Transport Policy required

River Foss flooding and attempts to build on green belt	Environment Agency aware Green belt is local plan policy
Too many new houses being built and too much traffic in the village	Policy required to provide parking to reduce congestion
lack of shops as strensall has grown, shopping facilities decrease	Policy required for development issues
litter and general upkeep of verges	Parish Council aware of these issues
litter. Noise at night . Cars driving to fast	Parish Council aware of these issues
traffic over poulation	Transport Policy required
Size of a town. Infrastructure of village. Traffic chaos, Particularly throu village itself.	Transport Policy required
the approach along strensall rd between earswick and londis needs a mJOR uplift in appearance	Local authority issue
dog foulingparticularly the snicket next to costcutters, litter, faded street signs on pilcher estate	Parish Council aware of these issues
Improvements such as more parking facilities, more school places(new school) cycle lane between Strensall and Towthorpe needed before any more housing considered which will generate more cars bikes and children	Policy required to provide parking to reduce congestion Transport Policy required
strensall has already taken more than it's fair share of large scale developments, only small infill developments should now be allowed	Policy required for development issues
Lack of bus service to Haxby and Monks Cross, have to go into town and out.	Include in wish list
Too much housing development. Village is being destroyed by housing development	Policy required for development issues
Population has grown too high and it's losing the village character due to overdevelopment	Policy required for development issues
Too much house building	Policy required for development issues
Too much traffic. Insufficient infrastructure to meet needs of the size of the community. Streets clogged up with cars on the school runs.	Policy required to provide parking to reduce congestion
Too much development with insufficient infrastructure and amenities	Policy required for development issues
Traffic congestion and parking issues in the center of the village	Policy required to provide parking to reduce congestion

Too much housing development	Policy required for development issues
No Post Office within walking distance	Include in wish list
There should be no more development inside the railway / river triangle. Beyond that, if there is more development, it should contain the necessary infrastructure.	Policy required for development issues
1.) Traffic control outside school from about 07.30-09.00 and 14.45-15.15 hrs. 2.) Poor drainage outside Boots/Tesco & junction of York Rd. / West End	Policy required to provide parking to reduce congestion Parish Council aware of these issues
Road network congested	Policy required to provide parking to reduce congestion
1.) Too Much building and infill going on. Strensall used to be a lovely village , but not any more. 2.) There should be NO MORE HOUSING DEVELOPMENT AT ALL	Policy required for development issues
Very noisy village hall	Noted
Possible extra housing causing loss of green belt and extra traffic	Policy required for development issues
Road safety. Lack of pedestrian crossings in York Road. Dog fouling. Too many lsrge heavy vehicles going through the village. Parking congestion in the village	Policy required to provide parking to reduce congestion Parish Council aware of these issues
The new post office has no trained or experienced Royal Mail staff	Noted
Traffic, Lack of railway Station, Road conditions, Parking, Gutter cleaning, Parking in Village, Location of New Post Office. Without substantial infrastructure to support new housing, there should not be any more housing development.	Policy required to provide parking to reduce congestion Policy required for development issues
Dog fouling pavement. Traffic congestion in village centre	Policy required to provide parking to reduce congestion
Expansion	Noted
Need more shops	Policy required for development issues
On street parking is getting out of hand with no consideration for neighbors visitors or access to drives	Policy required to provide parking to reduce congestion
Traffic congestion. Infrastructure can't cope with more houses. Road surface poor especially moor lane.	Policy required to provide parking to reduce congestion Parish Council aware of these issues

Good transport links	Transport Policy required
Drug dealers and sellers	Police issue
Parking congestion	Policy required to provide parking to reduce congestion
Congestion. Lack of facilities. Lack of police. Lack of schooling	Parish Council aware of these issues
Parking in the village disgraceful	Policy required to provide parking to reduce congestion
I am strongly concerned that it should NOT be developed housing wise	Policy required for development issues
Loss of old Post Office. - Will probably not use Londis one very often	Noted
Increasing traffic & lack of parking	Policy required to provide parking to reduce congestion
Facilities, especially the school and drainage system have not been expanded to accommodate all the new (and proposed development)	Policy required for development issues
Dog Fouling & Parking in the village	Parish Council aware of these issues Policy required to provide parking to reduce congestion
Flooding at railway bridge on route to school. DOG MESS EVERYWHERE	Parish Council aware of these issues
I live in towthorpe village and I am very satisfied (why is towthorpe not mentioned for this question)	Noted
I live in towthorpe village and I am very satisfied (why is towthorpe not mentioned for this question)	Noted
THE FOOTBALL AREA - KIRKLANDS which is an absolute nuisance and has not been improved with fencing. The ball is still kicked out of the area, causing hazards to pedestrians on the walkway and younger children playing in the play park! I have witnessed this on more than a few occasions! The noise now is much increased and for a more prolonged time. I'm sure the summer evenings are going to be hell for all within hearing distance of this most inappropriately placed sports area! Lack of bus route on Moor Lane and Ox Carr Lane. Those less able find it difficult to access public transport. The walkways through Kirklands play area are now hazardous due to footballs, day and up until late evening and dangerous due to serious risk of physical attacks after dark. The alternative routes are	Parish Council aware of these issues

much longer and too long, if carrying shopping.	
Too much through traffic and parking outside Tesco	Policy required to provide parking to reduce congestion
Inconsiderate parking on footpaths verges and double yellow lines	Policy required to provide parking to reduce congestion
Dog Fouling and Litter	Parish Council aware of these issues
Bus services only go to York via Huntingdon. A service to Haxby at least would be useful	Transport Policy required
Speeding and Street Lights	Local authority & Police issues
Traffic still speeding coming from Flaxton way into Ox Carr Lane, Sign lights up all the time, makes no difference to drivers. It's badly placed too late when it's seen to slow down. Moor Lane & Oak Tree junctions need protecting. Use speed humps to slow them down	Local authority & Police issues
I think we could do with more litter bins & dog waste bins. I think also would benefit from a bus service to Monks Cross and Clifton Moor	Parish Council aware of these issues Transport Policy required
No bus route to Clifton Moor or Monks Cross	Transport Policy required
A lovely place to live - could be cleaner and village traffic is a big issue	Policy required to provide parking to reduce congestion
Shops in centre of the village becoming residential. No cafe, No bakery, No fruit shop. Poor bus service for Moor Lane and to Haxby	Policy required for development issues Transport Policy required
It has been extended without great/any thought for facilities for the number of residents. Drains Footpaths Shops School size	Policy required for development issues
Too much traffic going through the village	Noted
Lack of facilities like a bank	Include in wish list
Lack of retail facilities	Include in wish list
dog fouling on footpaths and verges throughout the village	Parish Council aware of these issues
parking urban sprawl and all paths now being used as cycle lanes	Policy required to provide parking to reduce congestion
No busses to Clifton moor or monks cross	Include in wish list

Public benches	Passed to Parish Council
Traffic on York road a problem. Too busy, esp at school leaving and going to school times	Noted
Lack of facilities compared to the number of people who live here. In danger of becoming a dormitory village	Policy required for development issues
Total lack of good sports facilities to support strensall's growing population. Compared to just about every village within a 25mile radius, we have the worst facilities. Take a look at any other village of comparable size (and ones that are much smaller) and we are decades behind.	Include in wish list
Lack of facilities for volume of people . Going to become dormitory village	Policy required for development issues
No busses to monks cross or Clifton moor. No coffee shop. No proper post office. No where to do photo copying	Policy required for development issues Transport Policy required
More housing is putting strain on the services	Policy required for development issues
the village is growing too large and too fast and unable to accommodate more	Policy required for development issues
poor bus services- timetable useless and only once destination. Need bus to Clifton Moor, Monks X and Haxby	Transport Policy required
Low lighting at night	Local authority issue
No bank in village. Lack of areas for older children to pass the time.	Policy required for development issues
Lack of litter collection esp. Bus shelters . York council guys come with their van it used to be a regular collection and recover litter. Huntington has its own collection of litter.	Parish Council aware of these issues
Lack of amenities shops. Road through centre by Tesco too busy.too many houses being built. School over crowding	Policy required for development issues
Parking (lack off) in the Main Street. Any further building should only be considered if it includes another school.	Policy required to provide parking to reduce congestion Policy required for development issues
Maintaining the Green Belt around the village	Green belt is Local Plan issue
It has become a dormitory village and has lost the traditional heart which typifies a village. The few shops are well dispersed and the post office has recently been reallocated to the edge of the village.	Policy required for development issues
Moor Lane is a residential street and should be a 20 mph limit.	Noted

speeding of cars down York Rd. More speed calming needed	Noted
No Buses to Clifton Moor or Monks Cross. Not enough shops in the village	Include in wish list
Dog fouling around the village	Parish Council aware of these issues
Lack of facilities. ?Bus to Haxby	Include in wish list
Over parking in Middlecroft Drive area ie parents taking and collecting children from Robert Wilkinson Acadamey	Policy required to provide parking to reduce congestion
Insufficient housing for 1st time buyers. Traffic on main village street and West End excessive	Policy required for development issues
Diminishing facilities e.g. shop closures and not replacemnts in village centre- P>O>/Bakers/Greengrocer/Cafe. Continued threat of P>O> and Library being taken away	Policy required for development issues
Utilities/Sewerage Plant Requires update. Broadband speed. Power cuts during inclement weather	Noted
Lack of a 'village centre' with shops and amenities	Policy required for development issues
Reliance on 1 bus service only. Expansion of housing into every green space including infilling consequently expansion of traffic. Limited facilities.	Policy required for development issues
threat to the green belt.. congestion throuhout the village	Policy required to provide parking to reduce congestion
increasing amount of homes without updating infrastructure	Policy required for development issues
traffic speed throughout the village. Difficulties for pedestrians to cross the roads. Too many heavy vehicles through the village	Noted
problems with Kirklands playground	Parish Council aware of these issues
overcrowding, Inadequate infrastruture	Policy required for development issues
Poor road surfaces / dangerous potholes	Local authority issues
Poor road surface eg. West pit lane around junction of Riverside Walk, York road railway crossing very uneven, pot holes either side of this crossing on the York bound side . Too many cars parking in the village and blocking the road for moving traffic, same in West end. Strensall amenities can't cope with more housing as it is.	Local authority issues Policy required to provide parking to reduce congestion
Would like a few more shops in the village centre. Sad to have lost the post office from that location. A sandwich shop	Policy required for development issues

and a bistro would be great.	
Loss of central post office. Traffic in the village.	Policy required to provide parking to reduce congestion
Traffic in the main street	Policy required to provide parking to reduce congestion
Dog excrement Horse riding along private roads Traffic congestion in the village Poor location of post office	Policy required to provide parking to reduce congestion
Satisfied but only just. Too much development for the infrastructure. The Village and West End are traffic/parking disaster areas	Policy required to provide parking to reduce congestion
business of roads in the village and new build not supported by infrastructure	Policy required for development issues
Maintaining Green Belt status. Tree branches overhanging York Road by army camp	Green belt is local authority issue
Traffic problem outside Tesco	Policy required to provide parking to reduce congestion
Over recent months we have become more concerned about the way the village is changing. It is becoming more untidy with litter and badly maintained areas. Parking on paths and grass verges. We are also against any further development.	Parish Council aware of these issues
On street parking. No More Housing. Facilities and roads are stretched to capacity already	Policy required to provide parking to reduce congestion
1. On-street parking 2. Poor state of footpaths 3. Dog dirt on footpaths 4. Lack of street cleaning NO MORE HOUSING. ALL FACILITIES AND ROADS ARE OVERLOADED	Policy required to provide parking to reduce congestion Parish Council aware of these issues
On-street parking Poor state of footpaths Dog dirt on footpaths Lack of street cleaning NO MORE HOUSING ALL FACILITIES AND ROADS ARE OVERLOADED	Policy required to provide parking to reduce congestion Parish Council aware of these issues
Traffic congestion on Strensall main street most days	Policy required to provide parking to reduce congestion and address

NO MORE HOUSES	development issues
Dog poo Littering Car parking - irresponsible Path surfaces road markings and overgrowth onto path Road markings NO MORE HOUSES PLEASE!	Policy required to provide parking to reduce congestion and address policy issues Parish Council aware of these issues
NO MORE HOUSING	Policy required for development issues
It would be nice to have a tea shop or cafe	Include in wish list
It would be nice to have a tea shop or cafe	Include in wish list
Parking Housing Estates - NO MORE	Policy required to provide parking to reduce congestion Policy required for development issues
NO HOUSES	Policy required for development issues
1. Parking - Down Ox Carr Lane has become a major concern especially when Taxi, School & Nursing Home are all clustered together now. We have access to 6 big homes where 2 previously stood. Cars continually park on grass verges or block road or obscure line of visions to oncoming traffic. 2. More litter than ever	Policy required to provide parking to reduce congestion Parish Council aware of these issues
Over development particularly with "infil". One house or bungalow out 3 large houses in place!	Policy required for development issues
Parking Issues / Traffic around school at drop off and pick up	Policy required to provide parking to reduce congestion
That City of York Council view these semi rural villages as easy targets to meet housing development requirements. No objection to reasonable sustainable development as long as it is spread evenly across the parishes and the primary focus is on refurbishment/change of use, brownfield development before any green belt land is used. It is not clear whether City Of York does in fact have an officially adopted Green Belt. Use of Section 106 money to develop play areas that become targets for ant-social behaviour. General inability to enforce regulations on such things as litter, dog fouling, speeding, cycling on paths, anti-social behaviour. State of some footpaths	Policy required for development issues Green belt is local plan issue Parish Council aware of these issues
increased traffic along Flaxton Road Ox Carr Lane getting worse	Noted

dog mess and lack of bins	Parish Council aware of these issues
Lack of affordable housing, traffic around Tesco and lack of other shops.	Policy required for development issues
<p>Living on a walk way means of course you have people walking up and down it all day, the problem I have is the noisy ones who pass by at 1 to 3 am who do not give a monkey about those living in the bungalows/houses. It also gives rise to dog fouling particularly when the grassed areas on the common/river are wet. I have walked up to the shops some 200 yards and sometimes there are up to five accounts of dog mess.</p> <p>Another problem is the cleaning of the path from the shops to curly bridge, which in the fifteen years of living here has only been done all the way ONCE. It is cleaned once in a blue moon from the shops to the top of Portisham (about 80 yards) and then the vehicle turns around never to be seen again.</p> <p>In the past I have written in to the council regarding the mess plus in the winter ICE/Snow regarding the clearing off and never had any reply. At 68 Years of age I am often clearing up and considering there are only two of us in the BAND E bungalow I would expect a bit more. Verges around the village are often un-kept and sometimes it is a disgrace to have visitors.</p>	Parish Council aware of these issues
Traffic congestion in key areas. Lack of restaurants/cafe	<p>Policy required to provide parking to reduce congestion</p> <p>Include in wish list</p>
Parking in lay-by by bus stop	Noted
Too much traffic heading towards ringroad at peak times and no cycle path	Noted
Too much dog poo! When first moved to Strensall, we didn't see any, now it's a regular sight.	Parish Council aware of these issues
Parking in the village is a nightmare. Couldn't it be better for double yellow lines one side? Feel sorry for bus drivers	Policy required to provide parking to reduce congestion
Not enough amenities. Have to go regularly to Haxby. Only Bus route to town. Would be ideal if No. 20 linked from Clifton Moor / Haxby/Strensall/Monks Cross.	Policy required for development issues
None	Noted
Dog Fouling. Poor Footpaths	Parish Council aware of these issues
Road Noise Moor lane	Noted
Over building and traffic	Policy required for development issues

Large groups(20-30) of youngsters leaving rubbish, condoms and cutting across gardens, adjacent to flood barrier next to river.	Noted
Don't stop the busses. Need a train station like Poppelton.	Policy required for transport issues
See question 4	Noted
Limited facilities for a village of this size, we could do with a coffee shop, cafe, restaurant. Post office and train station. The road conditions are poor. Traffic congestion in village centre.	Policy required for development issues Policy required to provide parking to reduce congestion
Excessive traffic in the village	Noted
too many cars passing through village, litter in the street after recycling boxes emptied. not enough large dog bins	Parish Council aware of these issues
re-siting post office very inconvenient. no bus service to monks cross and vanguard.	Include in wish list
increase in traffic due to new housing. DO NOT want any more housing, moved here because it was a small village.	Policy required for development issues
River path needs resurfacing	Noted
would prefer post office in main street	Noted
young adults in small park near pasture close at evenings	Parish Council aware of these issues
school parking	Policy required to provide parking to reduce congestion
volume of traffic and excessive speed through the village	Noted
volume of traffic, lack of cycle lanes, not enough bus pull ins to stop traffic congestion, buses not running to time tables.	Policy required for transport issues
paths and roads and private hedges degrading fast making the village scruffy	Noted
far too much dog poo everywhere. boy racers / kids at park drinking late on.	Parish Council aware of these issues
parking concerns around shops, particularly tesco. ridiculous walk to catch a bus, none go near common end or moor lane. long running saga of railway station.	Policy required to provide parking to reduce congestion Policy required for transport issues
limited infrastructure, road congestion, poor post office location. very few shops, no restaurants or cafes.	Policy required for development issues
volume of traffic, lack of action to reduce volume or speed of vehicles. too many tractors transiting village.	Noted

Far too much traffic, no Post Office or bank. Parking in village can be a problem	Policy required to provide parking to reduce congestion
Closure of the Post Office	Noted
Actually made no comment!	Noted
Car parking	Policy required to provide parking to reduce congestion
School traffic/inconsiderate parking round West End	Policy required to provide parking to reduce congestion
Traffic, esp lorries and tractors; lack of facilities - shops, public toilets, seats	Policy required for development issues
Bad things are happening but people tell me it's the same everywhere	Noted
Saving Green Belt, traffic and dog fouling	Noted
planning applications for large number of houses should not be considered	Policy required for development issues
Illegal and inconsiderate parking around the school causing traffic congestion issues and distress to nearby residents	Policy required to provide parking to reduce congestion
Litter on York Rd	Parish Council aware of these issues
No more housing without new improved facilities are provided	Policy required for development issues
Far too developed	Policy required for development issues
Lack of police	Noted
The school blights my life. Selfish parking, blocking drives, refusal to give way	Policy required to provide parking to reduce congestion
No more housing	Policy required for development issues
Traffic on West End and near Tesco	Policy required to provide parking to reduce congestion
Village is getting very large	Policy required for development issues
Loss of Post Office. House building on flood plain.	Noted
Would like to see facilities for teens	Parish Council aware of these issues
Post Office not in Millage with disinterested staff. Road through village long, meandering and uninteresting	Noted
Post Office not in Millage with disinterested staff. Road	Noted

through village long, meandering and uninteresting	
Great place to raise kids. Needs more starter homes, and bungalows for elderly to downsize	Policy required for development issues
The village is getting too big and too many big houses are being built. New housing should only be built if it is forced on us - otherwise none!	Policy required for development issues
Dog fouling, aggressive dogs	Parish Council aware of these issues
No bus service to Monks Cross Lack of primary school places Lack of affordable housing for younger generation Post Office no longer in the centre of the village Lack of amenities for youth or youth club	Policy required for development issues
Potholes No lights on York Road (Towthorpe to garden village) Pavement width opposite Towthorpe turn	Noted
Road Safety - No Zebra Crossings in village Elderly have difficulty crossing road near shops in village centre No cycle path into and from ring road	Include in wish list Policy required for transport issues
Over development with houses Village losing it's village feel and just becoming a huge urban housing estate Continual risk of developers and speculative land owners looking to build on every green field or possible infill space Strensall has taken more than it's fair share of housing development and it should stop, especially on green spaces Fear that York City Council is just trying to join Strensall up like Haxby and make it part of suburban York I want to live in a country village, not urban sprawl	Policy required for development issues
Extra speed humps in Middlecroft Drive at blind corners to stop excessive speed from cars using the road.	Noted
Too much house building. Development must STOP in Strensall. The green fields of Strensall are full of wildlife and must be protected from developers Continual threat to Green Belt from Developers, land owners and Government/Council Surface Water Flooding - The over development of Strensall has not taken into account the need for good drainage Lack of maintenance of drainage ditches and bone dyke	Policy required for development issues
Parking around Tesco	Policy required to provide parking to reduce congestion

Dog Fouling Too much new development	Policy required for development issues
Very concerned about the depletion of services e.g. Post Office now out of the village. Also that the library is under constant threat of being closed	Policy required for development issues
Play area at side of property, despite recent changes, still a problem with noise, football coming into garden, older children gathering and playing music.	Parish Council aware of these issues
The village has been allowed to grow so much in recent years without the due consideration of serious increase in volumes of traffic, school outgrown, NO BANK etc. Post Office not in village anymore. NO MORE HOUSING. Enough is enough	Policy required for development issues
The buying of the Fields that back on to West Pit, because it was supposed to be kept as meadow lands but owners doing as they like.	Parish Council aware of these issues
The village has grown but not the infrastructure - concern that the green belt should not be eroded.	Policy required for development issues Green belt is local plan issue
Parking in the Village near the shops & entrance to Northfields (shops side)	Policy required to provide parking to reduce congestion
Traffic congestion, on street parking, lack of shops. Potential erosion of green belt	Policy required for development issues Green belt is local plan issue
Apart from when Post Office moved - unable to do all services. Unable to pay cash into Halifax account they say. They do not have tough glass when they give money out, is that not the same!!!	Noted
Preferably no more housing	Policy required for development issues
More shops are needed	Policy required for development issues
My particular concerns are the lack of a foot crossings on York Road. The lack of a footpath on the South side of York Road between Princess Road and the Old Vicarage. Pushchairs / wheelchairs & others can't pass each other without going on to the road. An accident waiting to happen.	Parish Council aware of these issues Include in wish list
Closing of shop fronts on the high street Parking Street cleanliness	Policy required for development issues Street cleaning is the responsibility of the local authority
No banking facilities	Policy required for development issues

Traffic speeding down York Road	Noted
EXCESSIVE HOUSE BUILDING IN & AROUND ALL AREAS OF THE VILLAGE. THE EXISTING INFRASTRUCTURE CANNOT COPE	Policy required for development issues
The village I loved which flourished with over 20 successful businesses and a caring community has sadly gone. Now we have nothing but hundreds of extra houses. What was a really lovely village is now RUINED!!! People are living longer and need bungalows. NO MORE HOUSES PLEASE	Policy required for development issues
Traffic increase Amount of new housing being built	Policy required for development issues
Dog Mess Bins Needed. New Ryecroft sign needed	Parish Council aware of these issues
Litter on and around play area Pasture Close even though a bin is provided. Also dog dirt even though a bin is provided !!	Parish Council aware of these issues
Crowded street by School Lack of retail offer /variety	Policy required to provide parking to reduce congestion
Over development of "back garden" plots. Poor traffic management in village and around Robert Wilkinson School	Policy required for development issues Policy required to provide parking to reduce congestion
Too much land taken up for enlargement of houses. Traffic dangers around Robert Wilkinson School	Policy required for development issues Policy required to provide parking to reduce congestion
Tow path Dog Poo	Noted
Lack of public transport to Monks Cross and Vanguard Centre	Include in wish list
None selected	Noted
Volume of traffic, speeding, road surface	Noted
Moor Lane used as rat run. Speeding cars Lack of facilities	Parish Council aware of these issues
It is very busy	Noted
It is very busy.	Noted
to much litter	Parish Council aware of these issues

In the main village, the intersection near the bridge can be very difficult to cross because of oncoming traffic.	Parish Council aware of these issues
Litter and people doing things that they shouldn't at the park	Noted
I think we need a skate park	Include in wish list
I think we need a car park for Robert Wilkinson School as lots of cars are causing problems.	Policy required to provide parking to reduce congestion
That people are using too much of the area for housing and I understand that but if you destroy the environment you destroy us	Policy required for development issues
We could fill in some gaps near the army barracks and the village	Policy required for development issues
There are too many new houses being built.	Policy required for development issues
nothing	Noted
When you park near the shop it gets busy so we should only park on one side	Policy required to provide parking to reduce congestion

Question 4 Do you have concerns about traffic? Comments	Action by Steering Group
Parking at breaks lane and the top of the village it can be very dangerous cycling or trying to cross the road here	Policy required to provide parking to reduce congestion
This has been covered in the first question.	Noted
Around the shops. Especially outside Tesco.	Policy required to provide parking to reduce congestion
There are no designated crossing for pedestrians along the stretch of York Road. This is a huge concern for safety given the number of cars using Strensall as a rat run to avoid the ring road.	Include in wish list
I can't cross the road safely and one of my friends nearly got hit by a car at the Sheriff Hutton junction just outside Boots	Parish Council aware of these issues
I can't cross the road safely when walking to school. I see many of my friends in cars adding to the high number of cars already on the road.	Parish Council aware of these issues
Traffic is a minor concern most of the time, but school run parking around RWPA needs to be addressed.	Policy required to provide parking to reduce congestion
Parking halfway onto footpaths.	Policy required to provide parking to reduce congestion
Parking opposite and near our junction to our house is a safety concern and a inconvenience.	Policy required to provide parking to reduce congestion
Stop the parking on grass verges	Policy required to provide parking to reduce congestion
Speeding cars down York Road and Barley Rise in particular is absolutely ridiculous, something drastic needs to be done about it as very few people seem to take any notice of the 30mph signs. Parking outside Costcutter and in village is also very bad.	Policy required to provide parking to reduce congestion
A lot of speeding, lorries and farm traffic far too big to be cutting through	Noted
people parking in Southfields road to go to Tesco,	Policy required to provide parking to reduce congestion
Living relatively near to the school I accept that people will park on our street, however its very frustrating when you find yourself repeatedly blocked in by inconsiderate parking. who when you confront them, just shrug and then do it again and	Policy required to provide parking to reduce congestion Parish Council aware of these

again. As mentioned previously my main concern is the speed on the road through strensall and the lack of traffice calming measures and crossing points. Also the conditions of some of the roads and pavements are not up to a good standard	issues
Parking in the village near the shops	Policy required to provide parking to reduce congestion
Congestion in the village due to lack of off-street parking for the shops. Speeding down York Road.	Policy required to provide parking to reduce congestion
Parking outside the school and tesco is a massive issue. Traffic especially down york road near the train track goes to fast not 30mph like they should. I walk everyday to school and to the bus stop and most cars/vans/lorrys DO NOT do the speed limit. Move the 30 post thats near bells down a bit near train track.	Policy required to provide parking to reduce congestion
Indiscriminate parking of people using Rix Garage shop blocking the footpath and the main road, and frequent obstruction caused by goods vehicles delivering, even though there are double yellow lines and signs indicating no loading/unloading and that the street adjacent to garage should not be obstructed. Why is there no enforcement?	Policy required to provide parking to reduce congestion
Cars turn left off Main Street in towards Hogg estate (just before level crossing) too fast as it is a sweeping bend into the junction and do not slow down enough	Noted
Excessive speeding in 30 mph areas.	Noted
None	Noted
The volume of traffic can be an issue, but with better management it could be better (and I don't mean speed bumps of 20mph zones!)	Noted
Traffic has increased significantly with no road improvements to address the issue.	Noted
Previous comments in this return explain concerns relating in particular to York Road.	Noted
As per previous answer. Size of school increased but no consideration for residents of nearby streets. My car has been damaged by parents, car has been blocked in due to people parking inconsiderately. Raised numerous concerns with police, MP, council and school but nothing is done to address the problem. Yellow lines were put down but noone polices it so totally pointless.	Policy required to provide parking to reduce congestion
Not enough speed traps set up parking at Barley Rise shops is becoming dangerous as people park on corners and double park....cannot seesomeone will be injured	Policy required to provide parking to reduce congestion

Some residents are constantly breaking Rules 243 & 250 of the Highway Code specifically parking in front of an entrance to a property & opposite or within 10 metres (32 feet) of a junction (large white van parking on Duncombe Drive 2 metres from the Chaucer Lane junction every night). They are 2 vehicle families & have wide or long drives but only park 1 one it!! Now light nights are upon us this is dangerous for the children playing in these 2 streets.	Policy required to provide parking to reduce congestion
Traffic travels too fast down Strensall Road, new development does not cater for multiple cars causing excessive on-street parking, all rural traffic from Sheriff Hutton and surrounding villages passes through Strensall. Parking outside Tesco means the road is often blocked at peak times making it dangerous for cyclists and pedestrians.	Policy required to provide parking to reduce congestion
Inconsiderate parking on The Village and around the school - parents parking on double yellow lines to collect children from school and blocking driveways on The Village	Policy required to provide parking to reduce congestion
Most modern housing estate roads in the village are too narrow, without pavement, the houses have insufficient parking on their land and this leads to a lot of ugly on street parking. The Flaxton road is in poor condition for the amount of traffic using it.(drains and verges) perhaps it should have a 30mph speed limit from just before the golf club heading to York. The place has become a housing sprawl leading to increased traffic on roads that are not capable of safely handling the volume.	Noted
There do not seem to be enough speed humps as people speed between each hump and some roads lack them. Also on the second corner of middlethorpe drive parking should not be allowed, as two vans continuously park there and create a blind section leading to several head on near misses.	Noted
None of the above, just traffic congestion which is becoming more of a problem, especially in the village.	Policy required to provide parking to reduce congestion
Total disregard by MOST drivers for young children and the elderly - plus - all usual citizens going about their normal daily lives = NO police presence nor warden control =Solution " ALL Village casual free parking to be LIMITED to MAXIMUM of (Say) TWO (2) Hours with NO Return within One Hour = Will stop all day FREE parking for those working in the City and not shopping locally	Policy required to provide parking to reduce congestion
No consideration for other households when people have parties.	Noted
30mph not adhered to by the majority. A lot of them can't tell the difference between parking on the road instead of the	Noted

footpath.	
road opposite 1, 3, 5 Westpit lane should be double yellow lines to ensure clear traffic congestion free area safer for children during 8.30 to 4.30	Policy required to provide parking to reduce congestion
The congestion caused by parents parking outside the children's nursery on Ox Carr Lane, cars speeding down York Road at quiet times of the day/night.	Policy required to provide parking to reduce congestion
Congestion and hazards caused by parking down West End, Middle Croft Drive, Haxby Moor road and West Pit Lane. This is mainly during School drop off and pick up times, but also caused by teaching staff throughout the day. \planning has previously been approved for the school to extend it's internal parking area, however this has not been followed through. I believe that this was also a condition for the recent extension, but as yet no attempt has been made to extend the car park and reduce congestion and risk of accidents.	Policy required to provide parking to reduce congestion
Lack of parking near Tesco's and chemist etc	Policy required to provide parking to reduce congestion
The current traffic situation on a daily basis outside of Tesco ("The Village bottleneck") is just about tolerable; any increase in traffic (e.g. by more housing being built in the area) will in my opinion go above the safety risk threshold; the key issue at peak times: temporary car parking on both sides of the road by people to go to Tesco's - at the same time as lorries delivering to Tesco and the number 5 bus - makes it congested especially in the mornings and early evenings; if any new housing is proposed in the area (where the main route to the housing is along The Village) then there needs to be a plan to mitigate the knock on effect to traffic on The Village bottleneck, e.g. a separate road built to improve the traffic system.	Policy required to provide parking to reduce congestion
Parking outside shops causes problems for buses and public	Policy required to provide parking to reduce congestion
With the large amount of cars going through Strensall, then a pedestrian crossing will be a good idea, especially in the village where there is a log jam of traffic and it is sometimes very difficult to cross the road, especially for an elderly person trying to get to the chemist for a prescription. A large amount of cars parked on the main road near Tesco make it difficult for buses to get through.	Policy required to provide parking to reduce congestion
Parking outside Tesco and by the school causing congestion	Policy required to provide parking to reduce congestion
Issues in Middlecroft Drive with speeding, traffic and parking during school runs and residents' company vans parked on the road creating blind spots for those reversing out of their drive	Policy required to provide parking to reduce congestion

I don't believe there is a significant speeding problem through the village. There are problems with poor driving especially use of mobiles or drivers who do not consider the road ahead or pull out of junctions without looking or lacking the ability to judge speed. Parking is an issue around Tesco and the school but it is very difficult to change culturally as well as the fact that customers of Tesco do not always live in the village. The main issue is the village has grown in size but the road infrastructure has not meaning, at certain times, it can take a while to reach the ring road. Another concern about traffic is the still current implementation of a two tier gritting system (Primary and Secondary routes) which has probably been a cause in accidents on Haxby Moor Road.	Policy required to provide parking to reduce congestion
Parking in front of Tesco express and safety in front of Boots	Policy required to provide parking to reduce congestion
As question 1.	Noted
Down Middlecroft Drive - speeding especially on the bend an	Noted
Cars travel very quickly on Ox Carr Lane. Lack of pavement on intersection between West End and York Road.	Noted
Parking on both sides of Main Street during day	Policy required to provide parking to reduce congestion
No	Noted
Parking in Strensall village , outside Tesco and chemist	Policy required to provide parking to reduce congestion
Top priority speeding	Noted
At any age..early in life to look left then look right and then look left again	Noted
Concerns about speeding along Ox Carr lane,Flaxton Road,York road between six bells and rail crossing also bottleneck outside Tesco	Noted Policy required to provide parking to reduce congestion
Vehicles being driven too fast through the village	Noted
The pelican crossing at Barley Rise is a great idea, we said it 25 years ago	Include in wish list
Shop area	Noted
30 MPH on York road is not adhered to.	Noted
School run	Policy required to provide parking to reduce congestion
School time parking	Policy required to provide parking to

	reduce congestion
School time parking	Policy required to provide parking to reduce congestion
Very concerned that there are no safety areas, a crossing/ island etc. When crossing the road from Tesco side of village to the Boots side. Crossing with young children is awful.	Include in wish list
Could do with a zebra crossing at Barley rise bus stop that hopefully would slow traffic down	Include in wish list
Illegal parking at night on footpaths, in lay-bys chevron style	Noted
Speeding on Ox Carr lane	Noted
Parking in Barley Rise makes it difficult for getting on off drives to residence	Policy required to provide parking to reduce congestion
We need permanent operational speed cameras on York road, instead of occasionally police cameras as there is too much speeding down this road. Parking around cost cutters has a lot to be desired	Noted Policy required to provide parking to reduce congestion
Parking is an issue in the village and also toad rage people getting annoyed	Policy required to provide parking to reduce congestion
around the school	Policy required to provide parking to reduce congestion
Speeding issues and abandoned cars from parents taking children to and from school	Policy required to provide parking to reduce congestion
Outside Tesco outside school and across sheriff hutton road junction	Policy required to provide parking to reduce congestion
Need restricted parking outside Tesco and Costcutter	Policy required to provide parking to reduce congestion
The issue of congestion in The Village needs to be addressed. There is no adequate parking for shops.	Policy required to provide parking to reduce congestion
The issue of congestion in the Village needs to be addressed. There is no adequate parking for shops.	Policy required to provide parking to reduce congestion
Danger crossing at bend near Old Vicarage	Noted
Cyclists on Strensall Road - some hold traffic back as a joke. The path could be made into a cycle path	Include in wish list
There is far too much traffic for the roads, especially Ox Carr Lane	Noted
Speeding Issues on York Road + 2 cars permanently parked top of Durlston Drive and junction of Barley Rise. One is a	Noted

works van	
Tesco express should provide parking	Policy required to provide parking to reduce congestion
Really need a small car park in the village as the road congests	Policy required to provide parking to reduce congestion
real sympathy for bus drivers especially in the village centre	Noted
Parking on corners around Barley Rise is causing major jams especially at weekends	Policy required to provide parking to reduce congestion
Speeding in residential areas	Noted
it is getting progressively worse	Noted
especially those with radios blaring	Noted
new housing, not enough parking off road. danger at Montessori nursery , speeding cars and poor visibility	Policy required to provide parking to reduce congestion
traffic too fast on ox carr lane	Noted
around tesco express	Policy required to provide parking to reduce congestion
Parking around the school is terrible and irresponsible	Policy required to provide parking to reduce congestion
york road, nowhere to safely cross for children and elderly. Main street parking	Policy required to provide parking to reduce congestion
outside Tesco and the school are bad spots	Policy required to provide parking to reduce congestion
Parking on corners, blocking peoples drive, using drives	Policy required to provide parking to reduce congestion
speeding cars on village roads and amount of traffic	Noted
Oxcarr lane in Particular (parking)	Policy required to provide parking to reduce congestion
crossing between boots and the ship	Parish Council aware of these issues
parking in some areas	Policy required to provide parking to reduce congestion
Re Q3: As reliable as a pogo stick in a swamp. Waste of council tax	Noted
Hard for pedestrians to cross near chemist and library	Parish Council aware of these issues

in general motorists drive too fast along strensall rd ignoring speed limits and creating dangerous situations	Noted
vehicles parked on corner of balfour way	Policy required to provide parking to reduce congestion
Oxcarr Lane, Moor lane, Barley Rise, The Village, West End, School Area. All expecting 2 lanes of oncoming traffic to squeeze into one lane due to lines of parked vehicles blocking one lane	Policy required to provide parking to reduce congestion
speeding on York Road and Middle Croft drive	Noted
the village parking	Policy required to provide parking to reduce congestion
speeding on york rd and middlecroft drive	Noted
Cars and wagons carrying carrots speed through the village. Parking is dreadful around Costcutter.	Parish Council aware of these issues Policy required to provide parking to reduce congestion
While housing expands very little thought seems to be given to the supporting infrastructure.	Policy required for development issues
Zebra crossing desperately needed on York Road. Pedestrian safety not considered	Include in wish list
The ring road is usually at a standstill so motorists use the back roads and these are falling into disrepair as they are b roads and lower priority for maintenance	Noted
1.) Inconsiderate parking outside school by Parents & Teachers. 2.) The yellow zigzag no parking markings outside school are faded and ignored and NOT ENFORCED.	Policy required to provide parking to reduce congestion Noted
Particularly the village near Tesco, - Parking on both sides is a major concern.	Policy required to provide parking to reduce congestion
York road needs a pedestrian refuge and at least one zebra crossing	Include in wish list
The village does not have roads for all this traffic	Noted
Nuisance mopeds round the village late at night	Noted
General traffic on a morning is becoming worse	Noted
Need pedestrian crossings	Include in wish list
Parking outside Galtres Rest Home and Montessori nursery is an accident waiting to happen	Policy required to provide parking to reduce congestion

Parking through the village is a major problem	Policy required to provide parking to reduce congestion
Hobsons tractors hauling carrots at speed also causing excessive mud on roads	Parish Council aware of these issues
Ox Carr Lane,six bells,Garrison Church	Noted
Parking on side of the road. Ox Carr lane and in the village	Policy required to provide parking to reduce congestion
Traffic dangers. Need at least two pedestrian crossings	Include in wish list
Ox carr lane parking irresponsible and dangerous	Policy required to provide parking to reduce congestion
Need a pedestrian crossing on york road	Include in wish list
Parking congestion in the village chemists to tesco	Policy required to provide parking to reduce congestion
Parking in the village from non residents using bus cause congestion	Policy required to provide parking to reduce congestion
parking restrictions needed in the village	Policy required to provide parking to reduce congestion
Lack of crossing places for pedestrians	Include in wish list
Congestion dreadful and must be a nightmare for the bus drivers	Noted
Parents from school parking in Forest Court car park getting blocked in or not being able to park our own cars	Policy required to provide parking to reduce congestion
Please put speed-restricting signs through village and Southfields Road, even considering 20 mph limits	Noted
We live opposite Tesco. It gets very congested with people parking	Policy required to provide parking to reduce congestion
Speeding sometimes up/down the village. Parking in the village around Tesco - Vet - Pharmacy	Policy required to provide parking to reduce congestion
School Run times - Difficulty exiting cul-de-sac onto West End	Policy required to provide parking to reduce congestion
Some people come from Sheriff Hutton & park up for the day, getting the bus into town.	Noted
Parking on road from Monument to Playing Field, - Obstructing road junction view	Noted
Parked cars make driving and been a pedestrian feel dangerous around Tesco and the Children's nursery by	Policy required to provide parking to reduce congestion

Galtres care home. I think it is only a matter of time before there is a serious accident.	
Inconsiderate and near bends along Barley Rise	Policy required to provide parking to reduce congestion
Crossing the road by the Ship	Policy required to provide parking to reduce congestion
traffic weaving in and out near school and outside tesco	Policy required to provide parking to reduce congestion
Parking issues in centre of Village (Fish Shop to Old Post Office), on Barley Rise (near shops and in adjacent streets) and on Ox Car Lane (Six Bells to Old Highway, particularly near Nursery)	Policy required to provide parking to reduce congestion
No speed limit through the village of towthorpe, we could do with 30 mph zone	Parish Council aware of these issues
Traffic much faster on high street since yellow lines introduced	Noted
No speed limit through the village of towthorpe, we could do with 30 mph zone	Parish Council aware of these issues
Need zebra crossings on York Road, The Village and Ox Carr Lane. The 30 mph sign and traffic warning on Ox Carr Lane should be placed before at the conclusion of Flaxton Rd and beginning of Ox Carr Lane in preparation for pedestrians crossing from the Barracks into Pasture Close. Strensall Village begins at Moor Lane and cars speed into Ox Carr Lane only reducing speed if the congestion around The care Home and Nursery demand that they do! Strensall has no safe cycle route for children to use for journeys too and from school. The road is too busy at these times and the pavements not adequate. This causes hazardous journeys for those walking or cycling to school. Children are then taken in cars which causes further congestion for all.	Include in wish list
Trying to cross the road near The Ship Inn is terrible and is a accident waiting to happen.	Parish Council aware of these issues
Same as q 1	Noted
School opp Wilkinson Way so many users - no spaces for disabled residents. illegal parking at Forest Court	Policy required to provide parking to reduce congestion
The parking round the school 8.00 - 9.15 & 2.30 - 4.00 Robert Wilkinson School and parking their cars in our car park at Forest Court. We can't park our cars at those times.	Policy required to provide parking to reduce congestion
Parking in the centre of village	Policy required to provide parking to reduce congestion

What's rat running	Noted
Too many park on pavements/verges. Parking near Tesco should be one side only	Policy required to provide parking to reduce congestion
Speeding and dangerous overtaking / Driving through the village. Parking on bus stops.	Policy required to provide parking to reduce congestion
Take out some of the verge along Ox Carr Lane. Widen the road. Six Bells roundabout unfair system - flow from Ox Carr Lane especially if crossing gates have been opened. Inconsiderate Parking by Compass Travel minibus on Ox Carr Lane. Speeding along Ox Carr Lane through the bends. Rat run to & from A64 - shortcut to bypass avoiding Hopgrove roundabout Parking along Ox Carr Lane outside nursery school & the nursing home. weaving in and out of cars facing oncoming traffic, can't get back in due to level NU. of parked cars	Noted
Around the school can be a problem morning and afternoon. Also main road in village is bad. Buses struggle to get through.	Policy required to provide parking to reduce congestion
In Barley Rise people park over our drives to go to shops	Policy required to provide parking to reduce congestion
A crossing on York Road would be welcome	Include in wish list
The parking & traffic near Tesco must be sorted and quickly. Double yellow lines	Policy required to provide parking to reduce congestion
Zebra crossing on York Road near Barley Rise	Include in wish list
Dangerous junction Moor Lane/Ox Carr Lane (Needs safety mirror). Excessive peak period parking on Ox Carr Lane outside Nursery & Home	Noted
I live in sheltered housing and am concerned about school parking and parking on the streets make it hard for disabled	Policy required to provide parking to reduce congestion
Blocking Driveways	Noted
Parking in Strensall Village can be a problem when I am on my bike	Noted
All of the above. Not sure how they can be resolved as the facilities have not been altered / added to as the village has grown & people own more cars than before	Noted
Parking outside Costcutter makes turning into Barley Rise difficult at times	Policy required to provide parking to reduce congestion
Parking on pavements	Policy required to provide parking to

	reduce congestion
There are no speeding deterrents through Strensall or between Strensall and Earswick (Bumps or chicanes)	Noted
Southfield Road - A rat run from Tesco. Speeding on mopeds	Noted
Parking near Boots. I can hardly walk	Policy required to provide parking to reduce congestion
No Comment made	Noted
No consideration by motorists to pedestrians due to parking on pavements and verges	Noted
york road at most times and areas around the school where parents abandon their cars to get children	Policy required to provide parking to reduce congestion
Parking on footpaths and grass verges	Noted
Traffic and volume of cars	Noted
Concerns regarding crossing York road on school run	Noted
Pedestrian crossing needed near library	Include in wish list
Cars parking on yellow lines and over driveways outside Tesco	Policy required to provide parking to reduce congestion
Parking outside Tesco massively effects the flow of traffic. No designed parking in strensall village area	Policy required to provide parking to reduce congestion
Parking outside the shops especially Tesco massively effects the flow of traffic. No designed parking in strensall village area	Policy required to provide parking to reduce congestion
Parking on no stopping signs outside the school. Need pelican crossing on York road. Need yellow lines down Ox Carr lane. Compass travel parking vehicle on road	Policy required to provide parking to reduce congestion Include in wish list
Parking in the village Tesco etc.	Policy required to provide parking to reduce congestion
the congestion in the village with lazy and inconsiderate parking act as a natural traffic calming measure	Noted
Congestion at village centre	Policy required to provide parking to reduce congestion
Congestion at village centre	Policy required to provide parking to reduce congestion
Speeding on York road	Noted

parking in the village dangerous - not enough shops but no car park in the village for other people using the bus	Noted
Speeding on York road	Noted
dangerous and inconsiderate parking	Policy required to provide parking to reduce congestion
No more houses.	Policy required for development issues
Parking outside Tesco and the school congestion	Policy required to provide parking to reduce congestion
Congestion outside Tesco/Boots making it difficult for the No.5/5A to get through and traffic flow. On the other hand people need to park for a quick dash to shops. No obvious place for a car park.	Policy required to provide parking to reduce congestion
The main bus route through the centre of the village becomes congested with parking on both sides of the road this allowing only single line traffic. I would like to see the road that runs past the doctors surgery opened up and extended through the old sidings and make this circular route a one way system.	Policy required to provide parking to reduce congestion Include in wish list
York road traffic is going too fast, when walking on the footpath towards Towthorpe it is dangerous.	Noted
Speeding on York Road. Parking during school pick up and drop off time	Noted
Parking in main village on double sides is a problem. Restrict parking to only one side (1-15) of month, then (16-31) of month to other side	Policy required to provide parking to reduce congestion
Streets near the school!	Policy required to provide parking to reduce congestion
People parking on bends opposite junctions and directly opposite other parked vehicles	Policy required to provide parking to reduce congestion
The parents of school using Forest Court car park blocking entry and inconsiderate usage all to gether	Policy required to provide parking to reduce congestion
no comment	Noted
Parking in Relation to School	Policy required to provide parking to reduce congestion
Parking congestion on West End/School, Church Lane . When services held in church difficulty parking to attend	Policy required to provide parking to reduce congestion
Tractors speeding.Sheriff Hutton Road to Strensall outside Foss View Development Traffic Speed	Noted

Lack of traffic calming measures along Ox Carr Lane/Flaxton Rd and also Moor Lane. Congestion in village @rush hour NO ROAD CROSSING POINTS	Noted
Zebra crossing between Library and Tesco	Include in wish list
We must stop Cars parking on the path. Young children have to go out into the road to get round. The are running out without seeing other cars comming	Policy required to provide parking to reduce congestion
Volume and frequency of traffic through Strensall and the noise it creates. Difficulties crossing roads especially by Boots the chemist and by Strensall Garage. Parking creating bottle necks along The Village and by the school.	Policy required to provide parking to reduce congestion
desperate need for a pedestrian crossing between the Ship and the Chemist	Include in wish list
there are no safe crossing points on York Road. Traffic speeds too high and running to cross the road is not an option for the elderly. Needs a pedestrian crossing	Include in wish list
needs a safe pedestrian crossing in York Road	Include in wish list
the junction of the village and Sheriff Hutton Road is dangerous	Noted
Amount of traffic leaving Strensall in the morning big queues!	Noted
Parking on Pavements & Grass verges. Causing damage especially in conservation area.	Noted
The Main Street through the village and west end which is particular troublesome. Once you set off to drive from the school towards the village, there is nowhere to pull in to allow on coming traffic through and you can't see if anyone is coming from York road until you have set off past moorland Garth if having paused there.	Noted
No Concerns	Noted
Speed in Moor Lane / Princess Road. Parking in Ox Carr Lane, outside the school & central village	Policy required to provide parking to reduce congestion
Traffic congestion outside Tesco. Getting out of Strensall on to A1237	Policy required to provide parking to reduce congestion
Outside Tesco due to parking on both sides the street, has become single way traffic	Policy required to provide parking to reduce congestion
Traffic calming & extra parking restrictions (i.e. 1 hour wait for non-residents in main street would be beneficial.)	Policy required to provide parking to reduce congestion
Forest Court car park being used for dropping off point for school. Residents return to find no places for them.	Policy required to provide parking to

Cars are parked everywhere - its an accident waiting to happen	reduce congestion
Congestion in village	Policy required to provide parking to reduce congestion
None selected	Noted
Too many cars in Strensall now, obstructing parking in West End, Village main street, Ox Carr Lane & Moor Lane	Policy required to provide parking to reduce congestion
Buses often struggle when people park badly in the village	Policy required to provide parking to reduce congestion
Some of parking is illegal but no-one is doing anything about it e.g. double yellow / parking on corners	Policy required to provide parking to reduce congestion
Not enough parking provided for staff at the Robert Wilkinson Primary Academy therefore causing problems for residents of West End	Noted
Especially at School start / end times	Noted
Especially at school start/end times	Noted
Parking problems particularly around school & shops - i.e. Tesco & Costcutter	Policy required to provide parking to reduce congestion
York Road roundabout very misleading - when cars coming from York to go straight across don't give way.	Noted
There is too much traffic coming in & out of the village - roads can't take more	Noted
1. We need a zebra crossing near Barley Rise so children and others can cross this busy road in safety	Include in wish list
Ox Carr Lane is increasingly busy and many people ignore the 30 mph limit	Noted
There is so much traffic that it is very difficult for the bus to get through the village	Noted
Traffic using Ox Carr Lane from the North far too fast	Noted
Around the school Parking on double yellow lines	Policy required to provide parking to reduce congestion
There appears to be little attempt to enforce any traffic regulation. Parking on footpaths and verges is now accepted as the norm. Many roads are in poor condition which leads to pedestrian hazards particularly in wet weather when splashing is commonplace from inconsiderate drivers	Noted

inconsiderate parking on school run. Buses not suitable for WestpitLane	Noted
Around Tesco and school traffic.	Policy required to provide parking to reduce congestion
all of the above are of key concern through the village main street	Noted
Barley Rise often has speeding cars	Noted
Parking on pavements & over the lowered curbs, hard to push a pushchair.	Noted
I think we should have a lollipop man/lady from the Ship to Boots. Often Mums let their children go across on scooters before mums are with them. - Very dangerous.	Noted
Would be ideal if land could be acquired near Tannery for car park / new shops , café etc.	Noted
Poor repair of roads	Noted
None	Noted
Parking on pavements	Noted
Moor Lane	Noted
Parking across footpaths.	Noted
No more houses.	Policy required for development issues
Volume of traffic which would increase with more housing	Policy required for development issues
The footpath between York road level crossing and Church lane, footpath narrow outside the old vicarage zig zag road. Also the junction where Southfield, princess road meet York road very dangerous for walkers,cyclists and cars.	Noted
Parking area in village centre required.	Policy required to provide parking to reduce congestion
All of the above is a concern. Parking at the school is a real issue but I do not see a solution.	Policy required to provide parking to reduce congestion
parking on double yellow lines, and over drives, cars coming onto footpaths, excessive traffic in village.	Noted
can be very congested in the village by tesco at times.	Policy required to provide parking to reduce congestion
RWPA twice daily with parents parking for school / some	Noted

illegal parking on pavements , parking outside tesco at times is ridiculous especially for busses to pass	
crossing required at the sherif hutton road very dangerous	Parish Council aware of these issues
oxcarr lane , nursery and old peoples home plus mini-bus parks every day.	Noted
crossing by the ship on the road to sheriff hutton	Include in wish list
parking in the village very difficult for buses to get through at times	Noted
crossing the road at tesco and to the public house from boots. traffic is allowed to park on both sides of the road.	Policy required to provide parking to reduce congestion
down middlecroft drive at school drop off and pick up times, the parking is appalling and dangerous.	Policy required to provide parking to reduce congestion
not enough places to park down the village, people parking over drives, coming onto path down the village.	Policy required to provide parking to reduce congestion
we should have a weight restriction on the sheriff hutton bridge by the ship to stop lorries using the village.	Noted
need for car park in village	Noted
speed bumps needed in front of village playing field	Noted
there is need for a pedestrian crossing between the ship and boots	Include in wish list
A64 traffic short cutting through village from flaxton/towthorpe lane causing congestion from ring road to barracks. school parking on middlecroft drive.	Noted
permit parking outside your property if no drive should be introduced throughout strensall. clear the roads. no crossings or speed bumps to slow down vehicles.	Noted
people reversing out of their driveways without looking. my child was knocked off her bike.	Noted
Traffic is a problem we have all of the above	Noted
congestion, parking on west end and by tesco.	Policy required to provide parking to reduce congestion
too much traffic everywhere. need a bypass around village. vehicles use our village as a through route.	Noted
Needs to be a crossing in the Village, a ban on lorries in the Village and speed humps in the Village	Include in wish list

None	Noted
It can be very busy due to parking on both sides of the road by Tesco	Policy required to provide parking to reduce congestion
Actually made no comment	Noted
Yellow lines needed in Village; back road to Haxby is driven far too fast for the road.	Noted
Speeding in The Village	Noted
Lack of parking in the Village	Policy required to provide parking to reduce congestion
Takes ages to get out of my car	Noted
Crossing Main St very hazardous	Noted
Parking on pavements	Noted
Speeding, parking and rat running on Southfields Rd	Noted
Speeding down Ox Carr Lane and delays caused by parking on Ox Carr Lane	Noted
congestion in the village causing blockages	Noted
traffic in congested areas going far too fast	Noted
in need of a pedestrian crossing on York road to access Barley Rise	Include in wish list
congestion in West End on school days and the Village around Tesco caused by selfish and inconsiderate motorists.	Noted
Late evening racing on York Rd	Noted
None but this answer not allowed!	Noted
Serious traffic flows from 6am onwards	Noted
Some roads need repair for cyclists	Noted
No safe crossing point in the Village	Include in wish list
On street parking makes it very difficult to drive through several parts of the village	Noted
Apart from round the school, the Village is also a problem and parking should be on one side of the road. The back road to Haxby is a major thoroughfare, but is not maintained or gritted and is unsafe to cycle	Policy required to provide parking to reduce congestion
Hard to cross Sheriff Hutton Rd	Noted

Parking near Tesco makes it hard for cars and buses to pass and leads to damage to cars parked outside residences. Would favour residents' parking.	Noted
Near church	Noted
Speeding on York Rd in the rush hour. Parking on verges and pavements	Noted
School run parents park all over Church Lane to cut through.	Noted
Crossing Sheriff Hutton Rd with kids is dangerous	Noted
Parking at school times. Road crossing dangerous/	Policy required to provide parking to reduce congestion
Parking at school times. Road crossing dangerous/	Policy required to provide parking to reduce congestion
Speeding, bad driving and parking in the village centre. Inconsiderate and selfish parking by parents near the school.	Noted
Main St very congested, Flaxton Rd used as bypass for A64 at peak times.	Noted
Parking illegally on zigzag lines at school pick up time	Noted
Pedestrians crossing road by Chemist need a Zebra crossing	Include in wish list
Parking in centre of village where Tesco is leads to road congestion	Policy required to provide parking to reduce congestion
Village has grown considerably in last 20 years but roads have not. Provision has not been made to account for this	Noted
The traffic problems are a direct consequence of over development - too many houses and too many people. We must stop the housing growth completely in Strensall	Policy required for development issues
Parents using the primary school use Middlecroft Road to park the car and pick up their children. This completely blocks off Middlecroft Drive for residents because on-road parking already causes huge congestion on this road, apart from times when people are away at work.	Noted
Parking problems are self inflicted by excessive housing development	Policy required for development issues
People collecting children from the school ignore yellow lines = even when there is space elsewhere!!	Noted
Parking around Tesco	Policy required to provide parking to reduce congestion

Blocking access on West End at school times and parking in and around Tesco. Speed bumps traffic calming measures needed	Policy required to provide parking to reduce congestion
A need for more off road parking. Every day / night I witness inconsiderate parking also dangerous parking i.e. on bends, on corners, opposite double unbroken white lines, on pavements causing obstructions and opposite junctions. Parking at night: cars are parking facing against the traffic flow direction. All are in the Highway Code. MOST ARE MARKED UP AS MUST / MUST NOT DO.	Noted
Parking on pavements. PARKING IN VILLAGE (TESCO AREA) - NEEDS RESTRICTING, BUS DRIVER'S NIGHTMARE	Noted
West End congestion	Noted
West End congestion	Noted
The intersection by the Ship Inn is especially dangerous for pedestrians.	Noted
I FEEL THAT GETTING ONTO YORK ROAD FROM WEST END DANGEROUS. A ROUNDABOUT WOULD SLOW THE TRAFFIC. ALSO PULLING OUT OF LEYFIELD CLOSE WHEN SCHOOL IS IN SESSION EXTREMELY DANGEROUS	Noted
None selected	Noted
Serious increase in traffic in the village, DAMAGE now done, difficult to know what can be done to keep so much traffic out of the village.	Noted
People parking on pavements and on bends. It's an accident waiting to happen.	Noted
Problems in the village main street, outside the school, near bus stops	Policy required to provide parking to reduce congestion
Flaxton to Strensall Road being used as "Rat Run" off A64	Noted
Ox Carr Lane can be impassable at times due to number of vehicles parked	Noted
A serious problem - amazing that there are not more accidents.	Noted
Especially near school	Noted
Parking around junctions:- 1. Across T junction at Howard Road	Policy required to provide parking to

2. Between Park Gate and Village on Brecks Lane 3. Around junction at Village and Brecks Lane	reduce congestion
Nursing Home & Nursery on Ox Carr Lane reported to council. Double Yellow lines been implemented. Need to stop parking in Old Highway.	Noted
Village - main street	Noted
Cars speeding along Southfields Road to avoid the village. Southfields Road should be one-way traffic only	Noted
Parking on footpaths. Parking on main road when drives are empty blocking main routes. Too much traffic.	Noted
School cars nuisance park on yellow lines and obstruct driveways	Noted
Congestion from Half Moon to Old Post Office	Noted
Speeding on Moor Lane. Parking at Tesco, Costcutter	Noted
West End around the school and illegal parking from vicarage to old vicarage corner	Noted
On pavements preventing pedestrians using them	Noted
EXISTING RESIDENTS HAVE TO PARK NEAR THEIR HOMES. YELLOW LINES PAST POST OFFICE TO MEMORIAL ARE DETRIMENTAL	Noted
TRAFFIC TOO FAST SAFETY CROSSING ROAD ANYWHERE IN THE VILLAGE. PARKING ON GRASS VERGES AND FOOTPATHS.	Noted
During school arrival and leaving times dangerous and inconsiderate parking on Middlecroft Drive	Noted
Parking near school & also Tesco and Costcutter	Policy required to provide parking to reduce congestion
Parking opposite parked vehicles on single carriageways	Policy required to provide parking to reduce congestion
West End and around shops	Policy required to provide parking to reduce congestion
Drive down Ryecroft on an evening and have a look!	Noted
Main concern is that the village should not have parking both sides of road	Noted

None recorded	Noted
Congestion around Tesco	Policy required to provide parking to reduce congestion
Insufficient number of dog waste bins especially in & around the village area	Noted
Over bridge into village	Noted
Moor Lane in particular Parking of minibuses on Ox Carr Lane	Noted
people liter and they shouldn't #	Noted
There is no parking and people speed all the time.	Noted
Yes because sometimes you can't get to places on time.	Noted
There needs to be more zebra crossings	Include in wish list
They need to build zebra crossings.	Include in wish list
People drive far to fast near children	Noted
My mum is disabled so it's hard to find disabled parking spaces so that could be fixed.	Noted
I don't really.	Noted
When I am trying to cross the road cars go speeding past and do inconsiderate parking.	Noted
some times parking is a issue in strensall .	Policy required to provide parking to reduce congestion
I think we need more traffic lights around the busy roads so people can cross the road safely.	Include in wish list
There are no Zebra crossings, pelican crossings or lolly pop men to help young/elderly/ all ages of people.	Include in wish list
I think it needs more safety because me and my mum almost crashed a few time	Noted
People park where they want not where they should do.	Noted
People park on yellow lines.	Noted
People on my street speed round corners, and it can be dangerous when I am crossing the road.	Noted

Question 5 If you walk or cycle around the village do you have any concerns? If yes, please state your concerns	Action by Steering Group
Some of the drains are very deep and on a cycle with other traffic passing you, you can be forced across these, so far I have been very lucky not to come off or have major damage to my cycle	Noted
Crossing the highway especially near the junction of The Village and Sheriff Hutton Road	Noted
This can be very dangerous and inconvenient due to Inconsiderate parking which often causes pavements to be blocked resulting in the pedestrian having to dismount the pavement and use the road to pass the parked vehicle, especially if the pedestrian is pushing a push chair. In addition it is very dangerous when crossing roads due to illegally parked vehicles that create poor visibility of pedestrians for other drivers when driving, this is particularly dangerous and evident near Robert Wilkinson school when vehicles are illegally parked near childrens crossing points and in the village centre where vehicles are illegally parked close to the corner near the war memorial.	Noted
Water logged pathways and surrounding fields.	Noted
Heavy lorries and traffic with narrow pavements. Not enough poo bins on Hogg Estate.	Noted
The volume and speed of traffic makes commuting by bicycle very off putting for the average cyclist. It feels like it is just a matter of 'when' not 'if' there is going to be a fatality on the roads.	Noted
Cars are too much in a rush to overtake you. They come too close when I'm on my bike.	Noted
The cars go too fast and come too close when I'm on my bike	Noted
Some dog fouling	Parish Council aware of these issues
I find it very scary walking on the narrow footpath running along side of York road opposite the Old Vicarage as there is no footpath on the opposite side.	Noted
A lack of a footpath on York road between West End and Princess Road.	Noted
Constantly getting cut off by the large number of trucks and large vans.	Noted

Inability or unwillingness of Parish Council to prosecute owners of dogs who foul pathways	Parish Council aware of these issues
The amount of dog dirt on pavements. Again down Barley Rise as it is near the river where people walk dogs is disgusting. From walking half way down Barley Rise to York Road I passed at least 4 piles of dog dirt. Absolutely nothing is done about it, it really lets this area down.	Parish Council aware of these issues
Southfields road O A P's use the snicket down to Tesco they use there walkers it's very difficult as it is just rough soil and gravel it would be nice if there was a foot path down to Tesco would make a big improvement.	Noted
To much dog poo around people just dont pick it up anymore and there is no consequences so people dont care i have to walk watching the path shouldnt be that way. Also pot holes are massive issue one near traintrack on york road is over 2 foot long it gets filled in but when it rains a big puddle gets there cars then drive nearer the path to wet people walking past so water and cars will just make the hole appear again.	Parish Council aware of these issues
Dog fouling especially on footpaths. I am a dog owner and would never dream of just leaving it	Parish Council aware of these issues
Parking and speeding can be hazardous to cyclists and walkers.	Noted
Given that the city is supposed to be bike friendly, I am amazed at the complete lack of safe cycle routes.	Noted
Lack of cycle lane on strensall road and not just a line down the road. A separate cycle track similar to the one on the bypass near Roko is required.	Noted
Dog fouling. Particularly evident in the pathway from Costcutter into Portisham Place and in Portisham Place itself. Appear to be one or two regular culprits.	Parish Council aware of these issues
Again inconsiderate parking	Noted
Motorcycle, pot holes near train track on york road	Noted
Increase in dog fouling withParish Council does nothing to enforce law and fine the owners	Parish Council aware of these issues
The state of the footpath adjacent to the old station premises. Overhanging trees , leaves on the ground and overgrowing vegetation are hazardous particularly during wet weather. The vegetation growing into the bus shelter is a particular disgrace.	Parish Council aware of these issues
Car drivers who don't know the highway code and don't give pedestrians right of way when turning into side road. Inconsiderate parking blocking pavements. Litter. Excessive street lighting on Ox Carr Lane.	Noted Parish Council aware of these issues

People should not be allowed to park on pavements	Noted
Not having a cycle path from the village to the A1237 is shocking. I can't understand why this isn't a higher priority for the Council. 6,000+ residents and no safe way to cycle out of the village towards York?	Include in wish list
When walking, inconsiderate cars parking on the pavement and blocking the footpath	Noted
traffic is awful and trying to park is horrendous	Noted
Verges on most roads are unsafe for cyclists, pot holes, poor drainage, poor cambers, cracks on the surface, poor repairs in the past, unevenness.	Noted
No control over highly DANGEROUS SPEED of traffic through the Village and selfish LONG term parking by people leaving their cars parked all day for FREE while taking the cheaper bus transport into Town for WORK and City shopping !	Noted
Crossing the road on the south side of the bridge on Sherriff Hutton Road & across the road outside the shops in The Village	Noted
the amount of traffic in the village.	Noted
Speeding cars and having to go round cars parked on footpaths	Noted
there is nowhere else for me to state this next view so i will put it here, the village will stagnate if it doesnt grow, we must build more houses and grow the village , increasing customers, supporting local buisnesses, improve bus links with monks cross and clifton more via a circular buss route with Haxby	Policy required for development issues
As stated previously some pavements are in bad repair	Noted
Cars speeding along The Village in the face of lorries for Tesco and the number 5 bus, especially with a number of young families about- this is particularly of concern during the peak times (morning and evening rush hours).	Noted
In addition to the previous answer there are still issues with dog fouling.	Parish Council aware of these issues
No adequate cycle tracks and some very bad pot holes.	Parish Council aware of these issues
Crossing York Road - no safe place for anyone, especially school children, to cross. Would use the bus more if there were easier access from Moor Lane to York Road	Include in wish list
Crossing York Road - no safe place for anyone, especially school children, to cross. Would use the bus more if there were easier access from Moor Lane to York Road	Include in wish list

I find it dangerous to cross the road towards the village. It is a busy and bendy road with fairly fast traffic and the crossing is right after a bend making it impossible to see the oncoming traffic	Noted
The appalling state of the roads and footpaths	Noted
Some of the road infrastructure needs significant engineering in order to allow both cyclists and traffic safe passage at the same time. This includes the roads to the village. I would be concerned that any efforts to encourage cycling, without the accompanying engineering works, could increase the accident risk for cyclists. It is safer within the village generally albeit not many people seem to cycle within the village.	Noted
Dog mess on the streets	Parish Council aware of these issues
Would be good to have a cycle path from the Golf Club to the Ring road	Include in wish list
On a day off I fell it is a shame to take the car from Chatsworth Avenue into the village when the walk does you a lot better.	Noted
Lack of dedicated cycle path out of Strensall towards York city centre.	Include in wish list
The amount of dog fouling	Parish Council aware of these issues
The amount of litter	Parish Council aware of these issues
Top priority speeding	Noted
Do shopping before traffic is obvious	Noted
Groups of youths.	Noted
Cycling on the foot paths	Noted
There needs to be a cycle path to the ring road	Include in wish list
Cycle- there is no cycle lane down Strensall road to the bypass. The street lighting is very bad and lots of the lights are not working.	Include in wish list
Cars half parked on footpaths	Noted
Except In filling of vacated property's land with huge houses. Not in keeping with village.	Policy required for development issues
The amount of dog poo, when walking in areas and on the curly bridge over the railway line, also the area next to the curly bridge closer to the school, near the salt bin frequently floods with heavy rain leading to people to walk on the surrounding grass area then	Parish Council aware of these issues

doggy doo poo.	
People not clearing up after their dog poo	Parish Council aware of these issues
Litter and broken glass	Parish Council aware of these issues
Dog mess on footpaths	Parish Council aware of these issues
Not always easy getting through the village. Not sure of the effect of the post office closure	Noted
Dog poo is a disgrace. The amount of litter thrown around the play areas the children won't use the bins provided	Parish Council aware of these issues
Speed of traffic	Noted
Require a zebra crossing on York Road and restricted parking by Tesco and Boots	Include in wish list
Lack of seats. Dog mess. Cars parking on verges and footpaths	Parish Council aware of these issues
Need two zebra crossings on york road	Include in wish list
provision of pavements as does lack of repair needs reviewing	Noted
provision of pavements as does lack of repair needs reviewing	Noted
Overhanging bushes on York Road - Dog mess on pavements	Parish Council aware of these issues
crossing needed between boots and the ship inn	Include in wish list
as above	Noted
large lorries and heavy traffic speeding	Noted
narrow and non existent footpaths and West End and between substation overgrown vegetation	Noted
poor facilities for cyclists, some roads are unsafe to use	Noted
Too much traffic	Noted
crossing at west end, 3 way traffic crossing at york road and the village	Include in wish list
dog dirt	Parish Council aware of these issues
lack of pelican crossings nad cycle paths	Include in wish list

see q4	Noted
There needs to be a cycle path all the way down ork Rd to Earswick	Include in wish list
Lots of rubbish being left in Woody park, esp. broken glass (dangerous to dogs and children)	Parish Council aware of these issues
more cycle routes should be made available, currently very dangerous for cyclists, which I am one	Include in wish list
pot holes	Noted
A very bumpy ride on Moor Lane and road between Strensall and Flaxton	Noted
pot holes	Noted
Can be dangerous on a bike in the village centre	Noted
can be dangerous on a bike in village centre	Noted
The amount of dog mess around the village by inconsiderate dog owners. The litter in particular in the Main Street and around the play area near the village hall.	Parish Council aware of these issues
Dog excrement is getting worse.	Parish Council aware of these issues
Dog Mess, - and it's getting worse	Parish Council aware of these issues
Dog dirt	Parish Council aware of these issues
People not picking up their dog's mess	Parish Council aware of these issues
The speed of traffic and volume	Noted
Only because of the traffic congestion	Noted
Too many cyclists on pavements	Noted
Speeding vehicles on York Road	Noted
Huge lorries come through the village to a64 from sheriff hutton and this should be weight restrictions	Noted
Traffic - Can't cross the road safely	Noted
Village should be 20mph zone	Noted
Bikes on Strensall - Earswick - Safety concerns	Include in wish list

Speed and size of hgvs dog fouling increasing	Noted Parish Council aware of these issues
Dog fouling and litter	Parish Council aware of these issues
Flaxton road footpath now floods	Noted
Dog poo 50-100 yards in Barley Rise	Parish Council aware of these issues
Speed of cars and parked cars causing you to go into the road to pass and with volume of traffic, dangerous .	Noted
Danger to cyclists from heavy vehicles	Noted
Need a zebra crossing	Include in wish list
Dog mess	Parish Council aware of these issues
Too much traffic	Noted
Lack of dog bins on riverside walks	Parish Council aware of these issues
Lack of pedestrian crossings	Include in wish list
Lack of pedestrian crossings	Include in wish list
Traffic often goes through congested roads at too high a speed	Noted
Lack of pedestrian crossings	Include in wish list
Young people cycling very fast on footpaths	Noted
Dog Fouling	Parish Council aware of these issues
From Golf Club - Camp, - Footpath on main road, side flooding even after work done	Noted
Parked cars make crossing roads feel very dangerous.	Noted
Litter (particularly around Kirklands play area) / Dog poo	Parish Council aware of these issues
Do not cycle dangerous pastime at my age	Noted
Dog fouling	Parish Council aware of these issues
Speeding traffic litter around tescos	Noted

Do not cycle dangerous pastime at my age	Noted
Very poor pedestrian path surfaces, difficult for those with mobility issues, children's buggies, mobility scooters, young children scooting or cycle riding. Trees allowed to encroach public walkways, particularly leylandii. No checks on where house owners are planting multiple leylandii shrubs too close to public walkways, that will certainly cause serious encroachment when mature. If councils want people out of their cars they must make pedestrian walkways accessible and adequate and safe. Amount of dog excrement on public walkways. Need for safe crossing of main roads. No safe cycling if York Road required as a route! White lines painted on roads does not make cycling safer! Road surface on Moor Lane/Princess Road hazardous to cycles!	Noted Parish Council aware of these issues Include in wish list
Cars parked on footpaths and pavements	Noted
Volume of traffic, the amount of heavy lorries through the village	Noted
Need a cycle route along strensall road	Include in wish list
Doggy poo in bags left on pavement	Parish Council aware of these issues
Crossing York Road to Costcutters between 07.30 and 09.00	Include in wish list
Everybody speeding especially between the two pubs - Ship and Half Moon	Noted
Amount of fumes from vehicles choking you, tight bends, no cycle lanes, narrow footpaths, lack of footpaths on some sides of roads	Noted
The junctions are blind could do with mini roundabouts. Dog poo	Noted Parish Council aware of these issues
Traffic - speeding - parking	Noted
Cycling along Strensall Road is an accident waiting to happen. Cyclists should be allowed on path (dismounting for pedestrians).	Include in wish list
Cars go far too fast on York Road	Noted
Pavements are not wide enough, especially along York Road near vicarage & West End. No consideration given to cyclists - equally no room for cycle lanes	Noted
Litter	Parish Council aware of these issues
Children hanging around in gangs being very noisy, drinking, swearing	Noted

A shared cycle lane is a necessity between Strensall and Earswick especially where the speed limit is over 30 mph	Include in wish list
footpaths are in need of resurfacing and usually have cars parked on them	Noted
cars parking on paths Dog mess	Noted Parish Council aware of these issues
Too many houses too many people, too much traffic too much litter and dog dirt.no more houses to be built.	Policy required for development issues
Traffic and volume of cars	Noted
Crossing York road	Include in wish list
I am partially sighted and find it difficult to cross roads also there is a lot of dog mess	Noted Parish Council aware of these issues
Yes traffic going too fast. I cycle and ride a horse and wouldn't come into strensall any more on a horse it's too dangerous	Noted
Massive issues concerning dog mess	Parish Council aware of these issues
Massive issue concerning dog mess	Parish Council aware of these issues
Not enough benches down York road	Noted
Litter	Noted
poor state of footpaths, illegal parking, congestion and no public car park	Noted
Over grown trees that need looking after	Noted
Dog poo and litter, not enough bins	Parish Council aware of these issues
Dog dirt left on footpaths and hedgerows along the Foss footpaths. More dog dirt bins please.	Parish Council aware of these issues
Cycling in the village is normally ok but there should be a cycle track down to the ring road as York road is dangerous.	Include in wish list
too much dog mess everywhere. Start Fining People	Parish Council aware of these issues
No safe crossing point on York Road	Include in wish list

Lack of dog bins (dog Fouling)	Parish Council aware of these issues
Dog Dirt	Parish Council aware of these issues
Traffic to fast through village	Noted
Dog fouling 3 occasional reckless driving, particularly round the school	Parish Council aware of these issues
Crossing the village street with cars parked both sides. Speeding cars	Noted
When cycling to York, a cycle path from Strensall to Earswick would be safer	Include in wish list
Too much traffic.	Noted
State of road surface on Moor Lane	Noted
Crossing roads safely eg @ West End.Lack of footpaths /narrow footpaths and poor visibility due to blind corners	Noted
crossing a t the Chemist	Include in wish list
Lack of Cycle Paths	Include in wish list
Pot holes. Cycle route between Strensall and other villages and York	Include in wish list
Dog fouling, crossing roads, pot holes especially on corners and junctions also on pavements' Very poor condition of the lane from Tesco to Southfields Rd. Fly tipping and litter along Brecks Lane.	Parish Council aware of these issues
Dog mess on pavements.	Parish Council aware of these issues
Too much traffic and inconsiderate car parking	Noted
York Road often difficult to cross and needs a pederstrian crossing	Include in wish list
traffic congestion and increased amount of heavy traffic coming through the village	Noted
no safe way to cross the roads	Include in wish list
not enough police to stop traffic offenders and mopeds on footpaths	Noted
pedestrian safety crossing roads and the volume of traffic	Include in wish list
The general road surfaces for cyclists in particular are shocking. Moor lane is bad and the road across the common has vast	Noted

stretches of broken Tarmac in between beautiful smooth stretches. To encourage more cycling the stretches need up grading urgently.	
Dog mess on pavements or under hedges. Children racing about on scooters	Parish Council aware of these issues
Village Hall car park gathering for local youths, but no place for them to go.	Noted
State of roads - potholes. Dogs should be on leads by river footpath	Parish Council aware of these issues
Only in the main street where mentioned above (Congestion)	Noted
Dog Mess Cyclists riding on pavements	Parish Council aware of these issues Noted
pot holes in roads & side streets	Noted
Lots of traffic on some junctions - especially by Ship. Traffic - difficult to cross	Noted
Speeding traffic	Noted
Badly maintained footpaths Dog dirt on paths Street Cleaning Grass cutting (finish edges etc)	Parish Council aware of these issues
Badly maintained footpaths. Dog dirt on paths. Street cleaning. Grass cutting (finish edges etc)	Parish Council aware of these issues
Traffic, can't see to pull out if driving. If walking surprised nobody has been run over!	Noted
Dog poo - Lots!	Parish Council aware of these issues
Ox Carr Lane Footpath from Oak Tree to Pasture Close in need of repair	Noted
Dog Poo Not Picked Up	Parish Council aware of these issues
Dog muck in or out of bags left by inconsiderate owners. After rain we have great puddles which form lakes of water across the roads. Pedestrians often get soaked by passing cars. Please clean out road drains & cut back overgrown bushes	Parish Council aware of these issues
Lack of footpath on one side of the road where York Road has the	Noted

sharp bends	
Speed limits ignored	Noted
State of footpaths particularly Ox Carr Lane. Cycling on footpaths. Parking on footpaths. Dog fouling	Parish Council aware of these issues
cycling dangerous now as traffic speeds increase	Noted
parking on footpaths and lorries on westpit lane	Noted
Again traffic around Tesco and school.	Noted
The un-kept verges and grassed areas, pot holes and hedges what encroach onto walk ways. Plus speeding traffic through the village	Noted
Lack of safe cycling routes	Include in wish list
Cars racing round corners and going to fast	Noted
Not sufficient cycle ways towards York	Include in wish list
As answer before.	Noted
Cyclists using pavements. - Usually teenagers with an attitude	Noted
No more houses	Policy required for development issues
Noise and litter at Kirklands play area.	Parish Council aware of these issues
No safe route into York and back even more of a hazard.	Include in wish list
I would like to see a cycle lane alongside the main road from strensall to York.	Include in wish list
The amount of dog poo on verges and pavements .disgusting state of snicket between Southfield road and village. Who ever owns this snicket should be made to do something.	Parish Council aware of these issues
I walk and cycle. Limited cycle paths and huge pot holes in verges makes no cycling dangerous.	Include in wish list
brown glass on common, dangerous for dog walkers	Noted
vehicles parking on footpaths	Noted
Increase in dog dirt, not cleaned up by dog owners.	Parish Council aware of these issues
As Q 04, Pasture close play park, litter due to older children	Parish Council aware of these issues

dog poo	Parish Council aware of these issues
cyclists ,(adults) using footpaths where it specifies no cycling.	Noted
dog dirt on footpaths and along the river side	Parish Council aware of these issues
cars come onto path have to look when come out of drive in case cars are driving on path.	Noted
heavy lorries thundering along york road to the village	Noted
speeding traffic and volume	Noted
school parking safety issues	Noted
I walk through the village and speed of cars down main road from 6 bells to brecks lane a great concern for all age groups.	Noted
dog poo	Parish Council aware of these issues
dog excrement	Parish Council aware of these issues
no safe cycle way to york. vehicles park on footpaths , no action by local authority to stop illegal parking.	Include in wish list Noted
Dog mess in the snickets and on pavements; bags of dog poo left outside the Library.	Parish Council aware of these issues
But can be hard to cross Sheriff Hutton Rd with children	Noted
Dog fouling, especially when bagged and left in hedges and trees	Parish Council aware of these issues
Dog mess	Parish Council aware of these issues
Speeding	Noted
Parking on pavements	Noted
Hard to cross Main St	Noted
Uneven surface on Moor Lane	Noted
the village street needs to be made so that cars only park at one side	Noted
no safe cycle route along Strensall Road - the path needs to be dual purpose cyclists and pedestrians	Include in wish list

no safe place to cross York Road	Include in wish list
new houses destroying the wildlife habitats and too many heavy vehicles through the village	Policy required for development issues
no safe place in York Road to cross for pedestrians	Include in wish list
Paths and hedges	Noted
Closing roads	Noted
Traffic travels too fast	Noted
Dog dirt! Lack of benches. The school run. Too many 4x4 drivers in big houses.	Parish Council aware of these issues
Lack of cycle paths, especially between Strensall and York	Include in wish list
Crossing round near the chemists/The Ship/Tesco is difficult and dangerous.	Include in wish list
ycle track from Strensall to York needed	Include in wish list
Speeding in the Village	Noted
Road safety, uneven pavements, path from West End to Church Lane uneven for wheelchairs. Dangerous barrier now in wrong place.	Noted
Road safety, uneven pavements, path from West End to Church Lane uneven for wheelchairs. Dangerous barrier now in wrong place.	Noted
But a cycle track to Earswick would be nice	Include in wish list
Too much fast traffic	Noted
Dog fouling, aggressive dogs	Parish Council aware of these issues
The roadside footpath between Strensall & Earswick could be made into a cycle path and footpath. ie. joint use	Include in wish list
High density of traffic	Noted
Speeding	Noted
No cycle provision on busy road into and from ring road - Why not ? Road 60 mph in parts	Include in wish list
Dog Fouling throughout the village. Scruffy appearance of York Road from 6 Bells to level crossing - Not a good first impression of Strensall, coming from York. (It was very badly designed) - Not enough trees on York Road	Parish Council aware of these issues

I would like to see cycle ways around the village. I am elderly and it can be very intimidating having cars flashing past with only inches to spare. I have stopped using my bike as a result of this.	Include in wish list
Dog Fouling - It's getting worse	Parish Council aware of these issues
The lack of driers not indicating that they are turning at junctions until the last moment when you are crossing the junction road	Noted
Glass on pavements & dog waste & litter	Parish Council aware of these issues
I have not seen, in the village, a policeman or woman, this year. In cars with blue lights flashing, sirens blaring - yes but not on patrol preventing crime.	Noted
Potholes danger to cyclists! STRENSALL ROAD TO HUNTINGTON ROAD NEEDS PAVEMENT TO DOUBLE UP AS CYCLE TRACK	Include in wish list
Crossing the road by the chemist (Village / Sheriff Hutton Road Junction)	Include in wish list
Crossing the road by the Chemist (The Village / Sheriff Hutton Road Junction)	Include in wish list
ROADS IN A BIT STATE OF REPAIR ESPECIALLY FOR CYCLISTS. ALSO STRENSALL ROAD DREADFUL FOR CYCLISTS	Include in wish list
The intersection by the Ship Inn is especially dangerous for pedestrians	Noted
The speed of the traffic	Noted
CYCLISTS riding on footpaths and often without LIGHTS on both roads and footpaths. Needs STOPPING.	Noted
The fields backing on to the Foss that are being used as gardens	Noted
Hedges overhanging footpaths. Cycles on footpaths	Noted
Congestion, Dog poo	Parish Council aware of these issues
Cycling on main road between Six Bells and Earswick	Include in wish list
Road surfaces, Westfield, Brecks Lane, Hump back Bridge	Noted
Safety of pedestrians crossing the village	Include in wish list
Parking on footpaths Cycling on footpaths.	Noted

Walkers are the most vulnerable users of the highways.	
Pot Holes	Noted
Dog Poo	Parish Council aware of these issues
West End around the school Illegal parking from Vicarage to Old Vicarage corner	Noted
Litter, Speeding, Heavy vehicles	Noted
EXCESSIVE / HEAVY TRAFFIC	Noted
TRYING TO CROSS THE ROAD SAFELY	Include in wish list
Cars parked on paths so pedestrians have to walk on road. Overgrown hedges causing some problems	Noted
Dog Poo Potholes in Areas	Parish Council aware of these issues
Speed of traffic	Noted
Dog dirt	Parish Council aware of these issues
Cycle lane needed connecting Strensall to Huntingdon. Not only is the road in poor condition it's also dangerous with speeding cars	Include in wish list
Crossing road near Boots the Chemist	Include in wish list
Dog poo	Parish Council aware of these issues
Due to cars, vans etc parking on paving have to walk on the road	Noted
Traffic parking in village near shops. Wish double yellow lines one side of road	Noted
yes cars ar unsafe	Noted
The fast roads.	Noted
I don't even own a bike!	Noted
Can be difficult to cross a road when there are lots of parked cars	Noted
That people that I do not know will come up to me and ask me questions	Noted

The busy road by the bridge - crossing	Noted
I don't really have any concerns.	Noted
I sometimes feel like im going to get killed at dark when going to the park or any where else	Noted
The river near the Tannery is very dirty with dog muck and the path is overgrown with nettles.	Parish Council aware of these issues
we really need a path for bikes and scooters to ride on, sometimes the people have to let you past.	Include in wish list
Yes because there is no green man, pelican or zebra crossings or traffic lights.	Include in wish list
Some people are a little careless about driving and don't think about others	Noted
I think that people should be more aware of all of the children and adults.	Noted
Yes people in cars are dangerous when people are riding bikes.	Noted
There is lots of cars parked up on the sides and some people speed. It's quite scary when i'm walking to the shops by myself.	Noted
That I could be kidnapped!	Noted

This page is intentionally blank

2016 Businesses Responses

Strensall with Towthorpe Neighbourhood Plan Businesses Questionnaire Results

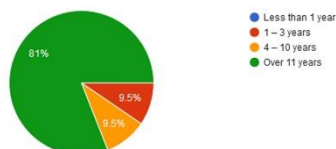
Question 01

What is the name of your business? (21 responses)

York Golf Club
 York Golf Club
 Milewood Healthcare Ltd.,
 Strensall Services
 J M Suddes Services Ltd
 Battle Flatts Vets
 Strensall and Towthorpe Village Hall
 Robert Wilkinson Primary Academy
 Ebor Academy Trust
 Richard Fisher and Associates (Strensall Dental Practice)
 Jon Matthew
 HAVERING CONSULTANCY SERVICES LIMITED
 Strensall Garage
 ANDREW OSGUTHORPE BUILDER LTD
 S B Process Solutions
 Trailer repair and motor services
 Strensall Library
 York Pullman Bus Co Ltd
 Not Stated
 Computer Troubleshooters
 Boots

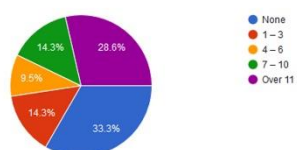
Question 02

How long have you operated this business? (21 responses)

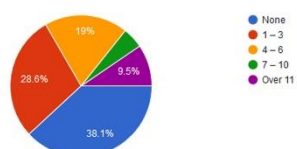


Question 03

How many employees work for you full time? (21 responses)

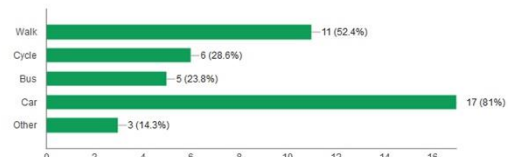


How many employees work for you part time? (21 responses)



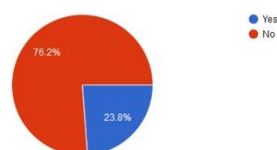
Question 04

How do you and your employees travel to work? (21 responses)

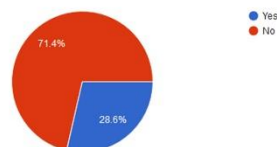


Question 05

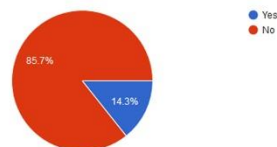
Does your business encounter difficulties with parking vehicles for staff? (21 responses)



Does your business encounter difficulties with parking vehicles for customers? (21 responses)

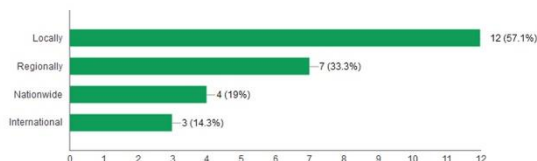


Does your business encounter difficulties with parking vehicles for deliveries? (21 responses)



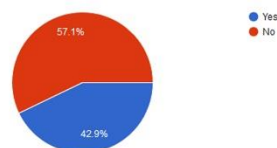
Question 06

In which area is most of your business conducted? (21 responses)



Question 07

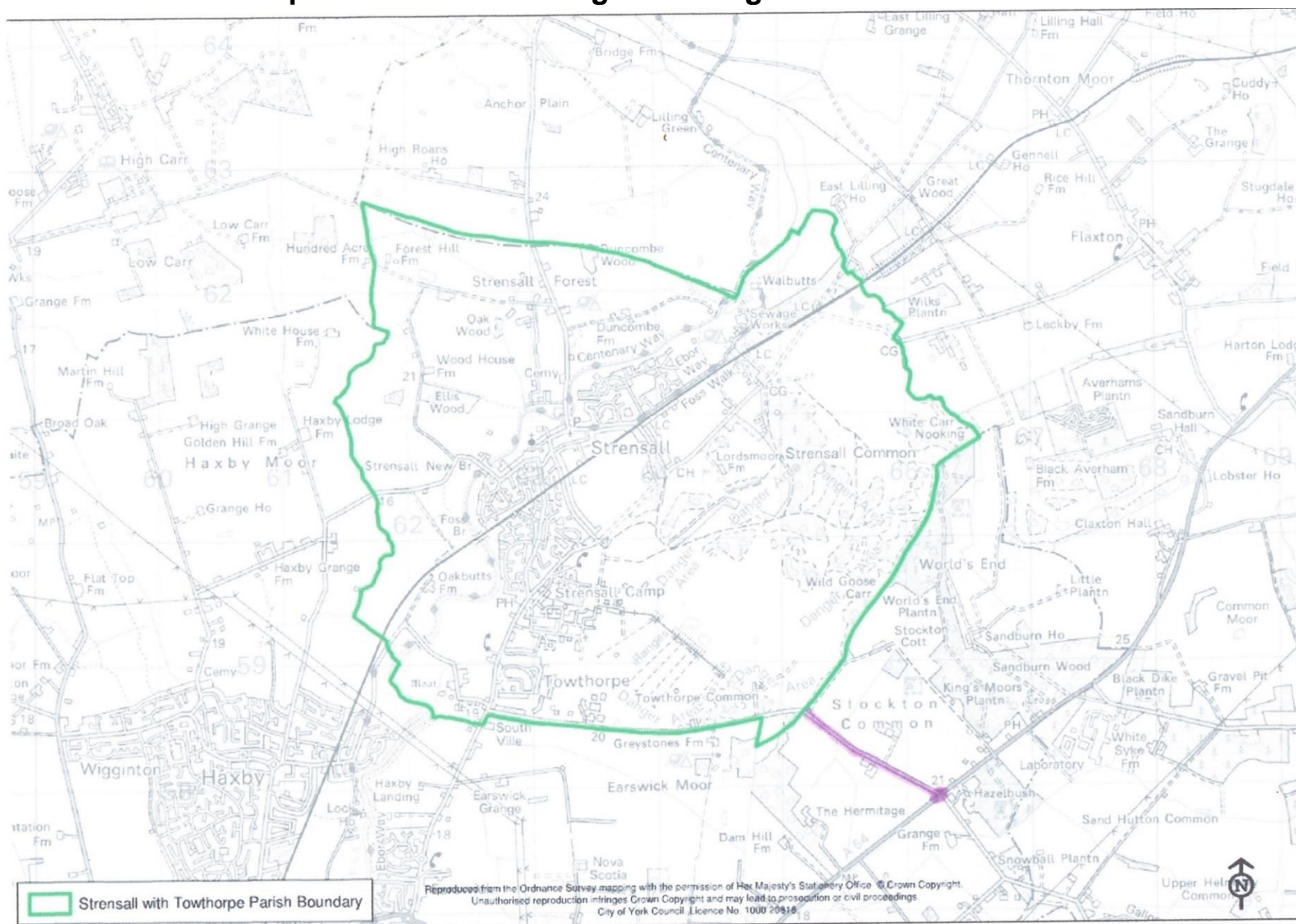
Do you have any comments you wish the Neighborhood Plan Steering Group to consider? (21 responses)



Comments... (8 responses)

Question 7 Do you have any comments you wish the Neighbourhood Plan Steering Group to consider? Comments...	Action by Steering Group
<p>The traffic is deplorable. Sometimes it is a nightmare to get through the village. Any more building of housing would be detrimental to the environment, Strensall and mental health.</p>	<p>Policy required to provide parking to reduce congestion Policy required for development issues</p>
<p>Cycle route from Strensall to ring road. Parkin on Ox Carr lane ie Widen road a little onto wide grass verge</p>	<p>Include in wish list</p>
<p>Footpath by river to Sheriff Hutton needs to be cleared for better access to village and needs to be topped with bark or better, stones. Clear footpath opposite Towthorpe Lane, too</p>	<p>Noted</p>
<p>If we have clients waiting for a while(eg they have travelled a long way, so wait), there are no public toilets and nowhere for them to get a coffee. We have clients and passing people always asking to use our personal toilet, which we no longer allow due to the state people would leave it in. Strensall could really do with a 'Thomas the Baker'</p>	<p>Policy required for development issues</p>
<p>Over weekend / overnight parking should not be allowed on Barley Rise outside shops. Some commercial vans park from Friday night to Monday morning blocking others parking - Savilles</p>	<p>Noted</p>
<p>More waste bins / dog bins</p>	<p>Noted</p>
<p>We at present are experiencing planning difficulties which threaten the future of our company not just in Strensall but in York at other sites, I would appreciate the opportunity to discuss the matters in greater detail with someone from the Parish Council Tom James Managing Director York Pullman 07753675745 tom.james@yorkpullmanbus.co.uk</p>	<p>Noted</p>
<p>No office space in Strensall. Have had to move to centre of York</p>	<p>Policy required for development issues</p>

Map B of Amended Designated Neighbourhood Plan Area



This page is intentionally blank

2018 Consultation Questionnaire



Strensall with Towthorpe Parish Council are preparing a Neighbourhood Plan to help shape future development and to address a number of existing issues. In particular, the Neighbourhood Plan provides an opportunity to address highways concerns, shape the future redevelopment of the Queen Elizabeth Barracks and also help protect The Common, along with other areas of Green Space. Once adopted the Neighbourhood Plan will become statutory planning policy to supplement the City of York Local Plan.

We would like to understand your views through your answers to the questions in this questionnaire. Your responses will inform changes to the Neighbourhood Plan in advance of a formal stage of consultation before the Neighbourhood Plan is submitted to City of York Council. It is then expected to be examined by a Planning Inspector before a community referendum decides whether the Neighbourhood Plan is adopted.

HOW TO GET INVOLVED

We would be grateful if you could complete the questionnaire and return it to one of the collection points below before 5pm on 15th July 2018.

Londis, Budgens, Strensall Library, Tesco, Parish Office, Redmayne Lodge.

Copies of the Draft Neighbourhood Plan will be available on the website www.plan4strensall.co.uk or hard copies can be viewed at The Parish Office, Village Hall, St Mary's Church Hall, Methodist Chapel Hall, Strensall Explore Library, Redmayne Lodge.

If you require more space for your response please use and attach them on another sheet.

A copy of this questionnaire is also on the website and can be completed electronically and forwarded to the Parish Clerk at strensalltowthorpepc@outlook.com

CAR PARKING

Q1 POLICY CP1: SAFEGUARDING EXISTING CAR PARKING

Do you agree with the Policy?

Yes

☐

No

☐

If No, please explain why

Q2 POLICY CP2: INCREASED PUBLIC CAR PARKING

Do you agree with the Policy?

Yes

☐

No

☐

If No, please explain why

COMMUNITY FACILITIES AND OPEN SPACE

Q3 POLICY CF1: PROTECTION OF COMMUNITY FACILITIES AND SERVICES

Do you agree with the Policy?

Yes

☐

No

☐

If No, please explain why

Q4 POLICY CF2: DESIGNATION OF ASSETS OF COMMUNITY VALUE

Do you agree with the Policy?

Yes

☐

No

☐

If No, please explain why

Q5 POLICY CF3: LOCAL GREEN SPACE

Do you think any of the listed areas of Green Space should be removed from the list?

Yes

☐

No

☐

If Yes, please specify which sites

Q6 Are there any other areas of Green Space you believe should be listed within the policy and be protected? Yes ☐ No ☐

If Yes, please specify which sites

DESIGN AND HERITAGE

Q7 POLICY DH1: PROMOTION OF LOCAL DISTINCTIVENESS

Do you agree with the Policy?

Yes

☐

No

☐

If No, please explain why

Q8 POLICY DH2: GENERAL DESIGN PRINCIPLES

Do you agree with the Policy?

Yes

☐

No

☐

If No, please explain why

Q9 POLICY DH3: GENERAL SHOPFRONT DESIGN

Do you agree with the Policy?

Yes

☐

No

☐

If No, please explain why

Q10 POLICY DH4: SHOPFRONT SIGNAGE

Do you agree with the Policy?

Yes

☐

No

☐

If No, please explain why

DEVELOPMENT GUIDANCE

Q11 POLICY DG1: STRENSALL PARK

Do you agree with the Policy?

Yes

☐

No

☐

If No, please explain why

Q12 POLICY DG2: ALEXANDRA ROAD
Do you agree with the Policy?

Yes ☐ No ☐

If No, please explain why

Q13 POLICY DG3: HOWARD ROAD
Do you agree with the Policy?

Yes ☐ No ☐

If No, please explain why

Q14 POLICY DG4: QUEEN ELIZABETH BARRACKS
Do you agree with the Policy?

Yes ☐ No ☐

If No, please explain why

Q15 POLICY DG5: DEVELOPMENT BRIEF FOR THE REDEVELOPMENT OF THE QUEEN ELIZABETH BARRACKS & TOWTHORPE LINES
Do you agree with the Policy?

Yes ☐ No ☐

If No, please explain why

COMMUNITY ACTIONS

Q16 CA1 HIGHWAYS IMPROVEMENTS

Are there any other highways improvements projects you would like to see added to the list?

Yes ☐ No ☐

If Yes, please provide further details

Q17 Is there any other way, besides engaging with City of York Highways Department that you think we might secure the projects listed?

Yes ☐ No ☐

If Yes, please provide further details

Q18 Are there any other projects you would like the Parish Council to pursue that relate to making Strensall a nicer place to live?

Yes ☐ No ☐

If Yes, please provide further details

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Q19 Do you think there are any other significant infrastructure improvements required to help accommodate further development within Strensall?

Yes ☐ No ☐

If Yes, please provide further details

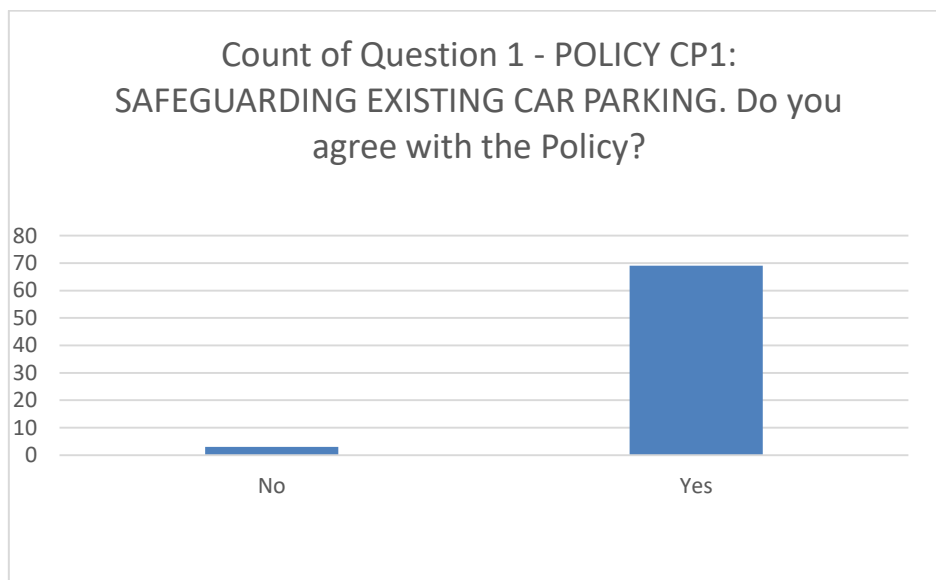
If the Parish Council receives CIL monies from development that takes place within Strensall, what do you think the money should be spent on?

Please list any improvement to the village you would like to see

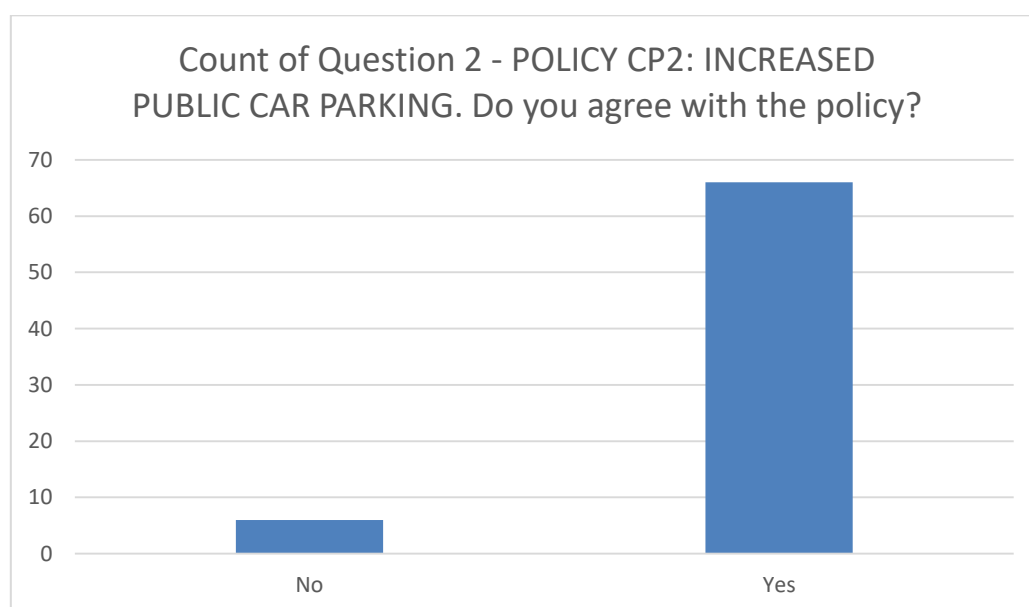
Please return to collection point or web site before 5pm on 15th July 2018

2018 Consultation Responses Summary

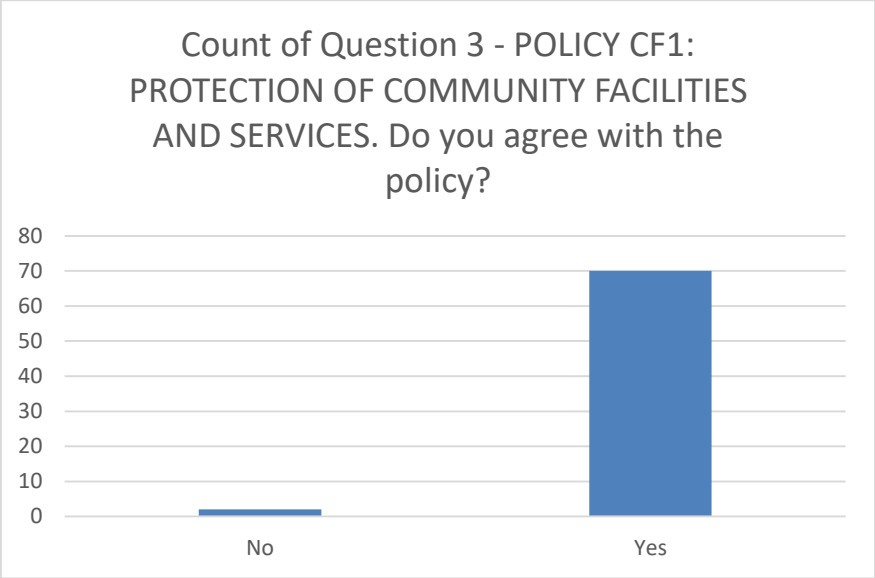
A copy of the questionnaire was posted online to allow comments to be made electronically. The tables below summarise the result to each question. The additional comments received are included within the collation of comments in the subsequent section to this schedule.



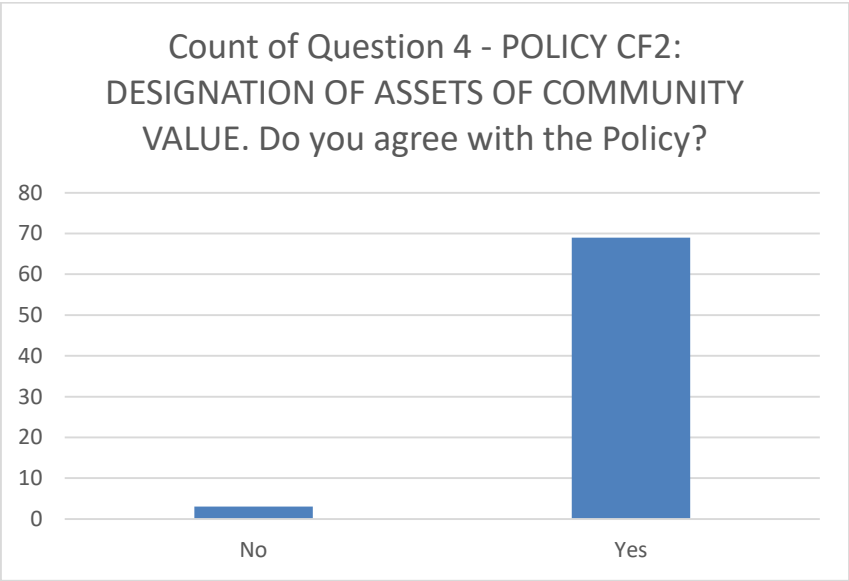
No - 3 Yes – 71 96% agree



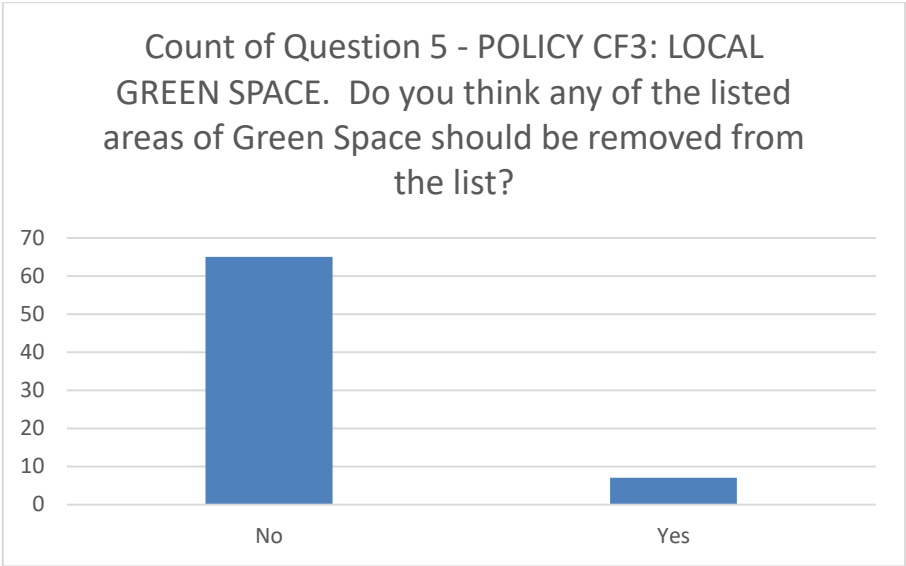
No – 6 Yes -68 92% agree



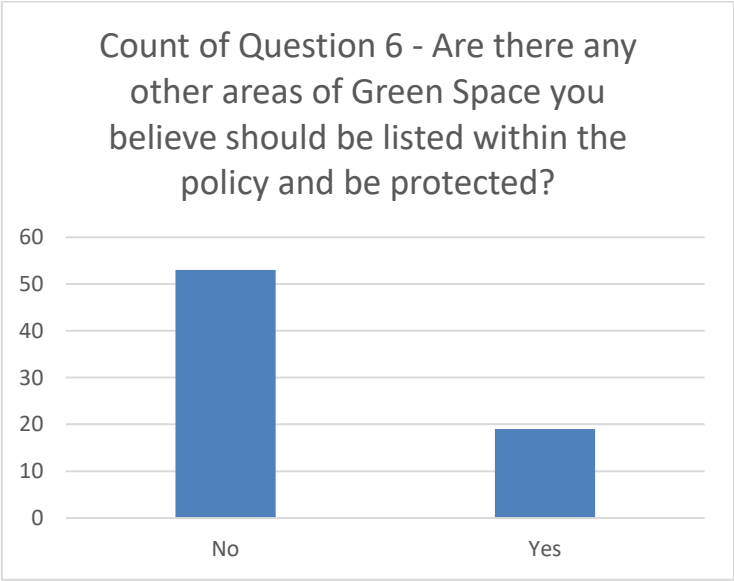
No – 2 Yes – 72 97% agree



No – 3 Yes – 71 96% agree



No – 67 Yes – 7 91% agree



No – 55 Yes -19 26% suggest additional areas

2018 List of Statutory and Non-Statutory Consultees

Statutory Consultees

- City of York Council [Officers](#) within the Local Plans Team
- North Yorkshire County Council, Head of Planning
- The Homes and Communities Agency
- Natural England
- The Historic Buildings and Monuments Commission for England (Historic England)
- Highways England
- Northern Gas Networks
- The National Grid Company North East
- Yorkshire Water
- The Environment Agency – Anne Dacey, Deputy Director, Integrated Water Planning

Local Drainage Board

- Foss Internal Drainage Board

Electronic communication providers/apparatus owners within the Neighbourhood Plan Area

- British Telecom
- 02 - Telefónica UK Limited
- EE - EE Customer Services

Voluntary bodies whose activities benefit all/part of the Neighbourhood Plan Area

- NFU
- Country Landowners Association (CLA)
- Disability Action Yorkshire
- York Ramblers Association
- York Civic
- St Wilfrid's Church
- St Mary's Church
- Methodist Chapel

Non-Statutory Consultees

- The Woodland Trust
- The Leeds Teaching Hospitals NHS Trust
- Sustrans
- Network Rail
- Welcome to Yorkshire
- Earswick PC
- Huntington PC
- Stockton on the Forest PC
- Flaxton PC
- Sutton on the Forest PC
- Haxby Town Council
- Ryedale DC
- Hambleton DC
- Local MP, Julian Sturdy MP

- Ward Members
- Clinical Commissioning Group
- Bus service providers - First York Ltd
- Police – North Yorkshire Police
- North Yorkshire Ecological Service
- MoD and GVA

Pub chains

- The Six Bells (a Samuel Smiths pub)
- The Half Moon
- The Ship Inn

Land/property owners who live within or outside the Neighbourhood Plan Area – ref 'Informal Sites Consultation' consultees list

- Persimmon Homes – Land Manager
- Linden Homes
- David Wilson Homes – Group Land & Planning Director
- Daniel Gath Homes Limited
- Shepherd Homes, York
- Annington Homes
- Yorkshire Housing

Business owners/developers who live outside the Neighbourhood Plan Area

- S Harrison Developments
- Palladian York Ltd
- JRHT
- Mulgrave Properties
- Yorvik Homes
- VR Property Developers
- Charleswood Property Developers
- Newby Property Developers
- Redrow Homes
- Broadacres Housing Association
- Alcuin Homes
- Barry Crux
- Caddick Developments

Community groups/clubs

- Strensall Sports Club
- Hurst Hall Strensall
- Stepping Stones Playgroup
- Kindermusik
- Swimming with Linzi
- Waterbabies
- York Golf Club
- Redmayne Lodge Flotation & Therapy Centre

Groups that take place at the village hall

- Yummy Mummys
- Bingo
- Pilates
- Yoga
- Hi Thursday training

- Art Group
- Total Body Workouts
- Fitness Circuits
- Hatha Yoga
- Short Mat Bowls
- The Yoga Revolution
- Badminton
- Zumba
- Women's Institute
- Local History Group
- Over 50s
- River Foss Society
- Flower Arranging

2018 Detailed Consultation Responses and Actions

The following section includes a summary of all the comments received to individual paragraphs and policies within the June/July 2018 Plan. The comments include those made in supplement to the individual questions within the questionnaire.

SUMMARY OF CONSULTEE RESPONSES AND CONSEQUENTIAL CHANGES		
Detail of Comments Received	Response to Comments	Change to NP
City of York Council		
<p>1.5 – 1.7</p> <p>This references previous consultation stages which have informed the production of the Neighbourhood Plan which is valuable information underpinning your decision-making. A consultation statement should be supplied alongside the submission of the plan and this information is integral to this.</p>	Agree that a separate consultation statement needs to be prepared before the Plan is submitted.	Move the sections of the draft Plan that refer to previous consultation into a separate Consultation Statement.
<p>3.0 This section fits together with the preparatory consultation work for the Neighbourhood Plan and therefore could sit as outcomes to this process in the Consultation Statement.</p>	Agree that this section needs to form part of the consultation statement.	Move the sections of the draft Plan that refer to previous consultation into a separate Consultation Statement.
<p>3.8.2 – 3.8.5</p> <p>Para 3.8.2 although correct could be reconfigured to acknowledged the nature conservation designations in order of their importance.</p> <p>Para 3.8.3 – could make clear that it is jointly managed with the MOD currently.</p> <p>Para 3.8.5 – we recommend that this is modified or</p>	<p>Agree that the wording needs to be amended.</p> <p>Agree that the wording needs to be amended.</p> <p>Agree that the wording needs to be amended.</p>	<p>Amend wording of para 3.8.2</p> <p>Amend wording to para 3.8.3</p> <p>Amend wording to para</p>

deleted.		3.8.5
Policy CP1 It is advisable that applicants are able to demonstrate their requirements for parking. In light of this, we recommend that the final sentence is amended to: "Development leading to the loss of existing parking spaces will not be allowed, unless alternatives car parking is provided within the same locality or it is demonstrated that parking is not required."	The need for the additional clause is understood.	Para 4.1.1 altered. CoYC alterations inserted
Policy CP2 Please be aware that in the Publication draft Local Plan (2018) Policies T7 and T8 refer to the development of a new 'Sustainable Transport for Development' Supplementary Planning Document. In order to provide longevity to the plan, we consider that it would be worth amending to: "....Parking Standards (2005) or any successor document." For clarity it would be beneficial to define the area called 'the village'. This policy also seems to want to rectify the current parking issues by accommodating additional spaces in new development. This needs to be clarified. Our understanding currently is that this may be contrary to the above SPD as unless specified that additional public parking is required, additional parking for existing residents would not be provided in new schemes. Further, additional public parking on Queen Elizabeth Barracks, as identified, may cause serious conflict with the Local Plan policy for this site (SS19) and would need to be considered through the Habitat Regulation Assessment.	The need for the amended wording is understood.	CoYC suggested alteration incorporated.
Policy CF1	The need for the amended wording is understood.	Para 3 amended as CoYC suggestion CYC to provide update of Use Classes
Policy CF2 Move policy to Community Actions	Agree that there is no policy to implement and it is instead an action the community intends to undertake	Move CF2 to Community Actions
Policy CF3 We support the intention to identify Local Green Spaces. Please be aware that open space already	The proposals map will be amended to differentiate between Local Plan green space and NP green space.	Update list & review assessment

identified on the Policies maps for the Local Plan should be distinguished separately as these already designated as part of the Local Plan and associated evidence base. Local Green Spaces should be those in addition to the areas identified in the Local Plan.		
Policy DH1/DH2 – General Policies DH1 and DH2 seem to repeat themes. It would be worth exploring whether these can be brought together into one policy to ensure that issues are in one place. For example, each policy contains a section on ‘chimneys’ which should ideally be read together.	There is an overall distinction between the level of detail and purpose of DH1 / DH2, but it is recognised that there is some overlap. The repetition is therefore to be removed.	Amend DH1 and DH2 to ensure they are distinct and do not overlap.
Policy DH1 specific points	Amend first section to Policy Woodhall Report to be Annexe to Draft Plan Point 7 - this policy needs to be more specific regarding its requirements for both the landscaping and to what this refers to. Point 8 – move to Policy DH2. Point 10 – delete and cover in Policy CP2 instead. Points 11 & 12 – amend to be consistent with each other. Point 13 – set out as a separate Policy. Point 16 – appropriate situations for chimneys should be clarified. Point 17 - clarify when Policy would apply with reference to windows. Point 18 – Wording amended to refer to NPPF Point 19 – CoYC alteration inserted but needs to be considered with the Point 7 alteration. Point 20 – CoYC suggested alteration done.	CoYC suggested alteration taken on board.
Policy DH2 – various comments received	Scale and Massing – CoYC suggested alterations made. Layout – Wording amended. Materials – Suggested CoYC alteration made. Openings – Wording amended Fascias etc. – Metal suggested alteration by CoYC made. Spaces – CoYC suggested alteration made.	Suggested amendments incorporated.
Policy DH3 – amend wording to read “Where a shopfront	Agree wording alteration would assist clarity.	Wording altered

has been insensitively altered it would be appropriate for it to be restored to its original appearance restoration to its original appearance will be supported, particularly within the Strensall and Towthorpe Conservation Area.”		including CoYC suggestion.
Policy DG1 The beginning part of this policy should be put into the policy justification. The policy should be the final paragraph only starting “Development within the Strensall Park area...”.	The policy currently includes text more suited to the introduction so agree amendment should be made.	Move text of policy into the introduction section and reword policy to refer to planning matters.
Policy DG2 The beginning part of this policy should be put into the policy justification. The policy should be the final paragraph only starting “Development within the Alexandra Road area...”.	The policy currently includes text more suited to the introduction so agree amendment should be made.	Move text of policy into the introduction section and reword policy to refer to planning matters.
Policy DG3 The beginning part of this policy should be put into the policy justification. The policy should be based on the final paragraph stating for example <i>“Howard Road is identified on the proposals map for affordable housing, subject to local need being demonstrated”</i> . Please be aware that this site is currently within the general extent of the draft Green Belt. Further, if this was brought forward for affordable housing in advance of the Local Plan, exceptional circumstances would need to be proved in line with the NPPF. In addition, this site is allocated through the Local Plan as housing allocation H59.	The policy currently includes text more suited to the introduction so agree amendment should be made. Also the NP needs to be updated with reference to the Local Plan.	Policy wording updated to reflect allocation of site H59 in the draft CYC Local Plan and to be consistent with the other policies.
Policy DG4 reference to historic interest should be moved to the justification. Further discussions to align with Policy SS19 required.	The Policy needs to be updated so as to turn description into a development management tool. Also to take account of Natural England’s concerns with the allocation of SS19 due to the potential impact on nature conservation designates in the locality.	Update the wording to reflect comments received by Natural England Reorder the Policy to ensure all elements are capable of shaping development.

Policy DG5 – further discussions required due to conflicts with Policy SS19 of the Local Plan	It is understood Natural England are currently concerned with the allocation of SS19 due to the potential impact on nature conservation designates in the locality	Update the wording to reflect comments received by Natural England
Community Actions are supported	No comments made on which to act	No action required
Section 6 This sections refers to CIL, but CYC have not yet decided on whether to implement	Retain to cover the eventuality that CIL is introduced, but update introduction.	Update section on CIL
Welcome to Yorkshire		
No suggested changes		No action required
Yorkshire Water		
No suggested changes		No action required
Natural England		
Natural England broadly welcomes the draft Strensall with Towthorpe draft Neighbourhood Plan, particularly section 3.8 Ecology and Conservation.		No action required
For clarity we advise that you consider making a minor revision to para 3.8.3 to state as follows: “...The heathland is used by a tenant farmer whose sheep and cattle graze the site throughout the year by arrangement under the terms of an environmental stewardship scheme with Natural England.”	This section has now been deleted	No action required
Furthermore we would welcome reference to the fact that the SINC to the west of Strensall Common at World’s End has the potential to contain habitats of national Site of Special Scientific Interest (SSSI) quality in para 3.8.7.	World’s End is outside of the Parish area for the purposes of the NP	No action required
Natural England advises that you consult the City of York Council regarding the need for Strategic Environmental Assessment and Habitats Regulations Assessment.	CYC are consulted as a matter of course	No action required
We note that the plan makes reference to draft City of York Local Plan Strategic Allocation ST35. Natural England has outstanding concerns regarding the inclusion of this site in	Agree DG5 needs to be updated to take account of the context for the drafting of the Policy	Policy DG5 amended accordingly

the City of York Local Plan. In this context it may be helpful to amend the final paragraph of policy DG5 to state: <i>“Development will only not be supported if the proposal is cannot demonstrated of the that it takes into account of the matters set out within this policy, and no significant harm will be caused to the wider village.”</i>		
Internal Drainage Board		
No suggested changes		No action required
Barratt Homes / David Wilson Homes		
Land should be allocated for housing	Strensall is tightly bounded by Green Belt and so there is no known land available for development that might be allocated beyond the land at Howard Road. Redevelopment of the Barracks is being pursued through the CYC Local Plan	No action required
Green Belt should not be sacrosanct	Defining Green Belt boundaries is a strategic matter for the local planning authority	No action required
Queen Elizabeth Barracks should not solely be relied upon	There are no known alternative sites of a similar scale that might be considered for development. Given the size then it is considered to be a strategic matter to be dealt with through the CYC Local Plan.	No action required
North Yorkshire County Council		
The NP should recognise on Policy CA1 that traffic impacts can extend into the administrative boundaries of NYCC	The NP should reflect administrative arrangements and so an update is appropriate.	Amend CA1 to reference NYCC and other organisations with responsibilities for highways matters.
CA1, the suggested Towthorpe Lane junction improvement ambitions which are included in the neighbourhood plan could act to positively encourage vehicles to access the A64 from the Towthorpe side	Under CA1, the suggested Towthorpe Lane junction improvement ambitions which are included in the neighbourhood plan could act to positively encourage vehicles to access the A64 from the Towthorpe side. This could potentially ameliorate the risk of increased movements through Flaxton and be included as part of the aspiration for the land allocation in the wider York plan.	No action required

Historic England		
The NP area includes designated heritage assets including 10 grade II listed buildings and three Conservation Areas: Strensall, Strensall Railway Buildings and Towthorpe. It will also have non-designated (local) assets-historic buildings and sites, including sites of archaeological interest, historic areas and landscapes all of which may be of value to the Strensall with Towthorpe community. We would advise that these local heritage assets are individually identified on a list or a schedule and on maps, and that specific policies are developed to recognise and protect them, possibly as additional clauses to DH1 or within the Development Guidance Policies.	Listed buildings and conservation areas are local planning authority matters and addressed within the Local Plan. It is therefore considered unnecessary to duplicate policy.	No action required
We note that a Character Appraisal has been produced which includes "local landmarks", but this does not appear to be included as an Appendix to the Neighbourhood Plan, which we believe is an omission.	The Character Appraisal informed the drafting of the NP.	Include map showing local landmarks within NP
We would suggest that the Queen Elizabeth Barracks and Towthorpe Lines (if appropriate) sites require detailed investigation to determine whether they are of sufficient quality to warrant designation as Conservation Areas, or Local Character Areas. However, we note and welcome the Development Guidance policies and particularly policies DG4 and DG5.	The Local Character Areas were identified for the purposes of the NP to identify key design references across the Parish. The designation of Conservation Areas is the responsibility of CYC and beyond the scope of the NP.	No action required
Defence Infrastructure Organisation		
Q2 object to Policy CP2 as it does not appear to be supported by a technical evidence base. Proposals Map reference is incorrect.	The intention is not to encourage more travel by motor vehicle, but to ensure existing pressures for parking are not made worse thereby exacerbating current parking problems. Parking survey to be undertaken in order to establish whether there are factually pressures on existing parking arrangements.	Amend CP2 following parking survey of high street. Update Proposals Map reference
Q3 no objection to policy subject to discussion focused upon disposal options, future use and management	Policy CF1 is concerned with retaining community facilities rather than determining the nature of their future use or management.	No action required

Q4 designation of St Wilfrid's Church unnecessary as churches are exempt from the ACV sale moratorium	CF2 is intended to highlight the significance of the church within the community and provide an opportunity for the community use to continue if the current use were to cease.	No action required According to Diocesan records, St Wilfrid's Church is not a Church of England property.
<p>Q5 the following is worth noting: The following designations at CF3-10 Howard Road Playing Field; CF3-27, Howard Road Play Area; Hollis Crescent AGS CF3-22, and Hollis Crescent Play Area CF3-28 are all outside of the QEB site boundary;</p> <ul style="list-style-type: none"> • CF3-6 Howard Road NSN – This site relates to the “H59 Local Housing Allocation” site identified within the CYC Submitted Plan and Sites 17 and 18 within “Map B: Plan of the MOD sites” on page 9 of the Neighbourhood Plan. This site has potential for residential development, subject to appropriate further survey work. DIO requests that this designation is removed from the table or at least, a footnote is added to this site reference CF3-6, which acknowledges the potential for residential development on this site and the need for further survey work to explore this potential. This point relates to the basic condition which requires NP's to be in general conformity with the emerging Local Plan. • CF3-11 Sports Ground. The QEB concept masterplan incorporates the two playing fields adjacent to Strensall Road as public open space. The existing military sports facilities will contribute towards recreation/ open space provision as part of the overall redevelopment of the site. • CF3-36 St Wilfrid's Garrison Church – This designation is retained within the overall masterplan. It is considered that the proposals for the disposal site (shown at Appendix 2) will potentially provide additional open space within the disposal site which is likely to provide further Local Green Space once the final development configuration has been confirmed. 	Detailed maps are required to make clear the extent of the local greenspace designations and how they do not conflict with the allocation of land for alternative land uses, such as H59.	Ensure the boundary of the individual sites is clear.
Q6 potential for additional small incidental green spaces to become available for designation as local greenspace	The local greenspace designation is intended to protect areas of green space currently enjoyed by the community. Small	No action required

	incidental areas are therefore unlikely to make a comparable contribution to the areas currently identified for designation, but also the Plan can only address what is known rather than what might result from future development.	
Q7 generally support the principles of this policy subject to development viability considerations e.g. in relation to the implementation of Secured by Design requirements at point 21.	The policy refers to the Police Secured by Design scheme, which provides standard guidance for all development proposals across CYC that is not usually considered to be onerous or to affect viability given its extensive application over the years.	No action required
Q8 generally support the principles of the policy subject to relevant technical and viability considerations. The NO needs to be in conformity with the Local Plan and not over burdening site requirements which could impact its viability.	The matters addressed within the policy shape the character and appearance of development in terms of design and layout in order to help integrate development into the parish area. None of the matters within the policy are considered to be onerous and there is sufficient flexibility that should not add to the costs of development.	No action required
Q9 no comment		No action required
Q10 no comment		No action required
Q11 no comment		No action required
Q12 no comment		No action required
Q13 DIO not in principle against the northern area being used for (some) affordable housing, but object to the whole of the Howard Road site as solely affordable housing. Part of the area is allocated under H59 for residential development.	The neighbourhood plan should not conflict with the Local Plan and so the wording is to be updated to refer to site H59 and the Proposals Map needs to be amended to exclude the extent of H59.	Amend Policy DG3 and update the Proposals Map
Q14 DIO's suggested amendments to the policy wording is as follows: "... Development will be expected to respect the existing layout and retain buildings identified to be of the site should take into account building assets of local historic interest, and consider retention of buildings which are capable of viable reuse, within the context of a coherent residential development scheme. This approach should be supported by a programme of recording of the buildings to be reused or demolished, depending on their degree of historic significance in order to preserve the historic interest of the site..."	The original policy intends to see reference to the existing layout of the MoD site retained in order to maintain the current character of the site. This is as a means of preserving the significance of the military use of the site. Our own Assessment of the site suggest some of the buildings are of local historic interest and so the policy aims to protect the most significant buildings. The policy simply provides a framework and any development will need to be justified taking into account the considerations set out in the policy. The suggestion of recording the buildings is welcomed.	Introduce reference to recording the buildings before redevelopment takes place.

<p>Q15 proposed boundaries for DG3 and DG5 generally accord with the DIO disposal site boundary. Development in the Green Belt should not be restricted in perpetuity as this would not be consistent with the NPPF.</p> <p>DIO's proposals are for a residential led development which will have ancillary mixed use floorspace and land for a primary school which will provide local employment opportunities. The site should therefore not be allocated for employment development to accord with the emerging Local Plan.</p> <p>DIO considers that this NP policy which lists several suggested facilities is unlikely to be deliverable, in the context of the demand generated by development.</p> <p>The masterplan proposals for the site indicate that that Hurst Hall would not be retained in the interests of</p>	<p>The policy refers to the development of the QEB rather than general development, so it is appropriate to make clear that redevelopment of the site is expected to be limited to land outside of the Green Belt.</p> <p>The Local Plan does not preclude employment development from coming forward. However, Towthorpe Lines will provide local employment opportunities, which should address concerns regarding the availability of local employment opportunities to support new residential development.</p> <p>The QEB redevelopment should not be considered in isolation to its surroundings given it will have a wider impact and needs to be integrated into an existing community. Any community facilities are therefore expected to be accessed by the wider Strensall community. Any viability work therefore needs to include an assessment of the catchment area for services and facilities in order to assess the nature and scale to be provided.</p> <p>Hurst Hall is a valued local community facility.</p> <p>The scale and nature of open space requires changing rooms in order to support their use.</p> <p>Amendments made with reference to the emerging Local Plan policy, which is the correct reference.</p> <p>The criterion is not intended to require an HRA assessment of the proposal, but instead look at opportunities to enhance the designation by ensuring any proposal protects the significance of the designations. The NP is more concerned with the character of the designations and their contribution to the community's quality of life than from the perspective of</p>	<p>Update the wording of policies DG3 and DG5.</p> <p>No action required</p> <p>No action required</p> <p>No action required</p> <p>No action required</p> <p>See other proposed amendments to the policy.</p> <p>Remove reference to HRA and SAC / SSSI as this is a matter for the Local Plan given the NP does not intend to allocate land.</p>
--	---	--

<p>achieving a coherent and efficient residential layout.</p> <p>The need for any additional community facilities would be subject to demand and viability considerations within the context of the wider scheme.</p> <p>The proposed policy is in accordance with DIO's emerging proposal.</p> <p>DIO questions whether the NP duplicates the relevant Submission Local Plan Policy in relation to an assessment of the SAC and SSSI.</p> <p>The continued management and stewardship of Strensall Common will remain with the MOD, and therefore the concern raised at para 3.8.4 of the NP can be allayed.</p> <p>DIO notes that planning applications for major developments in York are already required to provide a Foul Sewerage and Utilities Assessment to inform an appropriate foul water strategy.</p> <p>DIO note the potential for re-routing of the bus routes. This proposal will however be subject to discussions with local bus operators from an operational perspective and demand considerations.</p> <p>DIO has no objection to this requirement, as a Travel Plan would be required as part of a planning application for redevelopment of the site.</p> <p>DIO objects to this policy stipulation which is not a policy requirement of the emerging City of York Local Plan and that the NP affordable housing policy should reflect, and be in conformity with, that in the emerging Local Plan.</p>	<p>upholding the nature conservation designations.</p> <p>The reassurance is welcomed.</p> <p>Noted.</p> <p>The number of new residents is considered sufficient to create new patrons, but the depth of the site from the main road could deter users. The intention of the policy is to encourage provision of a convenient service.</p> <p>Noted.</p> <p>The NP is intended to add a local perspective to any material considerations</p> <p>Noted.</p> <p>The policy simply asks for a system to be considered. There is no requirement for such a system to be provided.</p>	<p>No action required</p> <p>No action required</p> <p>No action required</p> <p>No action required</p> <p>No action required</p> <p>No action required</p> <p>No action required</p>
---	---	---

DIO supports the principle of working towards a broad mix of housing as identified in the City of York Council's (CYC) Strategic Housing Market Assessment.		
This consideration for a centralised heating system will be subject to technical, regulatory and viability considerations and may not be appropriate at QEB.		
Q16 no comment		No action required
Q17 no comment		No action required
Q18 DIO committed to promoting a high quality and sustainable development at QEB and TL.		No action required
Q19 no comment		No action required
Q20 no comment		No action required
Details of Responses from Residents		
Question 1 – Policy CP1 – Safeguarding Existing Car Parking		
There are too few car park spaces	New spaces can only be provided as a result of development, which is why the NP contains policies regarding parking.	No action required
Not sufficient space	New spaces can only be provided as a result of development, which is why the NP contains policies regarding parking.	No action required
It's getting dangerous driving through the dumping cars. There needs to be more double yellow lines. Yesterday the bus could hardly get through the space left by people parking their cars just before the turn off for Brecks Lane.	Double yellow lines is not a planning matter and not a suitable matter for the NP to cover.	No action required
Question 2 – Policy CP2 – Increased Public Car Parking		
Good if you can say where	New spaces can only be provided as a result of development, but the only development proposal likely to come forward at the moment is the redevelopment of the Barracks.	No action required
Would increase congestion in Strensall	The policy is not intended to encourage more car use, simply remove cars from the highway.	No action required
Too far away from the hub of the village	New spaces can only be provided as a result of development, but the only development proposal likely to come forward at the moment is the redevelopment of the Barracks.	No action required
To Village area. Where would parking go??	New spaces can only be provided as a result of development, which is why the NP intends to capture opportunities as they	No action required

	arise.	
Parking on the section of road (Ox Carr Lane) in front of Nursery & Applefields is a real problem	New spaces can only be provided as a result of development, which is why the NP intends to capture opportunities as they arise.	No action required
Question 3 – Policy CF1 - Protection of Community Facilities and Services		
Hurst Hall not mentioned	Hurst Hall to be added to the list	Hurst Hall now included within the list under Policy CF1
There should be provision for increased facilities and/or upgrade of existing to allow for increase in use and population attraction.	There are no known sites that might be allocated, but existing national and local planning policy would generally support the upgrading and expansion of existing facilities so a NP policy is not required	No action required
Question 4 – Policy CF2 – Designation of Assets of Community Value		
Not sure	Nothing to note	No action required
No choice entered	Nothing to note	No action required
Nothing Selected	Nothing to note	No action required
Question 5 – Policy CF3 – Local Green Space		
All sites.	Noted	No action required
all of them	Noted	No action required
The Heath	Noted	The Heath is now added to the list
None selected	Nothing to note	No action required
None	Nothing to note	No action required
None	Nothing to note	No action required
None	Nothing to note	No action required
Question 6 – Are there any other areas of Green Space you believe should be listed within the policy and be protected?		
Sports field at Queen Elizabeth Barracks	Itemised in QE Barracks -CoYC Development Plan	It is not widely accessible by the community so it does not meet the requirements for designation

Meadow with medieval ridge and furrow features adjacent to Terrington Court, Jaywick Close and Renfrew Green backing onto River Foss.	Has SINC site status so does not need designating	No action required
All land between Westpit Lane and River Foss no further building of anything on this please no erections land should be left for nature as much as possible to encourage wildlife and birds etc.	CoYC evidence for Local Plan indicates this area to be Open Space but some residents have purchased some of this area of land.	Assess for designation as Greenspace as it has permissive footpaths across it and it is designated by CYC as open space
Strensall common	Status is SAC and SSSI so does not need designating	No action required
Woodland and footpath running parallel to Lords Moor Lane (between the road and houses including 'Windrush') and around the corner where it runs parallel with Ox Carr Lane (between the road and the fields)	This land is leased by the Parish Council on 99-year lease from 1996	Include within list of local green space
Footpath and adjacent woodland on northern side of Flaxton Road between Moor Lane and Lords Moor Lane.	This land is leased by the Parish Council on 99-year lease from 1996	Include within list of local green space
The "Old Filter Beds" at Cowslip Hill and the Water Tank (Brick) Strensall	The Green Belt designation affords the land protection from development so does not need designating	No action required
Strensall Common	Status is SAC and SSSI so does not need designating	No action required
Strensall Common	Status is SAC and SSSI so does not need designating	No action required
The area on York Road opposite Kirklands, the entrance to Kirklands and the area at the junction of Highlands Avenue and Oaklands.	This land is leased by the Parish Council on 99-year lease from 1996	Include within list of local green space
I'm not sure if they are protected but the Heath and land next to the railway line up Brecks Lane should be protected to allow people to walk in countryside.	The Heath is privately owned but designated as Open Space. Brecks Lane is in multiple ownership but already designated as Open Space.	No action required
?	Nothing to note	No action required
Behind Southfields Road & Princess Road	The land is designated Green Belt, which affords the land protection from development so it does not need designating	No action required
I know this may be off limits but the small field just past the Ranger's Station was full of orchids as are the ditch verges.	Part of Strensall Common SAC SSSI. Also subject to green Belt policy	Status is SAC and SSSI so does not need designating
Oak Tree Close & area of woodland between Moor Lane.	This land is leased by the Parish Council on 99-year lease from 1996	Include within list of local green space
The areas of green space around Strensall Park are NOT owned by the MoD. They are owned by Annington Homes	Steering Group aware of ownership etc. The land is currently designated as Open Space by CYC	No action required

/ Nomure Investment Bank. Therefore the MoD selling off QE Barracks and Towthorpe Lines will NOT include the housing.		
Woods / paths along Flaxton Road from Oak Tree Close to Golf Course Club House.	This land is leased by the Parish Council on 99-year lease from 1996	Include within list of local green space
None	No Action	No action required
Strensall Common, Cowslip Hill	Part of Strensall Common SAC SSSI so already protected. Also subject to Green Belt policy	No action required
Question 7 – Policy DH1 – Promotion of Local Distinctiveness		
Back button needed	Nothing to note	No action required
No choice entered	Nothing to note	No action required
Nothing selected	Nothing to note	No action required
No answer selected	Nothing to note	No action required
New developments should contribute to the funding of better road infrastructure, especially the dangerous turning from York Rd onto West End, suggest roundabout	There are no development proposed in this area	No action required
Question 8 – Policy DH2 – General Design Principles		
Back button needed	Nothing to note	No action required
Too restrictive	Noted	No action required
Nothing selected	Nothing to note	No action required
Question 9 – Policy DH3 – General Shop Front Design		
Good if there were new shops provided	Existing national and local plan policies would support in principle new shops so a NP policy is not required	No action required
Nothing selected	Nothing to note	No action required
A shop in a shop - no matter what colour paint, etc. unnecessary fuss	Opinion noted	No action required
Question 10 – Policy DH4 – Shopfront Signage		
Shops should stand out	The policy is intended to ensure signage does not distract from the general character of the area	No action required
Box signage should be allowed.	The policy is intended to ensure signage does not distract from the general character of the area	No action required
Nothing selected	Nothing to note	No action required

Unimportant - unless you live opposite the store	Noted	No action required
Question 11 – Policy DG1 – Strensall Park		
Too many the same	Noted	No action required
Please also include designated cycle paths to A64.	This is listed under community actions as it is not strictly a planning matter	No action required
You have extreme amounts of traffic on all local roads already. Do not add to it!	The policy is intended to address development that might come forward, although no development is known about currently	No action required
No choice entered	Nothing to note	No action required
No choice entered	Nothing to note	No action required
No development will be allowed on these areas until Annington Homes (who own the land and houses) decide where the military families will live when the future accommodation model comes in. Strensall Park and Alexandra Road are Officers' Quarters which serves both Q E Barracks and Imphal Barracks until Imphal Barracks closes. These houses will remain as army houses.	Steering Group aware of ownership etc.	No action required
Largely agree but there are better more sustainable alternatives to UPVC doors and windows	Most home owners have the benefit of permitted development rights so it is not possible to resist the use of UPVC	No action required
Question 12 – Policy DG2 – Alexandra Road		
Demolish all and start again	Opinion noted	No action required
Whilst acknowledging the need for more buses with an increase in people, I do not believe the council has taken into consideration the sheer volume of traffic already using the main road outside the barracks before you add x number of new people living within Strensall. Greater consideration of the roads infrastructure should be considered and planned for. The road is already grid locked on a morning and at weekends and evenings before more people move into the village	The capacity of the roads to accommodate new development will be considered as part of any planning application by the local planning authority	No action required
Sorry, the 'please include designated cycle path to A64' should have been for this policy	The introduction of cycle paths is not necessarily a planning matter, so the matter has been referred to under community actions	No action required
A doctor's surgery is needed as much as a primary school and Strensall Tigers need to be given land and funding	It is expected that playing fields will be provided as part of the redevelopment of the Barracks. The Barracks mentions	No action required

towards football fields and a pavilion which would be used by the whole community	provision of changing rooms. National and local planning policy supports the provision of doctor's surgeries so there is no need for a policy within the NP	
A developer will wish to maximise his returns by building as many properties as possible. Having to retain some or all of the barrack blocks will probably make any development uneconomic.	It will be up to the developer to justify the viability of the development if they consider retention of the existing buildings is not economical.	No action required
Just how many more houses can Strensall take?	Opinion noted	No action required
Nothing selected	Nothing to note	No action required
Nothing selected	Nothing to note	No action required
A Doctor's is as important as a Primary School and Strensall Tigers should be given land & funding for fields & pavilion	It is expected that playing fields will be provided as part of the redevelopment of the Barracks. The Barracks mentions provision of changing rooms. National and local planning policy supports the provision of doctor's surgeries so there is no need for a policy within the NP	No action required
If and when it ever happens!	Opinion noted	No action required
Question 13 – Policy DG3 - Howard Road		
Need more social houses here	The CYC Local Plan includes a policy requirement for a proportion of new housing developments to include affordable housing	No action required
You say that 'The site is currently grassland located between the SSSI of Strensall Common and a MoD housing estate that includes a children's play area and football pitch'. It is not clear from this whether it is the area of grassland that includes the play area and football pitch, or the housing estate that includes the play area and football pitch. If the former, I disagree with the policy. If the latter then I agree with it.	Local Plan Site H59	No action required
We have no facility for extra people or vehicles in the village	Noted	No action required
No choice entered	Nothing to note	No action required
Nothing selected	Nothing to note	No action required
Green Belt should be green - no exceptions.	National planning policy sets out what types of development are allowed within the Green Belt	No action required

Largely agree but no mention of requirements for greater capacity of medical and transport facilities	National and local planning policy supports the provision of doctor's surgeries so there is no need for a policy within the NP. The capacity of the roads to accommodate new development will be considered as part of any planning application by the local planning authority	No action required
Question 14 – Policy DG4 – Queen Elizabeth Barracks		
Demolish all and start again	Opinion noted	No action required
Whilst acknowledging the need for more buses with an increase in people, I do not believe the council has taken into consideration the sheer volume of traffic already using the main road outside the barracks before you add x number of new people living within Strensall. Greater consideration of the roads infrastructure should be considered and planned for. The road is already grid locked on a morning and at weekends and evenings before more people move into the village	The capacity of the roads to accommodate new development will be considered as part of any planning application by the local planning authority	No action required
Sorry, the 'please include designated cycle path to A64' should have been for this policy	The introduction of cycle paths is not necessarily a planning matter, so the matter has been referred to under community actions	No action required
A doctor's surgery is needed as much as a primary school and Strensall Tigers need to be given land and funding towards football fields and a pavilion which would be used by the whole community	It is expected that playing fields will be provided as part of the redevelopment of the Barracks. The Barracks mentions provision of changing rooms. National and local planning policy supports the provision of doctor's surgeries so there is no need for a policy within the NP	No action required
A developer will wish to maximise his returns by building as many properties as possible. Having to retain some or all of the barrack blocks will probably make any development uneconomic.	It will be up to the developer to justify the viability of the development if they consider retention of the existing buildings is not economical.	No action required
Just how many more houses can Strensall take	The CYC Local Plan allocates the Barracks for development and so the role of the NP is to introduce additional detailed policy considerations	No action required
Nothing selected	Nothing to note	No action required
Nothing selected	Nothing to note	No action required
A Doctor's is as important as a Primary School and Strensall Tigers should be given land & funding for fields & pavilion	It is expected that playing fields will be provided as part of the redevelopment of the Barracks. The Barracks mentions provision of changing rooms. National and local planning policy	No action required

	supports the provision of doctor's surgeries so there is no need for a policy within the NP	
If and when it ever happens!	CYC sets out a timeframe for the delivery of development in the Local Plan	No action required
Question 15 – Policy DG5 - Development Brief for the Redevelopment of the Queen Elizabeth Barracks & Towthorpe Lines		
Barracks should not be closed	Opinion noted	No action required
No mention of access in and out of Strensall and the increase in traffic which would follow the redevelopment.	The capacity of the roads to accommodate new development will be considered as part of any planning application by the local planning authority	No action required
There needs to be a new surgery as well as school and land for Strensall Tigers to have fields and a pavilion for which there should be funding.	It is expected that playing fields will be provided as part of the redevelopment of the Barracks. The Barracks mentions provision of changing rooms. National and local planning policy supports the provision of doctor's surgeries so there is no need for a policy within the NP	No action required
Nothing entered	Nothing to note	No action required
Nothing entered	Nothing to note	No action required
Nothing entered	Nothing to note	No action required
A new surgery and land & funding to Strensall Tigers for Sports Field and Pavilion	It is expected that playing fields will be provided as part of the redevelopment of the Barracks. The Barracks mentions provision of changing rooms. National and local planning policy supports the provision of doctor's surgeries so there is no need for a policy within the NP	No action required
Do not need another Pub! - 3 already. Doctors' already overstretched now - need surgery at barracks and more GP's	National and local planning policy supports the provision of doctor's surgeries so there is no need for a policy within the NP	No action required
If and when it ever happens!	CYC sets out a timeframe for the delivery of development in the Local Plan	No action required
Question 16 – Community Actions – CA1 – Are there any other highway improvement projects added to the list?		
More pedestrian crossings throughout the village	Highways issue but has been raised with CoYC without positive result so far	No action required
Cycle path along River Foss to connect Strensall safely with Huntington School and York - well away from motor traffic	CoYC Local Plan includes provision of cycle path along Strensall Road	No action required

Rail link feasible?	Parish Council suggests Park & Ride Rail facility between Towthorpe and Haxby	No action required
Widening of York road to take into consideration the number of vehicles which will be using the road	Highways issue rather than planning matter	No action required
The provision of zebra pedestrian crossings and bus stops that allow the bus to 'pull in' rather than hold traffic on the main road. With increased traffic in the village - could a new terminus be found for the bus to turn around?	Highways issue rather than planning matter. Current terminus caters for about 450 properties at the East end of Strensall.	No action required
On street parking should be reduced/removed within the village	Traffic will probably travel faster through The Village if parking restrictions imposed and would be counter productive for retail outlets.	No action required
Better parking for teachers and people bringing children to school.	Robert Wilkinson Academy obtained planning permission for increased on-site car parking but did not proceed	No action required
No crossing needed on York Road, people just need safety lessons. Light the main road Towthorpe Lane to Garden Village properly. Any cycle path should not be on this road/pavement.	Highway specified is in Earswick Parish	No action required
Additional parking restrictions along The Village outside and to the east of Tesco	Need to balance effect on retail outlets.	No action required
A cycle path from Strensall to the A1237 (although this may already be included in your proposal for a cycle path to New Earswick).	Included in CoYC Local Plan	No action required
Improvements including for example better sight-lines at the junction between York Road, The Village, Southfields Road and Princess Road.	Mini roundabout suggested at this location but CoYC did not support recommendation.	No action required
York Road from mini roundabout into the village needs resurfacing to provide adequate surface for the significantly increased volume of traffic, including heavy vehicles, which now use it. Speed reducing measures are also needed BUT NOT humps as this would worsen the problem. We live adjacent to York Road on Radley Court and experience significant violent shaking to our house when traffic speeds by and bumps over two utilise channels that have sunk. We first reported this to the council 9 months ago on several occasions without response. We made a formal complaint in March and despite initial conversations again have not received	Highways Issue rather than planning matter	No action required

response to our request for monitoring equipment to be attached to our house. Alternative main routes should be considered and encouraged through the village, especially for heavy traffic, to alleviate problems.		
Cycle path from Strensall (6 Bells) to A1237.	Included in CoYC Local Plan	No action required
None	Nothing to note	No action required
Footpath resurfacing	Noted but where	No action required
Parking for people bringing children to school!	If further school provide on QE Barracks site then less need for car travel and more space on Barracks site to accommodate traffic.	No action required
Fine people for parking on footpaths, one day they could have a disability requirement.	Highways Issue rather than planning matter	No action required
Reduce congestion on main street of Village centre (The Village), Westpit Lane approaching school from Village centre and Ox Carr Lane in front of Nursery and Applefields	Highways issue rather than planning matter	No action required
A cycle path on the Towthorpe Road to A64 should also be considered because of expected increase in traffic.	Unlikely to be safe or financially viable	No action required
The word improvement is not detailed enough. The Cycle path between Strensall and Earwick should be on both sides	Highways Issue rather than planning matter included in CoYC Local Plan	No action required
Continue the highway edge improvements on Haxby Moor Road to junction with West End	Expected to have been done by CoYC some years ago	No action required
More cycle paths to York, Haxby and footpaths for New Earswick	Highways Issue rather than planning matter	No action required
Mini roundabouts at junctions of West End/York Rd and Princess Rd/Southfields Rd/York Rd. Southfields Rd to be one way from Health Centre to The Village	Was recommendation in Village Traffic Study c2011	No action required
Pedestrian Crossings on York Road and outside Robert Wilkinson Academy. Also better enforcement of parking regulations outside Robert Wilkinson Academy.	Highways Issue rather than planning matter	No action required
Instead of pedestrian crossings on York Road, perhaps chicanes to cut down on speeding should be considered.	Highways issue rather than planning matter	No action required
More double yellow lines and a crossing between the Chemist and Ship. It is not safe to cross the road.	Highways issue rather than planning matter	No action required
Suitable maintenance of neglected areas e.g. - roundabout	Privately owned land and not a planning matter	No action required

at bus terminus.		
Weight restrictions on lorries through the village.	Highways issue rather than planning matter	No action required
The Village	Nothing to note	No action required
We need cycle lanes to get into town from Strensall. It's so dangerous cycling in rush hour. Cars don't always leave you enough space to get through either.	Highways issue rather than planning matter	No action required
None listed	Nothing to note	No action required
Resurface Princess Road and Moor Lane	Highways issue rather than planning matter	No action required
York Road crossing unnecessary. Light main road footpath better from Towthorpe & Garden Village.	Highways issue rather than planning matter	No action required
Pedestrian Zebra Crossing at Barley Rise Junction.	Highways issue rather than planning matter	No action required
Zebra crossing near Barley Rise bus stop. Drains kept clear. Footpaths and Roads repaired.	Highways issue rather than planning matter	No action required
Cycle paths from Strensall (6 Bells) to A1237.	Highways issue rather than planning matter	No action required
None listed	Nothing to note	No action required
To impose parking restrictions in the area of Tesco to prevent traffic congestion on bus route. More dedicated parking.	Highways issue rather than planning matter	No action required
Creating a one-way system at the narrow section of Southfields Road.	Highways issue rather than planning matter	No action required
Fill in potholes and re-surface roads so that improvements last.	Highways issue rather than planning matter	No action required
More pedestrian crossings near Strensall Park area.	Highways issue but should be consideration if QE Barracks site developed and Buses continue to use Strensall Road rather than through site.	No action required
None listed	Nothing to note	No action required
Pedestrian crossing at junction of Sheriff Hutton Rd – i.e. Ship inn - Boots Chemist	Highways issue rather than planning matter	No action required
Reduce congestion re parking in the Village, Westpitt Lane (near school) and Ox Carr Lane (in front of Nursery and Applefields)	Highways issue rather than planning matter	No action required
1. Roundabout at junction turning off York Road onto West End 2. Cycle underpass between Earswick and Huntingdon	Highways issue rather than planning matter Part of current A1237 roundabouts upgrade	No action required

(under A1237).		
Speed cameras on York Road	Police issue rather than planning matter	No action required
Question 17 - Is there any other way, besides engaging with City of York Highways Department that you think we might secure the projects listed?		
Crowd funding	Noted	No action required
Sustrans cycle network, lottery funding etc.	Noted	Sustrans to be explored
Sustrans	Noted	Sustrans to be explored
If City of York wants to develop cycling, Strensall people should be able to cycle to Monk Cross or Clifton Moor safely on a cycle path to get the connexion with the existing one from Haxby roundabout to Clifton Moor.	Noted	No action required
Help from Ward Councillors and Member of Parliament for York Outer.	The Parish Council already engaged with Ward Councillors and Member of Parliament for York Outer	Continue discussions
Highways Agency? In regard to A64 junction.	The Parish Council already engaged with Highways Agency	Continue discussions
Nothing selected	Nothing to note	No action required
Sustrans	Noted	Sustrans to be explored
Housing developer pays for some of the facilities and roads improvements.	Where appropriate CYC can require development contributions towards improvements	No action required
Engage with sustrans and British Cycling	Noted	Sustrans to be explored
Question 18 - Are there any other projects you would like the Parish Council to pursue that relate to making Strensall a nicer place to live?		
Need more sports fields to allow cricket and rugby to be played	Noted	Comments to be passed onto Parish Council for discussion
Renew initiative about getting railway station re-opened. Plus frequent rail service to Haxby and York.	Noted	Comments to be passed onto Parish Council for discussion
Reinstate Strensall Station?	Noted	Comments to be passed onto Parish Council for discussion
just the retention of as many green spaces as possible	Noted	Comments to be passed onto Parish Council for discussion

Dedicated fields and pavilion for Strensall Tigers. Keeping children in football helps with social problems, community and childhood obesity.	Noted	Comments to be passed onto Parish Council for discussion
Improvements to the foul water disposal, particularly along The Village.	Noted	Comments to be passed onto Parish Council for discussion
Create a car park for traffic visiting Tesco's in the village centre, or limit parking to just one side of the road at that point, to alleviate the continual traffic problems here (particularly for buses).	Noted	Comments to be passed onto Parish Council for discussion
Restricting the size/axle weight of HGVs travelling through the old part of the village to gain access to the John Carr/Sheriff Hutton road bridge. This bridge was not built to accommodate 38/44t lorries and continued use by such vehicles has the potential to cause serious damage to the bridge structure with the corresponding upheaval to Strensall's roads during the times of bridge repair.	Noted	Comments to be passed onto Parish Council for discussion
Encourage more small retailers and business in the village and surrounds. Have a designated parking area and impose no parking on the road in the village - possibly excepting for blue badge holders.	Noted	Comments to be passed onto Parish Council for discussion
Do something about dog fouling of footpaths, which has always been a problem. Traffic calming measures to increase safety, reduce noise and vibrations. 30 mph speed limit in built up areas is not adhered to, especially on York Road, where the electronic 30mph sign has not worked for a significant period of time.	Noted	Comments to be passed onto Parish Council for discussion
More planters sponsored and watered by residents	Noted	Comments to be passed onto Parish Council for discussion
Enforcing speed limit on York Road	Noted	Comments to be passed onto Parish Council for discussion
Retention and upgrade (by installation of new toilets and kitchen) of Garrison Church as St Mary's is already becoming too small for many church services.	Noted	Comments to be passed onto Parish Council for discussion
Secure the verges of river Foss	Noted	Comments to be

		passed onto Parish Council for discussion
To ensure that previous developments adhere to the commitments set out in the original deeds and prevent creeping changes to character.	Noted	Comments to be passed onto Parish Council for discussion
Restrict speed through the village and in Southfields road to 20mph	Noted	Comments to be passed onto Parish Council for discussion
Strensall has been overdeveloped with far too many houses built in recent years. The Parish Council should resist all speculative development projects by developers on any land not listed in this Neighbourhood Plan or Local Plan. I would like Strensall to be an Exclusive, Up-Market village. The barracks should be developed as an Exclusive High End, new village with very large expensive houses with large gardens. (5/6 bedrooms, swimming pools etc.) I am tired of listening to the moans about affordable housing needed in Strensall. There is plenty of affordable housing outside Strensall. Strensall should be kept rural, expensive, exclusive and not swallowed up by York. All Green Belt in and around Strensall should be protected in perpetuity.	Noted	Comments to be passed onto Parish Council for discussion
Resist all urbanisation and keep Strensall as a rural village, robustly protecting all Green Belt	Noted	Comments to be passed onto Parish Council for discussion
The bus terminus needs attention, it is overgrown.	Noted	Comments to be passed onto Parish Council for discussion
Speed limits through the village and electric signage	Noted	Comments to be passed onto Parish Council for discussion
Make Southfields Road One Way from the village to the corner	Noted	Comments to be passed onto Parish Council for discussion
Improve facilities for young people	Noted	Comments to be passed onto Parish Council for discussion

Street cleaning. School parking	Noted	Comments to be passed onto Parish Council for discussion
Cycle lane. Car Parking. Less iced parking / stop people double parking.	Noted	Comments to be passed onto Parish Council for discussion
More shops - not just hairdressers.	Noted	Comments to be passed onto Parish Council for discussion
Traffic calming in The Village	Noted	Comments to be passed onto Parish Council for discussion
Dedicated fields and pavilion for Strensall Tigers.	Noted	Comments to be passed onto Parish Council for discussion
Widen Footpath between Oak Tree Close and old Sevenoaks site	On land leased to Parish Council	Comments to be passed onto Parish Council for discussion
It would be wonderful if the path outside and round the Golf Club border could be completed / dog fouling control especially.	Noted	Comments to be passed onto Parish Council for discussion
Moorland Garth is becoming a car park for new residents. Alternative car parking facilities required.	Noted	Comments to be passed onto Parish Council for discussion
1. Re-surfacing the walkway between Southfields Road and Tesco Supermarket. 2. Stop dog fouling.	Noted	Comments to be passed onto Parish Council for discussion
Persuade adult cyclists to use the roads especially where footpaths state no cyclists.	Noted	Comments to be passed onto Parish Council for discussion
More waste bins & dog refuse bins.	Not CoYC policy at present	Comments to be passed onto Parish Council for discussion
Provide a space for teenage youth	Noted	Comments to be passed onto Parish Council for discussion
Retention and upgrade of Garrison Church (by installing	Noted	Comments to be

toilets & kitchen) as St Mary's too small for many of its services		passed onto Parish Council for discussion
Encourage use of walking/cycling/bus for primary school pupils as traffic levels ridiculous at present	Noted	Comments to be passed onto Parish Council for discussion
Support the Foss Way walking route.	Noted	Comments to be passed onto Parish Council for discussion
A Slow Down sign to traffic along Playing Field in The Village.	Noted	Comments to be passed onto Parish Council for discussion

Questions 19 and 20 are concerned with CIL payments. As CoYC have not yet decided to introduce this procedure the responses from residents are listed but not in table form as above.

Question 19 - Do you think there are any other significant infrastructure improvements required to help accommodate further development within Strensall?

1. replace drainage system in older village area
2. See earlier comment about railway station and cycle paths
3. Railway Station
4. Roads too congested round the main Street by Ship Inn and Tesco could this be one-way system? Could the railway station be reopened to ease congestion?
5. New/Bigger doctors, dentist, school
6. Upgrades and capacity increases to the foul water disposal system.
7. Reopen the Station.
8. Another medical centre (including dentist) to be provided in the redevelopment of the Barracks area (ref. DG5).
9. Banking facilities
10. If any further building is permitted in Strensall, alternative routes to access must be considered to avoid adding to already significant problems on York Road.
11. Provision for another doctor's surgery.
12. Drainage and foul water.
13. Upgrade surface and foul water drainage

14. Parking Wardens Teaching people at Robert Wilkinson School the Highway Code about parking in no parking areas (Many are employed at the school)
15. Bank, more places to eat, retention of tennis courts at Strensall Park, business utilization of MOD gyms and assault courses, possible light industrial unit park on existing Military Hospital site and improved elevation of pathways on Common to allow all- year access (particularly during wet weather, access to Towthorpe Road via private road currently used by MOD to access Firing Ranges.
16. To have a road from behind the barracks to Monk Cross roundabout crossing Towthorpe Moor Lane
17. Ensure drainage system is adequate to deal with heavy rainfall
18. Something has to be done to ease the problem we have of cars buses wagons going through the village centre it's a nightmare. Whether its stopping cars parking on both sides of the road
19. The main street needs to be made a safer place for elderly people.
20. We trust the Parish Council to act in the best interests of the village. They do a good job.
21. Ensure adequate drainage and regular clearance of drains.
22. The roads need to improve. you can be cueing from Towthorpe Lane to the ring road in a morning. It's terrible. The ring road is a nightmare to the ????? of the working day.
23. More shops not just hairdressers
24. None selected
25. New / bigger Doctors, Dentist, School.
26. Drainage and sewage improvements
27. Drainage and foul water.
28. The re-opening of Strensall Railway Station
29. Drainage is a real problem that needs sorting, as are flood defences.
30. Demolish the eye-sore of and Old Chapel on Church Lane, to make attractive but cheap accommodation for one of two families.
31. Banks, places to eat and retention of tennis courts on Strensall Park
32. (i) More cycle/walking paths and parking (ii) Roundabout at junction turning off York Road onto West End.

Q20 If the Parish Council receives CIL monies from development that takes place within Strensall, what do you think the money should be spent on?

1. Upgrade older children's play areas
2. See earlier suggestions
3. Improvements to local footpaths
4. Improved transport links
5. maintenance of green spaces
6. Under the direction of the council
7. Reduced council tax payments for current residents in the village as the intrusion from ongoing development takes place.
8. Community events. Community cafe. Strensall in Bloom.
9. Looking after open spaces and community buildings

10. Roads which buses take to pick up secondary school children, these were not built to take such vehicles, they have pot holes in which are never fixed
11. Make Middlecroft, West End, The Village, Southfields Road one way. Double yellow lines on part of The Village outside "The Villas" as people park so the bus can barely get thru and there have been incidents of the buses hitting parked cars.
12. More retail outlets in the village
13. Part funding of improvements to the rain water run off system
14. Creating off-road carparking in the village centre and reopening the Station.
15. Anything but play equipment, especially near houses.
16. Already noted.
17. Maintaining the appearance of the paths & public spaces - keeping them clean & tidy, planting bulbs etc. Ensuring it is safe to walk at night and paths are well lit. Up keep of sporting / recreational facilities for young and old - maybe providing outdoor gym equipment to promote exercise & healthy lifestyle.
18. Improvements to roads urgently needed. Improvement to management of riverside areas for dog walkers & secure dog walking area as other villages.
19. Improved traffic flow through village centre.
20. n/a
21. As it currently is - Open space, School(s), etc. I am on the Parish Council.
22. Re-instate the footbridge over the River Foss at Cowslip Hill, Strensall
23. None
24. Doctors surgery at barracks development
25. None
26. None
27. 1)Upgrading Garrison Church by installation of toilets and kitchen to provide a larger venue to be used for concerts, seminars, church services / funerals and community activities. 2)Improving road surfaces (Moor Lane and parts of York Road near The Village) as cycling on these currently is hazardous. 3) Cycle Lane along Strensall Road 4) Building another Care Home 5) Increasing Pre-school Nursery provision 6) Opening a new railway Station at Strensall
28. Improving maintenance of existing green spaces.
29. Bus service to Clifton Moor / Monks Cross / Vangarde & Haxby and Wigginton would ease traffic a great deal. The number 20 bus idea needs pursuing even if it only runs 3 or 4 times a day it would help.
30. Open land off Heath ride needs to be developed as a playing field
31. Improved sports facilities in a better location with better tennis courts to encourage more engagement.
32. Develop retail centres and school to avoid people to increase traffic on the ring road
33. Ensure condition of St Mary's Hall at Village end of Church Lane is improved.
34. social activities for children improvement of Cycle ways and general road safety
35. Play areas
36. Improving road access to Strensall post office
37. Depends on the amount available.
38. open spaces, road safety management

39. Enhancing the green areas within the parish.
40. Can't think of any
41. Improvements to the footpaths in the centre of the village.
42. resurfacing the lane between Southfields road and Tesco
43. Making Strensall a more Exclusive place
44. Planting & Landscaping
45. Parking outside Tesco at certain times of the day is very dangerous
46. None listed
47. None listed
48. None listed
49. Restoration of 10 mph speed limit on road to Walbutts Water Treatment Works, which is also a public footpath.
50. Speed cameras and more police presence on York Road. Too many drivers use it as a race track.
51. Car parking. More flowers. Cycle lanes. Reduce parking on "The Village". Stop double parking.
52. None listed
53. None listed
54. None listed
55. Urgent road repairs, more regular grass cutting of verges. More frequent road sweeping. Pedestrian crossing on York Road.
56. Make Middlecroft, West End, The Village, Southfields one way. Double yellows on road outside "The Villas" on The Village.
57. Resurfacing of part of path behind Golf Course not done yet - stretch between Old Windmill and Horse Pond.
58. 1. One or two more benches. 2. Encourage people who border footpaths to cut hedges on a regular basis. 3. School children to be involved in keeping village litter free.
59. As currently is - Open Space, Schools, etc. My son is on the Parish Council.
60. None listed
61. Actively penalise those who do not clean up after dog faeces. Too many just walk away and leave it.
62. Promote an anti-litter campaign starting at the early years at the Primary School.
63. None listed
64. None listed
65. The parking outside Tesco is ridiculous. The poor bus drivers deserve a medal. Do something to stop lazy people parking.
66. None
67. Arrangements and publicity for litter collection, especially encouraging youngsters to help
68. The MOD gymnasium & assault course would be converted into sports centre/gym for public use. Improved path on common to allow all year round use when ground very wet. Possible light industrial unit park in existing Military Field Army Hospital site
69. None
70. None
71. None
72. Roundabout at junction turning off York Road on to West End (It is dangerous to turn onto West End coming from the village (Tesco's etc)
73. None
74. None

2019 List of Statutory and Non-Statutory Consultees

STRENSALL NEIGHBOURHOOD DEVELOPMENT PLAN

REGULATION 14 CONSULTEE CONTACT LIST JUNE 2019

Electronic List

Statutory Consultees

- City of York Council
- North Yorkshire County Council, Head of Planning
- Coal Authority
- Home and Communities Agency
- The Homes and Communities Agency
- Natural England
- The Historic Buildings and Monuments Commission for England (Historic England)
- Highways England
- Northern Gas Networks
- Northern Gas
- British Gas
- The National Grid Company
- Northern Powergrid
- Yorkshire Water
- The Environment Agency
- Campaign to Protect Rural England
- Historic England
- North Yorkshire Police
- North Yorkshire Fire and Rescue Services
- Network Rail
- British Telecom
- Tees, Esk and Wear Valleys NHS Foundation Trust
- Area Team North Yorkshire and Humber NHS England
- Vale of York CCG
- York Teaching Hospital NHS Trust
- National Farmers' Union
- York CVS
- National Trust
- York Racial Equality Network
- York Chamber of Commerce
- York Lesbian, Gay and Bisexual Forum

Local Drainage Board

- Foss Internal Drainage Board

Electronic communication providers/apparatus owners within the Neighbourhood Area

- Three

Voluntary bodies whose activities benefit all/part of the Neighbourhood Area

- Country Landowners Association (CLA)
- Disability Action Yorkshire
- York Ramblers' Association
- York Civic Trust
- St Wilfrid's Church
- St Mary's Church via Reverend Martin Harrison
- Methodist Chapel via Reverend Keith Albans

Non-Statutory Consultees

- The Woodland Trust
- The Leeds Teaching Hospitals NHS Trust
- Sustrans
- Welcome to Yorkshire
- Earswick PC
- Huntington PC
- Stockton on the Forest PC
- Sheriff Hutton PC
- Flaxton PC
- Sutton on the Forest PC
- Haxby Town Council
- Flaxton PC
- Harton PC
- Ryedale DC
- Hambleton DC
- Local MP, Julian Sturdy MP
- Ward Members
- Bus service providers - First York Ltd
- North Yorkshire Ecological Service
- MoD and GVA

Pub chains

- The Half Moon
- The Ship Inn

Land/property owners who live within or outside the Neighbourhood Area – ref 'Informal Sites Consultation' consultees list

- Persimmon Homes – Land Manager
- Linden Homes
- David Wilson Homes – Group Land & Planning Director
- Daniel Gath Homes Limited
- Annington Homes
- Yorkshire Housing

Business owners/developers who live outside the Neighbourhood Area

- S Harrison Developments
- JRHT
- Mulgrave Properties
- Yorvik Homes
- VR Property Developers
- Charleswood Property Developers
- Newby Property Developers
- Redrow Homes
- Broadacres Housing Association
- Alcuin Homes
- Barry Crux
- Caddick Developments
- Lichfields (Wakeford)

Community groups/clubs

- Strensall Sports Club
- Stepping Stones Playgroup
- Kindermusik
- Swimming with Linzi
- Waterbabies
- York Golf Club
- Redmayne Lodge Flotation & Therapy Centre

Groups that take place at the village hall

- Yummy Mummy
- Bingo
- Pilates
- Yoga
- Art Group
- Total Body Workouts

- Ladies Badminton
- Fitness Circuits
- Hatha Yoga
- Short Mat Bowls
- The Yoga Revolution
- Badminton
- Zumba
- Local History Group
- Over 50s
- River Foss Society
- Flower Arranging
- Hi Thursday training – also (Brutal Tuesday)

STRENSALL NEIGHBOURHOOD DEVELOPMENT PLAN

REGULATION 14 CONSULTEES CONTACT LIST

Postal Contacts

Statutory Consultees

Lillings Ambo Parish Council

All others via email

Local Drainage Board

Via email

Electronic communication providers/apparatus owners within the Neighbourhood Area

British Telecom

02 – Telefónica UK Limited

EE – EE Customer Services

The Electricity Network Company Ltd

Non-Statutory Consultees

Network Rail

Pub chains

The Six Bells is a Samuel Smiths pub

Land/property owners who live within or outside the Neighbourhood Area – ref 'Informal Sites Consultation' consultees list

Shepherd Homes

Business owners/developers who live outside the Neighbourhood Area

Palladian York Ltd

Groups that take place at the village hall

Women's Institute

Community groups/clubs

Hurst Hall Strensall – Hosts Rainbows/Brownies/Guides/Beavers and many other youth groups, coffee mornings, baby groups

Local Businesses not listed elsewhere

Moorside Farm Camping & Caravan Site

Strensall Bowls

A. Ward Cars

Strensall Fisheries

Ebor Academy Trust, Robert Wilkinson Primary Academy

Graham & Co Hairdressing

The Half Moon Inn

The Ship Inn

The Six Bells
Strensall & Towthorpe Village Hall
Strensall Garage
Commercial Property Maintenance Services
Strensall Community, Youth & Sports Association
Explore Libraries & Archives Mutual Ltd
Apex Shed & Fencing Specialist Ltd
County Garage
Hoxne Park Ltd
Pigotts Autoparts Ltd
My Health Surgery
Osguthorpe Builders
Cvs (UK) Ltd
Tesco Stores
Boots UK Ltd
Burrows Davies Ltd
Yorkshire Water Services
QM General (fao Command Secretary) Queen Elizabeth Barracks
Redmayne Lodge
Holiday Cottage Owner
Nelson Parks Ltd (includes Country Park, Manor Park and Vale of York
York Pullman Bus Co. Ltd
BHE Self Storage
Escape Hair
Securicare International Ltd
The Institute of Conflict Management
Jon Matthew
Budgens
Sun Bliss
D & Y Taylor
Richard Fisher & Associates
Snicks
Cathay Strensall Takeaway
Penny Petroleum (Londis
Hidden Hair Design
York Montessori Nursery Ltd
Apple Tree Care Ltd

Businesses in Stockton on the Forest Parish

A. Rhodes (Haulage) Ltd
Vans Right Now Ltd
Lease Not Buy Ltd
Coates Finance Ltd
Qualtek Electrical Safety Ltd
Wigdahl Financial Services Ltd
Piglets Adventure Farm
Captain Roseberry Ltd
Greystones Livery Yard
City of York Council (City Strategy

On list of businesses supplied by CoYC but not actioned are:

Strensall Station Play Group which are based at Hurst Hall

Peterson's Nurseries – no longer trading

York Golf Club

Costcutter – see Budgens

2019 Pre-submission Consultation Questionnaire



SUMMARY OF THE NEIGHBOURHOOD PLAN

Following the various stages of consultation, a number of key matters have been identified by residents and addressed within the Plan with a view to shaping development in the future. In particular, the Plan sets out policies concerning the following matters.

CAR PARKING: A number of local streets suffer from pressures for on-street parking, so the Plan aims to protect existing parking provision and make sure sufficient parking is provided as part of any future development.

COMMUNITY FACILITIES: The Plan aims to retain existing community facilities.

LOCAL GREENSPACE: Areas of open space that are considered to be important to the community are to be protected.

DESIGN: The Plan identifies the attributes of the Parish and sets out policies to protect and enhance the appearance of the villages.

MANAGING CHANGE: A number of specific areas within Strensall have been identified due to their vulnerability to development in the future. The Plan sets out planning considerations to help shape development.

AFFORDABLE HOUSING: Securing affordable housing to meet local housing needs is supported.

COMMUNITY ACTIONS: The Neighbourhood Plan also includes a number of Community Actions. These are not strictly planning matters, but given their importance to the community then the Plan sets out how the Parish Council intends to address them in the future.

The Parish Council welcomes your views on the contents of the Neighbourhood Plan before it is submitted to City of York Council for examination.

THE DEADLINE FOR COMMENTS IS 5 PM ON 26th AUGUST 2019

FOR VERIFICATION PURPOSES, PLEASE ENTER YOUR DETAILS

NAME.....

POSTCODE.....

QUESTIONNAIRE

Please use this questionnaire to provide us with your thoughts on the draft Plan. Please tick a box to say whether you agree or disagree with the policy, and feel free to comment too.

Policy CP1: Safeguarding Existing Car Parking

☐ Agree

☐ Disagree

Comment:

Policy CP2: Increased Public Car Parking

☐ Agree

☐ Disagree

Comment:

Policy CF1: Protection of Community Facilities and Services

☐ Agree ☐ Disagree

Comment:

Policy CF2: Local Green Space

☐ Agree ☐ Disagree

Comment:

Policy DH1: Promotion of Local Distinctiveness

☐ Agree ☐ Disagree

Comment:

Policy DH2: General Design Principles

☐ Agree ☐ Disagree

Comment:

Policy DH3: Shopfront Design

☐ Agree ☐ Disagree

Comment:

Policy DH4: Shopfront Signage

☐ Agree ☐ Disagree

Comment:

Policy DH1: Strensall Park

☐ Agree ☐ Disagree

Comment:

Policy SH2: Alexandra Road

☐ Agree ☐ Disagree

Comment:

Policy DH3: Howard Road

☐ Agree ☐ Disagree

Comment:

Policy DH4: Queen Elizabeth Barracks

☐ Agree ☐ Disagree

Comment:

Policy DG5: Development Brief for the Redevelopment of the Queen Elizabeth Barracks

☐ Agree ☐ Disagree

Comment:

Policy DG6: Affordable Housing

☐ Agree ☐ Disagree

Comment:

Community Actions

CA....

☐ Agree ☐ Disagree

Comment:

Once consultation has ended, we will consider the responses before amending and finalising the Plan. This final version of the Plan will then be submitted to City of York Council for examination.

Please return the completed questionnaire before 26th August 2019 to:

Parish Clerk,
Strensall with Towthorpe Parish Council,
The Village Hall,
Northfields,
Strensall,
YORK,
YO32 5XW

2019 Pre-submission Consultation Responses and Actions

The following sections include summaries of all the comments received to the individual policies within the Regulation 14 Pre-Submission version of the Plan. The comments include those made as supplementary to the individual questions within the consultation.

Response documents identification –

WS xx – received via web site, LON xx – Londis Collection Point, StM xx – St Mary's Hall Collection Point, LIB xx – Library Collection Point, MH xx – Methodist Hall Collection Point, RL xx – Redmayne Lodge Collection Point, VH xx – Village Hall Collection Point, PO xx – Parish Office Collection Point.

Copies of the above responses can be obtained by request to the Parish Clerk – Tel 01904 491369 or email clerk-strensallpc@btconnect.com

Column 1 below includes relevant responses to/comments on the Strensall with Towthorpe Neighbourhood Plan. Copies of responses follow each section.

SECTION 1		
SUMMARY OF CONSULTEE RESPONSES FROM STATUTORY, NON-STATUTORY CONSULTEES AND CONSEQUENTIAL CHANGES		
Comments Received From	Response to Comments	Change to NP or Action Required
YORK GOLF CLUB (WS1)		
3.8.6 Strensall Golf Course should read York Golf Club	Amendment agreed	3.8.6 amended
TABLE D – SINC SITES Strensall Golf Course should read York Golf Club	Information taken from CoYC records.	Advise CoYC of correct name and table amended within NP.
Appendix 5 Sports Facilities – refers to York Golf Club as a CASC club – this is not the case as the Government changed regulations and our CASC application was never completed.	Appendix 5 to the Neighbourhood Plan is a copy of Village Design Statement approved by City of York Council.	Unable to amend as the Village Design Statement is a published document included within the NP simply for information.
HIGHWAYS ENGLAND (YORKSHIRE & NORTH EAST TEAM) (WS2)		
No formal comments at this point in regard to the plan document.	No action required	None

HAMBLETON DISTRICT COUNCIL (WS3)		
We have no comments to make on this document	No action required	None
FOSS INTERNAL DRAINAGE BOARD (WS7)		
No specific comment	No action required	None

LICHFIELDS ON BEHALF OF WAKEFORD PROPERTIES (WS8)		
Interest in the development for housing, land located at Southfields Road and Princess Road, Strensall.	The sites referred to are not included in either the City of York Local Plan or the Neighbourhood Plan. No intention for the NP to allocated land for development.	None
N F U (NORTH EAST) (WS 9)		
Concerns about effect of policies on agricultural land	The Neighbourhood Plan does not include any policies concerning agricultural land, as the use of land surrounding Strensall and Towthorpe are expected to stay the same.	None
GLADMAN DEVELOPMENTS LIMITED (WS10)		
Concerns about Policy CF2 – Local Green Space	<p>Evidence obtained from the supporting documentation to the City of York Council's Submitted Local Plan.</p> <p>Sites CF1 – CF36 are identified in CoYC Submitted Local Plan evidence base documentation. Sites CF37 and CF38 are owned by CoYC and leased as green space to SwT Parish Council. CF39 is owned by Yorkshire Housing and complements their</p>	None

	properties built behind. CF 40 – CF42 are sites owned by SwT Parish Council and are designated as green space.	
CITY of YORK COUNCIL (WS11)		
General Comments on Draft Neighbourhood Plan. Policies There should be a justification after the policy. The justification can group policies together where relevant.	NP to be updated with justification set out at the start of each section to be rewritten to accompany each policy instead	See updated justification inserted to accompany each policy
Maps on Pages 6 and 7 These maps are blurred and should be clearer. CYC can help you to produce clearer maps of the Strensall with Towthorpe Boundary and Revised Neighbourhood Plan Area (June 2016) if required.	Agree the maps could be improved	Better quality maps supplied by City of York Council
Page 8 Paragraph 1.2.2 To be in line with the submitted application suggest the wording is amended accordingly: The area to be covered by the neighbourhood plan was submitted to the City of York Council in early September 2015 on 27th August 2015 , however, the consultation notices were not advertised until 9th November 2015 with the consultation period running from 16 th November 2015 to the 14th December 2015 for a 4 week period. Paragraph 1.2.4 At the end of paragraph 1.2.4 it would be useful to state that: <u>The City of York Council published the application and invited comments and feedback for a period of six weeks between Wednesday 28 March and Friday 11 May 2018 and that no</u>	Agree with the suggested wording amendments in order to update the Neighbourhood Plan	Wording amended as advised

<p><u>responses were received.</u></p> <p>Paragraph 1.3.1 Amend third word to read <u>establishment.</u></p> <p>Paragraph 1.4.1 The second sentence of paragraph 1.4.1 needs to be amended to read: The Pre-Submission <u>Submission</u></p>		
<p>Page 12 Paragraph 3.1.1 The latest version of the NPPF was published in February 2019. This is the version that should be referred to in the Submission Neighbourhood Plan.</p>	<p>Agree amendment is required to ensure the Neighbourhood Plan is up to date</p>	<p>Date amended</p>
<p>Page 13 Paragraph 3.2.2 This paragraph should be rephrased to say: The City of York Council started the process of producing an up to date Local Plan in June 2013 but in October 2014 the progress stalled and recommenced in July 2016 <u>and in September 2014 a publication draft Local Plan and proposals map were considered by the Local Plan Working Group and Cabinet. A motion was submitted to Full Council in October 2014, which halted proceeding to the Publication Draft consultation whilst further work was undertaken regarding housing requirements. A revised version of the City of York Local Plan was consulted on in a Pre-Publication Consultation in autumn 2017 and a Local Plan Publication Consultation took place in Spring 2018</u> The Draft City of York Local Plan was submitted to the Secretary of State for examination in May 2018 and it is expected that the policies and proposals will be examined during the remainder of</p>	<p>Agreed that amendments help to clarify the Plan and ensure it is up to date and correct</p>	<p>Amendments made as advised</p>

<p>2019 and 2020 after which the City of York Local Plan willshould be adopted.</p> <p>Paragraph 3.2.3 Delete the word 'this' in the 3rd sentence: Within the development limits two allocations were proposed, in this the submitted...'</p> <p>Paragraph 3.3.1 To be accurate the 2nd sentence of the paragraph should be changed as follows: As such they are <u>Towthorpe is</u> located within the general extent of the Green Belt <u>and Strensall is inset from the general extent of the Green Belt.</u></p>		
<p>Page 14 Paragraph 3.3.3 Reference to the 'latest draft version of the Local Plan Proposals Map' needs to be clarified as the boundary as submitted in 2018 is proposed to be modified by the changes included within the Proposed Modifications document (June 2019). For information, the changes relate to the removal of Strensall Barracks (ST35) and Howard Road (H59) site allocations. It is therefore necessary to understand the boundary to which you are referring.</p> <p>Section 3.3 For clarity it is important to include the following wording after paragraph 3.3.3: <u>The Strensall with Towthorpe Neighbourhood Plan does not include a specific policy regarding the York Green Belt, is not seeking to include any Green Belt boundary changes or allocate any sites within the general extent of</u></p>	<p>Agree the wording helps ensure consistency with the Local Plan</p>	<p>See updated Neighbourhood Plan for the amended wording concerning Green Belt under section 3.3</p>

<p><u>the Green Belt. It is therefore considered to be in general conformity with the submitted Local Plan (2018) and the Local Plan Proposed Modifications document (June 2019).</u></p> <p>Table A For clarity, we recommend modifying the table title to: “ City of York <u>Local Plan</u> Allocations in Strensall”</p>		
<p>Page 16 Section 3.8 Amend para 3.8.1. Add ‘local’ i.e. ‘...are protected at international, national <i>and local</i> level.’</p> <p>Amend para 3.8.2. The YWT managed part Strensall Common is not a National Nature Reserve, but it is SSSI and SAC. It should be clear that the SAC is a European level nature conservation designation, which recognises its importance of Strensall Common at an international level. Given the SSSI references its designation date, it would be pragmatic to include that the SAC was designated in 2005.</p> <p>Note/Add that the SSSI and SAC designations have the same boundary.</p> <p>Note/add at para 3.8.4 - as landowners of the SAC/SSSI the MOD have a statutory responsibility to maintain the site in ‘Favourable Condition’.</p> <p>Amend para 3.8.5 ‘<i>As the area is owned by the Yorkshire Wildlife Trust (YWT), it is separate from the Military Training Area and therefore unlikely to be included in any new Environmental Impact Assessment (EIA).</i>’ – not sure what this refers to, suggest remove.</p>	<p>Agree amendments assist to ensure the Neighbourhood Plan is correct and consistent in its referencing</p>	<p>Amend as advised</p>

Amend para 3.8.6 to remove last sentence as confusing ' <i>It is important that these are protected under the Law.</i> ' SINC's are only protected under Planning Policy, not by any Legislation.		
Page 20 Paragraph 5.1.3 The two references to the 2018 NPPF both need to be updated to reference the latest 2019 NPPF version.	Agree amendments required to ensure the Neighbourhood Plan is up to date	References amended
Page 21 Policy CP1 Suggest that second paragraph of the policy is altered to read: Development leading to the loss of existing parking spaces will not be allowed <u>supported</u> ,....	As CYC are the decision makers then its agreed the sentiments of the Parish Council should be expressed.	Policy CP1 wording to remain the same
Page 24 Policy CF2 Suggest that the second sentence is altered to read: Opportunities to enhance the amenity value of these areas are welcomed <u>supported</u> .	Within the context, the word 'support' does not alter the sentiment intended by the use of the word 'welcomed' and so the amendment can be accommodated.	Policy CF2 wording amended as advised
Page 27 Policy DH1 This policy states that the principles are based on the adopted Village Design Statement. It is unclear whether these principles are directly lifted from the VDS as the text is phrased as " <i>based on the VDS</i> ". This should be clarified. We recommend that you should consider positively amending the policy to state the following: " To promote local distinctiveness, the following design principles are expected to be taken into account in the determination of planning applications. These are based on <u>set out in</u> the adopted village Design Statement should be	Agree the suggested amendments help to clarify the intentions of the policy. However, the wording of the policy has been altered to respond to CYC's comments.	Wording of Policy amended

<p>followed, which has previously been prepared on behalf of the Parish Council. <u>Principally this requires the following:...</u></p> <p>Point 5 Amend the following in point 5. The range and location of open spaces together with their features make them vitally important to the character of <u>the</u> Neighbourhood Plan area. In particular, allotments areas...'</p> <p>Point 7 Point 7 of this policy needs to be more specific regarding its requirements for both the landscaping and to what this refers to. It is not clear if this relates to all development requiring a garden, if you are referring to the difference between public and private spaces or incidental spaces. This point also lists best practice examples in the village considered to fulfil the requirements of this point. However, these examples should be incorporated into the justification section as they explain the policy point but do not in themselves form policy.</p>		
<p>Pages 27 – 30 Policies DH1 and DH2 Policies DH1 and DH2 seem to repeat themes. Could these be brought together into one policy to ensure that issues are in one place? For example, each policy contains a policy on 'chimneys' which should ideally be read together.</p>	<p>The policies whilst having similar sections are quite different in their intent and the matters raised. The policies have been informed by the Woodhall Assessment and the Village Design Statement, which makes the distinction between the two separate aspects that have been carried through into the two policies that focus independently on design and character</p>	<p>Neighbourhood Plan to retain two separate policies, but the lists to be amalgamated to clarify distinction between character and design</p>
<p>Page 29 Policy DH2 Scale and Massing section could be reworded as follows:</p>	<p>The word 'allowed' to be replace with 'supported' to clarify the parish council's support for development that complies with the policy</p>	<p>Amendments made to clarify the meaning of the Neighbourhood Plan having been informed by the Woodhall Assessment</p>

<p>Developments will be allowed <u>supported</u> within the Strensall Village, Strensall Railway Buildings and Towthorpe Conservation Areas but shall <u>that</u> respect its character...'</p> <p>Layout section: This point needs clarifying. Currently, we consider that this covers all options and we do not understand the alternatives with regards to the location of development.</p> <p>Roof Form: This section seems very prescriptive, where it refers to within the Conservation Area new buildings up to a 7m span should be designated with a minimum roof pitch of 40 degrees. If it is extremely consistent it might justify this level of prescription but this must be justified. If evidence cannot justify this we suggest that this part of the policy is altered to firstly describe the dominant characteristics for example "...roof pitches are generally 40 degrees.." and then when considering proposals indicate that the "roof pitch should match the dominant characteristic of the neighbouring buildings that are of a similar scale" etc... the same could also be done for other criteria such as bricks or mortar. You could also include a reference to acceptance of contemporary design that deviates from this model only if it can demonstrate <i>exceptional</i> design (ie raising the quality bar that many will fail) and is characteristically sympathetic in design criteria such as scale, articulation of massing, disposition on plot, material texture, and colour, of the dominant characteristics.</p> <p>Spaces:</p>	<p>The justification for the policy is provided within the Woodhall Heritage Assessment in which policies DH1 and DH2 were drafted.</p>	
---	---	--

<p>The second paragraph which refers to the provision of open space in larger new developments (over 10 units) is not in conformity with the emerging local plan policy GI6 (New Open Space Provision). Policy GI6 states that all residential development proposals should contribute to the provision of open space for recreation and amenity. This part of Policy DH2 should be updated to incorporate all new residential development and not just larger new developments.</p>		
<p>Page 31 Policy DH4 The final sentence of Policy DH4 should be reworded as follows: The use of swan-neck lighting would not be <u>supported.</u> considered appropriate</p>	<p>Amendment made to make clear there is a consequence to the application of the policy</p>	<p>Policy DH4 amended as advised</p>
<p>Page 32 Paragraph 5.4.6 With the proposed deletion of Local Plan sites ST35 and H59 the City of York Local Plan proposed Modifications document (June 2019) proposes amendments to the Green Belt boundary to the south of Strensall and in particular the area around Howard Road. Please refer to reference PM39 within the June 2019 Proposed Modifications document which states that: 'Proposed detailed inner Green Belt boundary modification of inset urban area – it is proposed that the detailed inner Green Belt boundary around the village of Strensall should follow along Ox Carr Lane, placing all the land to the south of this within the Green Belt, as opposed to encompassing the Military Barracks and associated housing within the village envelope as presented on the policies map'.</p>	<p>Neighbourhood Plan to be updated to reflect event concerning the Local Plan</p>	<p>Amended as advised but renumbered to 5.4.12 as the flow of the section is improved.</p>

<p>Paragraph 5.4.6 needs to be amended to reflect the latest Local Plan position and should be reworded as follows:</p> <p>Previous versions of the Local Plan <u>The City of York Local Plan Proposed Modifications document (June 2019) (PM39) shows</u> the land, at Howard Road, to be within the general extent of the Green Belt. An area of open space immediately to the east is of the allocation is simply noted within the Local Plan to remain as open space <u>as per the Openspace Study (2017) within the Green Belt,</u> but within the development limits for Strensall.</p>		
<p>Page 35a Policy DG4 and Policy DG5 To differentiate between the two policies, it would be clearer if the title of Policy DG4 referred to Materials and Design and the title of Policy DG5 referred to Master Planning/planning principles.</p>	Agree the suggestion would aid clarity	Policies DG4 and DG5 amended as advised
<p>Page 36a Policy DG6 Appendix 3 is important for Policy DG6 and could be inserted into a justification under the policy in the main Neighbourhood Plan document.</p>	To assist reading the NP document, Appendix 3 is to remain at the end of the document rather than being moved	No change to be made
<p>Page 74 Appendix 2 Local Green Space Designation Could the map showing the Local Plan Open spaces and Local Green Space Designations be made clearer to read?</p> <p>In addition Copyright is required for all CYC Maps as follows:</p>	Agree the changes are required	Revised Map supplied by City of York Council and reference to be updated

<p>“Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office, Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. City of York Council, Licence No. 1000 20818. Prepared by Strategic Planning Team, 2019”</p>		
AVISON YOUNG on behalf of DEFENCE INFRASTRUCTURE ORGANISATION (WS12)		
<p>Concerns about removal of housing development sites in the City of York Council's submitted Local Plan and its modifications.</p>	<ol style="list-style-type: none"> 1. Should the Strensall with Towthorpe Neighbourhood Plan be 'made' or adopted in advance of the City of York Local Plan then a review of the plan will need to take place once York's Local Plan is adopted to ensure conformity between the two documents. 2. These matters need to be considered through the forthcoming City of York Local Plan examination hearings. The Council's published Habitat Regulation Assessment (2019) represents the latest Council evidence base from which the Parish should seek to be in accordance with. 3. Paragraph 3.3.1 of the Neighbourhood Plan is updated to be in line with the City of York Council's wording given at the Pre-Submission Stage. <p>In addition it is agreed new wording regarding the general extent of the Green Belt be inserted.</p>	<p>The section entitled Green Belt to be updated.</p>
<p>Aims and Objectives Aims The Aims section currently reads more like a vision. Suggested new wording: 'the neighbourhood plan aims to resolve the tension between car use and the preservation of the special character and appearance of the historic village core' The aim for QEB should be "when the barracks are vacated, to provide a framework that enables the</p>	<p>CYC consider the original does not require updating.</p>	<p>Reference to 2008 survey required as stated in clause 5.4.9 and included in Policy DG6 -Section 11</p>

<p>site to be redeveloped or put to a suitable/ beneficial use thereby facilitating sustainable development subject, if necessary to impact on the site being appropriately addressed.”</p> <p>The aim section of the document is not the correct location for a list of detailed policy requirements and thus the specific requirements for a development at QEB should be removed [i.e. to have “facilitated an expansion to the local bus service... provide a range of community facilities including new open space and sports facilities... [integration of] military history”.]</p> <p>Objectives The objectives should tie in with the strategic objective to contribute to meeting York’s Objectively Assessed Housing need.</p> <p>In relation to objective 3 local housing needs, DIO query whether any local evidence has been produced to justify alternative provision to the local plan? The SwTNP will need to be in conformity with the local plan when adopted, and unless an additional approach is put forward by the NDP, this objective is not considered necessary.</p>		
<p>Policy CP2 DIO objects to this policy which does not appear to be supported by a technical evidence base. DIO will comply with the Council’s DC requirements (Appendix E of the CYC Local Plan 2005 (1)) or any updated policy, in relation to the new development. Any policy requirement which seeks alternative provision should only be accepted where appropriate evidence exists to justify this need. In the absence of such evidence, DIO will comply with</p>	<p>The evidence is provided by way of the parking survey where the findings demonstrated existing pressures on public parking provision.</p>	<p>No amendment considered necessary</p>

<p>the parking requirements directly related to the proposed development, noting that any proposal that seeks to encourage additional travel by the private car, would be viewed as ‘unsustainable’ within the terms of the NPPF transport objectives and thus not likely to comply with a basic conditions for a NP which is contribute to the achievement of sustainable development. On this basis it is contended that this policy should be deleted insofar as it relates to the future use of QEB.</p> <p>DIO also queries what evidence has been obtained to demonstrate the under-provision of public car parking in Strensall, in particular the scale and extent of such under provision. This is not clear from draft Policy CP2. There is therefore a question mark over the availability of a proportionate evidence base to support this requirement. Key considerations when setting local parking standards are outlined in the NPPF, which states “<i>If setting local parking standards for residential and non-residential development, local planning authorities should take into account, inter alia, the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport etc...</i>” (NPPF para 39). These considerations are considered important in terms of the implementation of such a policy, not least the location of QEB in relation to any drivers for new public car parking and whether QEB, should, or indeed, could, meet this unsatisfied demand in a sustainable manner.</p> <p>DIO notes that the Proposals Map Reference to the Policy is incorrect and should be CP2 not CP1. Note 1: 1 space per 1-2 bed dwelling and 2 spaces per 3+ bedroom dwellings; 1 visitor space per 4 dwellings.</p>	<p>The correct legend appears on the Proposals Map</p>	<p>No action required</p>
---	--	---------------------------

<p>Policy CF1</p> <p>Disagreement with this policy as currently worded. Hurst Hall is a military building owned and operated by MoD for the Army Welfare Service and Community. Support and used by certain community groups with MoD's express permission. MoD could cease allowing community use at any time and may be forced to do so when QEB is vacated.</p> <p>As a consequence, this facility is distinguishable from community facilities that the community can access freely.</p> <p>DIO will oppose any application for Hurst Hall to be designated an Asset of Community Value.</p> <p>DIO objects to CF1 as unnecessary, unreasonable, and untenable given the MoD ownership and in the event that proposals advanced for redevelopment of QEB, provision of community facilities will be addressed in accordance with Local Plan policy.</p> <p>The location of Hurst Hall is incorrectly identified. It is noted that CF1-2 St Wilfrid's Church is situated within the QEB disposal site and it is proposed to retain the building and land surrounding it. On this basis, DIO has no 'in principle' objection to this draft policy, subject to discussion focused upon disposal options, future use and management.</p>	<p>Stepping stones pre-school classes are open to children of local families take place on weekdays. Two young person's groups have sessions – one for primary school children and the other for older ones. Regular sessions for Brownies and Guides take place at Hurst Hall. Public events do take place at Hurst Hall by arrangement such as the Christmas Together annual event. As such, the building is considered to provide a community use for the wider Strensall and Towthorpe community</p>	<p>No amendment considered necessary</p>
<p>Policy CF2</p> <p>DIO acknowledges the desire to designate St Wilfrid's Church an Asset of Community Value (ACV). This would be in addition to the protection Policy CF1, however DIO queries the benefits of actually designating the building as an ACV. DIO notes that once a ACV is listed there is also a</p>	<p>The York Diocese of the Church of England are investigating their involvement with the building as no records have been discovered by them to date</p>	<p>No action at this stage pending outcome of Church of England investigations.</p>

<p>'protected period' in circumstances where the owner intends to dispose of a building (18 months from the time that the owner notified the local authority of their intention to dispose of the asset) – during this time there can be no further moratoria.</p> <p>It is noted that St Wilfrid's Garrison Church is a Church of England Denomination within the York Diocese. A Church of England owned church, although not excluded from listing as an Asset of Community Value in the legislation, it is exempt from the sale moratorium applied under the Localism Act, as the Church has its own separate and lengthy consultation process set out in legislation for the closure and sale of its property (2).</p> <p>In this light, DIO wishes to make clear that should the site be disposed of, it legally, it would be exempt from the sale moratorium in the relevant legislation, and in this context proposed Policy CF2, designating the building as an ACV would mean applying the sale moratoria would appear to be unenforceable. It would therefore seem more appropriate to rely on the general provision in draft Policy CF1.</p> <p>Note 2: disposals of closed Church of England churches are covered under Part 6 of the Mission and Pastoral Measure 2011: the lengthy process in Part 6 of the Measure involves public consultation, and at the end of it the building will either be sold or leased for an agreed purpose, or demolished, or transferred to the Churches Conservation Trust for preservation – following which outcomes it will be possible to nominate the building if appropriate.</p>		
--	--	--

<p>Policy CF3</p> <p>DIO notes the content of the list of Local Green Spaces identified in Table E, of the draft Neighbourhood Plan, for designation under this policy. DIO recognises the role of local green spaces, but would make the following comments. The site concept masterplan prepared by DIO (Appendix 2) seeks to provide open space within the redeveloped site to accord with the Council's emerging current standards (reference in the Halted Plan 2014). This provision generally aligns with the retention of identified Local Green Space Areas but the following is worth noting:</p> <ul style="list-style-type: none"> • The following designations at CF3-10 Howard Road Playing Field; CF3-27, Howard Road Play Area; Hollis Crescent AGS CF3-22, and Hollis Crescent Play Area CF3-28 are all outside of the QEB site boundary; • CF3-6 Howard Road NSN – This site relates to the “H59 Local Housing Allocation” site identified within the CYC Submitted Plan and Sites 17 and 18 within “Map B: Plan of the MOD sites” on page 9 of the Neighbourhood Plan. This site has potential for residential development, subject to appropriate further survey work. DIO requests that this designation is removed from the table or at least, a footnote is added to this site reference CF3-6, which acknowledges the potential for residential development on this site and the need for further survey work to explore this potential. This point relates to the basic condition which requires NP's to be in general conformity with the emerging Local Plan. • CF3-11 Sports Ground. The QEB concept masterplan incorporates the two playing fields adjacent to Strensall Road as public open space. The existing military sports facilities will contribute towards recreation/ open space provision as part of 	<p>The information included was taken from the City of York Council Evidence Base, and the sites are considered to be local green spaces, as per the assessment.</p>	<p>No amendment is considered necessary</p>
--	--	---

<p>the overall redevelopment of the site.</p> <ul style="list-style-type: none"> • CF3-36 St Wilfrid's Garrison Church – This designation is retained within the overall masterplan. <p>It is considered that the proposals for the disposal site (shown at Appendix 2) will potentially provide additional open space within the disposal site which is likely to provide further Local Green Space once the final development configuration has been confirmed.</p> <p>Q6 - Are there any other areas of Green Space you believe should be listed within the policy and be protected?</p> <p>No further areas are identified by DIO at this stage, however as intimated in the response to Q5, as the site progresses towards a planning application and development phases, there may be further opportunities for designation of small incidental green spaces within the development as the concept masterplan is finessed. Given the wider DIO ownership, there is potential that other areas of land could become surplus to requirements, in addition to the site currently identified that could contribute further land towards overall open space provision within the proposed development.</p> <p>Howard Road NSN</p> <p>The Howard Road site (CF2-6) is allocated for development in the Submitted Local Plan. This is confirmation that it need not be (there is no case for it to be) kept open. CYC's resolution to omit the allocation is yet to be tested, but even if CYC persuades the Inspectors of the merits of the omission, this will not be on the basis of the value of the land as open space.</p> <p>There is no technical case for retention of this open</p>	<p>The Howard Road Site has been proposed to be removed from the submitted Local Plan as proposed in the Local Plan proposed modifications consultation. CF2-6 only remains relevant if allocated through the Local Plan in the hearing sessions. Given the ownership of the land and restricted open land access the Council would advise that the Howard Road site is deleted from Table F and suggest that it is included as a community action so the open space is protected should the site come forward for redevelopment.</p>	
---	---	--

space and the NP is at odds with the Submitted Local Plan. Any/all ecological issues arising from the development of this land would have to be addressed in accordance with national and local planning policy. The CF2-6 designation is therefore wholly inappropriate.		
Policy DH1 DIO generally supports the principles of this policy, subject to development viability considerations e.g. in relation to the implementation of Secured by Design requirements at point 21.	CYC suggests that Policies DH1 and DH2 are relevant at a local level if the Neighbourhood Plan is adopted ahead of the Local Plan and are supported by a locally commissioned appraisal and the Village Design Statement.	No amendment required
Policy DH2 DIO generally supports the principles of this policy, subject to relevant technical and viability considerations e.g. in relation to materials used within the developments. This means that flexibility will be needed in the application of this policy. This, along with Policy DH1 emphasises the need for the NP to be in conformity with the Local Plan, in terms of not over burdening site requirements which could impact its viability.		
Policy DG3 DIO notes that the boundary identified in relation to emerging policy DG3 covers part of the QEB site identified for disposal (see Plan at Appendix 2). This area includes Service Families Accommodation (SFA) at Hollis Crescent, Humber Drive and Cumbrian Avenue. The reference to “The Site” within the policy appears to refer to the north eastern part which contains an area of grassland, children’s play area and football pitch, (i.e. a smaller part of the DG3 area). The emerging NP policy supports the erection of affordable housing in this location, subject to considerations of local	The Neighbourhood Plan is consistent with the Local Plan, in so far as reflecting current designations, such as Green Belt and the allocation of land for development. There is no intention to deviate from being in conformity with the Local Plan in respect to allocating land for development including for affordable housing. The Parish Council is, however, within its rights to determine the nature of development if a planning application were to come forward as long as any criteria were in general conformity with the Local Plan.	No amendment considered necessary besides updating reference to Howard Road rather than Alexandra Road

<p>need. It is noted that the policy has been drafted in the context of paragraph 1.6.1 which reflects previous conversations between representatives of the SwT Neighbourhood Plan Steering Group and DIO. A number of sites were identified as having potential for affordable housing (see Map B, page 9), of the emerging Neighbourhood Plan. They are now reviewed in turn, with reference to proposals in DIO's masterplan, which represents DIO's current position on the redevelopment of the QEB site:</p> <ul style="list-style-type: none"> • Site 5 is identified on Map B but is not within the red line area identified for disposal. <p>Sites 1 and 4 – The northern part of these sites is not within the boundary for disposal, however the remaining area within the disposal site is identified for residential development. This area could provide affordable housing as part of the overall housing provision, subject to CYC approval.</p> <ul style="list-style-type: none"> • Sites 2 and 3 – This location is identified as a mixed use area which would provide a small convenience type store, potentially with some residential provision. Again, the residential parts of this area could comprise affordable housing provision as part of delivery of the overall QEB site, subject to CYC approval. • Site 9 – St Wilfrid's Church area – the identification of this area for potential affordable housing is noted, but currently the site is shown as public open space and amenity land (see Appendix 2) and not for development. • Sites 17 and 18 comprises a grassland area. The submitted CYC Local plan does not specify that the housing should be 100% affordable housing in this location. It will be important for this policy to be in conformity with the submitted Local Plan. This part of the QEB site is identified for residential development and has a proposed allocation for c.45 dwellings (CYC site H59). DIO has provided a 	<p>The Neighbourhood Plan has included a shaping policy to help guide development as applications come forward. This shaping policy is especially important if this is brought forward in advance of York's Local Plan. The Council's Design and Conservation Manager highlighted that in the past few weeks Ministry of Housing Communities and Local Government (MHCLG) have published a Design Guide which suggests that a similar guide should be done at a more local level. The Council consider that the Neighbourhood Plan Policy fits with this new government guidance.</p> <p>Typing error in respect of reference to Howard Road. Reference to Alexandra Road to be deleted.</p>	
---	--	--

masterplan which incorporates this area into the wider site masterplan (Appendix 2) and any development on this site will need to have regard to the wider development proposals.

DIO aims to be policy compliant with the emerging CYC Local plan in relation to affordable housing provision (i.e. 20% brownfield and 30% greenfield sites), subject to viability considerations and the potential application of Vacant Building Credit which, which may further reduce AH provision. Against this background, DIO submits that the redevelopment of the Policy DG3 area needs to be considered in the context of the comprehensive QEB regeneration proposals, and, in particular, the disposal strategy for the QEB site.

DIO, is not, in principle, against the northern area being used for (some) affordable housing, subject to this being considered a contribution towards overall affordable housing provision. DIO, would, however object to a policy that promotes the 'Howard Road site' as solely for affordable housing, if it is not considered as part of the site wide masterplan. It is noted that, a specific area as large as DG3, as a focus for affordable housing, could go against the submitted York Local Plan Emerging Local Plan Policy H10 'Affordable Housing' which seeks to *"fully integrate the affordable housing by pepper potting throughout the development with no more than two affordable dwellings placed next to each other."*

The emerging Local Plan identifies the site as a potential housing development, without specific reference to affordable housing provision, which must be considered in the light of viability, housing mix and other factors. This is, therefore, material in relation to the 'basic condition' which requires a NP

to be in general conformity with the Local Plan.		
<p>Policy DG4: ‘Queen Elizabeth Barracks’. A Heritage Statement of Significance was produced by DIO in relation to QEB (December 2017) to inform the progression of a masterplan. This concluded very clearly that: <i>“The common forms of architecture, lack of associations with specific military events or personnel and the frequent addition of modern elements or extensions means that none of the buildings located within the QEB site are suitable for designation as either listed buildings or as a conservation area. They are considered to be of low to medium significance and as such, although not of a high enough quality for designation, they do still have a level of historic interest.”</i></p> <p>No buildings have been considered more than a medium heritage significance and most are of low significance. The report recommends that: <i>“In terms of retention of historic buildings within the site, it is concluded that many of the existing buildings have a degree of significance for historic, architectural and archaeological interests. The degree of significance of these structures is, however, limited, and their loss can be effectively mitigated through an agreed programme of recording.”</i></p> <p>The association of QEB with other military sites in the area and, with the wider military history of York, is an important contributor to its character. Masterplanning proposals for this site have considered the past military use of the site and its resultant historic and architectural character. However, it is important that development proposals have regard to providing a viable scheme that can meet the requirements of a successful</p>	<p>The Neighbourhood Plan has included a shaping policy to help guide development as applications come forward. This shaping policy is especially important if this is brought forward in advance of York’s Local Plan. The Councils Design and Conservation Manager highlighted that in the past few weeks Ministry of Housing Communities and Local Government (MHCLG) have published a Design Guide which suggests that a similar guide should be done at a more local level. The Council consider that the Neighbourhood Plan Policy fits with this new government guidance.</p> <p>Whilst an initial assessment of the historic significance has been undertaken, the local planning authority is likely to require a more detailed assessment as part of any planning application. The policy therefore highlights the aspects of the current development that should be retained including the layout with a view to protecting the character of the current development. Given the purpose of the policy, which is to set a framework for decision making up to 2033, then the policy is considered appropriate.</p>	<p>No change to be made</p> <p>No action at this stage</p>

housing development. The concept masterplan reflects key historic elements of the existing barracks, derived from a layout set out in the 1930s, which has subsequently been significantly altered. The key historic elements incorporated into the masterplan comprise:

- the structure plan of the military site;
- the relationship of the military buildings to open space within the site;
- the clustering of buildings at the site entrance from Strensall Road; and,
- visual permeability into the military training area on Strensall Common from QEB.

Retention of significant military buildings has been considered, balancing the relatively limited architectural merit and historic interest of the present semi-permanent structures (which were designed for specific military or industrial uses) with the viability of their conversion to residential use. The officer's mess would be retained, allowing enhancement of this structure and sustainable reuse. Retention of the Officer's Mess would retain some historic interest and provide a focal point for development in this part of the site.

Development has also been planned to retain the visual linkages with the wider training area. A study of the heritage significance of the site, and the contribution of specific elements to that significance, has been undertaken. The results are reflected in the masterplanning proposals and, as such, it is considered that the site can be redeveloped with regard to historic significance in this way. However, it is important that policies requiring responsive design also reflect other environmental and design considerations, which should be taken into account when developing

more detailed proposals.

DIO objects to proposed Policy DG4 as it is not consistent with the emerging concept masterplan shown at Appendix 2 and the underlying evidence base. The policy is too prescriptive; it is considered that the identified features of the character area should inform, not prescribe, site redevelopment, particularly given that none of the buildings within the QEB site are statutorily listed or of conservation area status. The suggested policy wording in Policy DG4 would prioritise retention of buildings of limited heritage significance, and could give rise to a situation where otherwise appropriate (and badly needed) housing development would be precluded, the development potential of the site not fully realised and/or result in an unviable development. It is therefore suggested that the draft policy wording be amended as shown below. The policy should acknowledge the potential for mitigation of the loss of buildings of limited significance, through a programme of recording, in accordance with best practice. This, emphasises the need to meet the basic condition of conformity with the Local Plan in terms of not over burdening site requirements which could impact upon development viability.

DIO's suggested amendments to the policy wording is as follows:

~~"... Development will be expected to respect the existing layout and retain buildings identified to be~~ of the site should take into account building assets of local historic interest, and consider retention of buildings which are capable of viable reuse, within the context of a coherent residential development scheme. This approach should be supported by a programme of recording of the buildings to be reused or demolished, depending on their degree of

<p>historic significance in order to preserve the historic interest of the site...”</p>		
<p>Policy DG5: ‘Development brief for the redevelopment of the Queen Elizabeth Barracks and Towthorpe Lines’.</p> <p>The DIO masterplan for QEB (Appendix 2) has been informed by various technical workstreams and based on this evidence DIO makes a number of comments/ objections upon each criterion of this proposed policy below:</p> <p><i>“Any proposal is expected to be limited to the Barracks and not extend beyond its current limits. In particular, any proposal must not extend into the Green Belt.”</i></p> <p>The proposed boundaries shown within Policies DG3 and DG5 generally accord with the DIO disposal site boundary. This is reflected in the masterplan at Appendix 2, in terms of current limits of the development. However, development in the Green Belt should not be restricted in perpetuity as this would not be consistent with the NPPF. For example, paragraph 89, which identifies specific exceptions in relation to construction of new buildings in the Green Belt. It is thus considered this criterion is not in conformity with the NPPF and should be deleted, relying upon the relevant policy provisions in the NPPF.</p> <p><i>“Any proposal is expected to secure a mixed use scheme to include residential, retail, open space, community facilities and employment development.”</i></p> <p>DIO’s proposals are for a residential led development which will have ancillary mixed use floorspace and land for a primary school which will provide local employment opportunities. The</p>	<p>The Neighbourhood Plan has included a shaping policy to help guide development as applications come forward. This shaping policy is especially important if this is brought forward in advance of York’s Local Plan. The Councils Design and Conservation Manager highlighted that in the past few weeks Ministry of Housing Communities and Local Government (MHCLG) have published a Design Guide which suggests that a similar guide should be done at a more local level. The Council consider that the Neighbourhood Plan Policy fits with this new government guidance.</p> <p>Hurst Hall is currently used by the community outside of the wire throughout the week, and so it is considered to be a community asset.</p> <p>At this stage, the policy simply sets out criteria and the community’s priorities against which a planning application might be assessed. The details of the actual proposal require the submission of a planning application along with the necessary supporting information to determine the appropriateness of any scheme. This includes in relation to the provision of community facilities and services, such as a school and shops. Also, the impact of development on the nature conservation designations and drainage.</p>	<p>No amendments proposed</p>

Concept Masterplan for QEB also identifies proposed areas of open space. This land use mix reflects the Submitted Local Plan. The site should therefore not be allocated for employment development to accord with the emerging Local Plan. The basic condition relevant here is the need to be in conformity with the emerging Local Plan.

“A local centre offering a variety of different sized retail units is expected to be provided. The intention being to encourage the siting of facilities such as a coffee shop, shops, cafe, public house, convenience store, and / or dentists to locate to the centre. An appropriate level of convenient parking is to be provided to serve the local centre in accordance with Policy CP2 and City of York’s Car Parking Standards.”

The proposed concept masterplan includes provision for a primary school and ancillary retail to support the proposed development. The concept masterplan has been informed by retail capacity advice which indicates that the development at QEB would not generate sufficient convenience goods expenditure to support a larger foodstore, but that demand might be sufficient to support a small local centre with small retail/service uses subject to viability testing. This is shown within the mixed-use area, adjacent to Strensall Road by the existing St Wilfrid’s Close access. DIO considers that this NP policy which lists several suggested facilities is unlikely to be deliverable, in the context of the demand generated by development. Comments in relation to Policy CP2 are provided above. It is important that any policy requests for additional facilities are based upon proportionate market/demand evidence, and will result in sustainable development in conformity to the

emerging Local Plan.

“Retention of Hurst Hall for use as a community centre by the community.”

The masterplan proposals for the site indicate that that Hurst Hall would not be retained in the interests of achieving a coherent and efficient residential layout. The need for any additional community facilities would be subject to demand and viability considerations and might attract further contributions if appropriate in the context of achieving sustainable development. The proposal could also be ‘planned into’ the scheme rather than retained in an adhoc and unrelated location.

“Retention of the sports facilities within or adjacent to the ‘wire’, and provision of appropriate changing facilities for use by the community.”

The site concept masterplan prepared by DIO seeks to retain the existing military sports playing fields adjacent to Strensall Road (see Appendix 2) to contribute towards local recreation/ open space provision as part of the overall redevelopment of the site. The need for any additional community facilities would be subject to demand and viability considerations within the context of the wider scheme.

“A primary school is expected to be provided as part of the development.”

The proposed concept masterplan includes provision for a primary school, thus the proposed policy is in accordance with DIO’s emerging proposal.

“Undertake an assessment of the impact of the proposal on Strensall Common SAC (protected under the 1884 Commons Act) and the designated SSSI with a view to protecting the significance of the designations and enhancing their qualities that afford the protection.”

DIO recognises the need to assess the impacts of the development on the Strensall Common SSSI and SAC and produced information to support an Appropriate Assessment in December 2017 which provides a more detailed appraisal of the effects of the proposed development on those interest features that could not be screened out and has identified mitigation measures that may be appropriate.

The HRA information to support an Appropriate Assessment (submitted to CYC by DIO in December 2017) presented an assessment of the effects of the proposed development of QEB (Policies SS19 and H59 of the York Local Plan) on the SAC, alone, and in combination, with the nearby allocation at Towthorpe Lines (Policy E18, for employment usage), and identifies any additional mitigation measures that may be appropriate or further work that would be required to assess these impacts. In the assessment, consideration is given to ecological interest features/receptors of the designated area beyond those for which the SAC is designated. Of the potential impact pathways “screened in” for assessment, the following conclusions were reached:

- **Air quality:** “The process contributions of each of the parameters assessed (NO_x, N deposition and acidity) are, with the exception of a single roadside location at Towthorpe (i.e. off-site) in respect of N

deposition, predicted to be negligible. It is therefore concluded that operation of both QEB and Towthorpe combined will not affect air quality parameters such that there could be an adverse effect on the integrity of the SAC features. It is also therefore possible to conclude that neither site individually could affect air quality parameters such that there could be an adverse effect on the integrity of the SAC features.” It should be noted that the air quality assessment which informed the HRA has, in part, been derived from transport assessments which consider the cumulative impact of further committed developments as part of the Local Plan allocation.

• **Hydrology:** “It is recognised that there are uncertainties in the assessment, in particular in respect of the proportion of surface water drainage from QEB that goes to off-site ditches is unknown, but there are discharges to the north, east and south of QEB (i.e. to the Internal Drainage Board (IDB) network). Confirmation of a positive, existing connection to the IDB drainage network, the location of these connections and rates of discharge, would need to be undertaken by the developer at the outline planning stage. Nonetheless, recognising this, it is considered that following further study the proposed mitigation measures can be designed to ensure no changes as described and therefore, with the proposed mitigation, it can be concluded that that the proposed development at QEB would not result in a likely significant effect on the water environment of the SAC. The final proposals for the development Site would be subject to further assessment (e.g. detailed Flood Risk Assessment and HRA). These assessments should confirm the design of site specific mitigation measures to be incorporated into

the proposed development at the Site, subject to attainment of planning approval.”

• **Recreation:** “To reduce the existing effects of recreational access through better people management, which would also include any additional users arising from the QEB development, a framework People Management Strategy (PMS) has been proposed (Appendix D of DIO’s HRA information). The PMS proposes measures such as reinforcement of existing bylaws both through legislative mechanisms and physical presence of staff, improving awareness of the sites values and issues to encourage more responsible usage of the resource, redesigning/ enhancing the existing infrastructure (i.e. car parks and footpaths) in such a way as to accommodate new visitors, avoid areas of the Common that are grazed at certain times of year and avoid areas where sensitive habitats and/or species are present. While this is only a framework at this stage, and will need to be refined and developed over time in line with the planning process and in consultation with all stakeholders; the range of potential measures identified would all lead to improved people management and reduced effects on the conservation interest of the SAC. Given the SAC’s large size in relation to the small size of the proposed development and increase local population, it is considered that, drawing on similar examples at Cannock Chase SAC and Skipworth Common SAC/SSSI/NNR, there is sufficient space and scope for a PMS to be developed which would prevent an increase in recreational pressure, and associated urban edge effects, such that an adverse effect on site integrity does not occur. “

It is understood that CYC intends to commission a

<p>PMS for Strensall Common and DIO would welcome the opportunity to contribute to the Council's technical work on this matter. On this basis, DIO questions whether this NP requirement would, in fact, not duplicate the relevant Submission Local Plan Policy. The above conclusions in the context of the HRA are considered to be equally applicable to the SSSI interest, and any other habitats or species that could be sensitive to the potential impact pathways identified.</p> <p><i>"A surface water drainage strategy must demonstrate how the proposal will not detrimentally affect the Strensall Common and the SSSI."</i></p> <p>DIO accepts this point and would refer to the response to the previous criterion in relation to the work undertaken to inform an Appropriate Assessment which highlighted that with the proposed mitigation, it can be concluded that that the proposed development at QEB would not result in a likely significant effect on the water environment of the SAC. The final proposals for the site will be subject to further assessment (e.g. detailed Flood Risk Assessment and HRA). These assessments will confirm the design of site specific mitigation measures to be incorporated into the proposed development at the site, subject to attainment of planning approval. The continued management and stewardship of Strensall Common will remain with the MOD, and therefore the concern raised at para 3.8.4 of the NP can be allayed.</p> <p><i>"A foul water strategy must be provided to assess the current capacity of the relevant treatment plants and development will be expected to deliver any</i></p>		
---	--	--

<p><i>additional capacity required to accommodate development.”</i></p> <p>DIO notes that planning applications for major developments in York are already required to provide a Foul Sewerage and Utilities Assessment to inform an appropriate foul water strategy.</p> <p><i>“An extension of the existing bus route, along with new bus stops, is expected to be provided through the Barracks in order to encourage new residents to use the local bus services.”</i></p> <p>DIO note the potential for re-routing of the bus routes. This proposal will however be subject to discussions with local bus operators from an operational perspective and demand considerations.</p> <p><i>“A Travel Plan is to be developed to encourage new residents to use sustainable modes of transport for all types of trip.”</i></p> <p>DIO has no objection to this requirement, as a Travel Plan would be required as part of a planning application for redevelopment of the site.</p>		
<p>Policy DG6</p> <p><i>“Provision of affordable housing for those with local connections (please see Appendix Two for local connections criteria) and specialist housing for injured military personnel.”</i></p> <p>DIO objects to this policy stipulation which is not a policy requirement of the emerging City of York Local Plan and that the NP affordable housing policy should reflect, and be in conformity with, that in the emerging Local Plan. CYC has specific</p>	<p>The City of York Council suggest that Policy DG6 should be informed by up to date evidence and suggest new wording is included for Section 5.4 within Paragraph 5.4.11 which refers to the Strategic Housing Market Assessment (2016) and Strategic Housing Market Assessment Addendum (2016). Updated timescales are also suggested for Paragraph 5.4.12.</p>	<p>Amendments made but note alteration of paragraph numbering following moving of 5.4.6 to be new 5.4.12</p>

policies regarding accessible affordable housing and lifetime homes. Restricting the access to some affordable housing in this location, unless a proposed occupant has a) served in the military, and b) has been 'injured' is not considered to be a matter for the NP. In this context, DIO would also query the definition of 'injured' military personnel and as such has reservations over the implementation of this policy. The MOD has a strategy for addressing specialist housing for injured military personnel and therefore does not consider this requirement necessary in the NP.

"A mixture of housing types, including a good proportion of one or two bed units to support first time buyers and those wishing to downsize."

DIO supports the principle of working towards a broad mix of housing as identified in the City of York Council's (CYC) Strategic Housing Market Assessment and notes that the final mix of dwellings will be subject to negotiation between CYC and the Applicant, enabling market considerations to be taken into account. Flexibility of approach will be important to ensure deliverability.

"Consider a centralised heating system."

This consideration will be subject to technical, regulatory and viability considerations and may not be appropriate at QEB. This type of system is not suitable having regard to the scale of development and need for continual usage set against ongoing costs of maintenance. In addition, there does not appear to be any evidence to support this policy requirement. DIO therefore objects to this concept at QEB.

<p>Designation of Assets of Community Value (Community Action 3) Oppose any application for Hurst Hall to be designated an Asset of Community Value.</p> <p>In light of the announcement to close the Barracks in 2024, if the community is to seek designation it should demonstrate now that it has or will have the resources to acquire the Hall as without such, designation would simply be an attempt to frustrate legitimate and sustainable redevelopment.</p> <p>Note the intention of the SwTPC to seek designation of Hurst Hall as an Asset of Community Value (Ref: CA3-3), Strong objection to this approach given the implications for comprehensive redevelopment of Queen Elizabeth Barracks.</p>	<p>Hurst Hall is currently recognised as a D1 community facility within Table E of the Neighbourhood Plan. This facility still needs to be protected should the site be redeveloped in the future given its current community use. The Council has suggested additional wording to Policy CA3 in response to the comments received.</p>	<p>The Council suggest that Policy CA3 is reworded to:</p> <p>Currently, the <u>The</u> Parish Council intends to seek designation of Hurst Hall (CA3-3) <u>as</u> Assets of Community Value <u>should the Queen Elizabeth Barracks site come forward for redevelopment.</u></p> <p>The Neighbourhood Plan Group need to decide whether they agree with this proposed change.</p> <p>Add Hurst Hall retention to Community Actions if redevelopment of QEB goes ahead</p>
<p>Q18 - Are there any other projects you would like the Parish Council to pursue that relate to making Strensall a nicer place to live? DIO are committed to promoting a high quality and sustainable development that will secure the future and regeneration of the surplus MOD sites at QEB and TL, contributing much needed homes and employment space.</p>	<p>No amendment required</p>	<p>No action</p>
<p>LICHFIELDS ON BEHALF OF TAYLOR WIMPEY (WS 13)</p>		
<p>.</p>	<p>Many comments refer to City of York Local Plan so no action taken to amend Neighbourhood Plan for these comments.</p>	
<p>Concerns about the allocations and policies in the Draft Neighbourhood Plan</p>	<p>The Breck's Lane site is not allocated within the submitted Local Plan. It was removed at the Local Plan Preferred Sites stage in July 2016.</p>	<p>The Breck's Lane site development approval decision was the subject of call-in by the Secretary of State and was overturned. Information provided by residents in the call for residents and businesses information in 2016 overwhelmingly rejected any further large-scale</p>

		development within the parish.
<p>Policy CP2</p> <p>Taylor Wimpey appreciates the need to provide sufficient private car parking within new residential development and notes the requirements set out for dwelling houses (C3) in Appendix E of the City of York Council's Development Control Local Plan (2005).</p> <p>The second paragraph of Policy CP2 sets out that 'shared parking facilities will not be supported unless related to apartments where sufficient visitor parking will need to be provided'. This does not align with Appendix E of the City of York Council's Development Control Local Plan (2005) which states that 'outside the Foot streets and York City Centre, a visitor parking standard equal to 1 space per 4 dwellings will be required. This can be provided on street'.</p> <p>In order to be in accordance with the requirements set out Appendix E, shared parking facilities will have to be provided at 1 per 4 dwellings to accommodate visitors. Taylor Wimpey therefore considers that the inclusion of the text in the second paragraph of Policy CP2, stating 'shared parking facilities will not be supported unless related to apartments where sufficient visitor parking will be required' to be contradictory to the requirements set out in the first paragraph of the Policy.</p> <p>Basic Conditions Test</p> <p>It is considered that the Policy CP2 fails to meet the Basic Conditions because:</p> <ol style="list-style-type: none"> 1. It is not in general conformity with the strategic policies contained in the development plan for the area of the authority: 2. The explanatory text to the policy is self-contradictory and does not align with York 	<p>Following discussions with City of York Council it was agreed that the current wording of CP2 was not in accord with Appendix E of City of York Council's Development Control Plan 2005.</p>	<p>The following amendments to Policy CP2 be made:</p> <p>Development must include provision for sufficient off-street car parking to serve the proposed use, including visitor car parking, in accordance with City of York Council's Development Control Local Plan Appendix E: Car and Cycle Parking Standards (2005) or any successor document.</p> <p>New residential properties are expected to incorporate private parking commensurate with the number of bedrooms <u>in accordance with City of York Council's Development Control Local Plan Appendix E: Car and Cycle Parking Standards (2005) or any successor document.</u></p> <p>The following wording to be deleted: Shared parking facilities will not be supported unless related to apartments where sufficient visitor parking will need to be provided.</p>

<p>Council's parking requirements.</p> <p>Recommended Change For the above reasons Taylor Wimpey considers that Policy CP2 should be amended as shown below:</p> <p><i>Development must include provision for sufficient off-street car parking to serve the proposed use, including visitor car parking, in accordance with City of York Council's Development Control Local Plan Appendix E: Car and Cycle Parking Standards (2005) or any successor document.</i></p> <p><i>New residential properties are expected to incorporate private parking commensurate with the number of bedrooms. Shared parking facilities will not be supported unless related to apartments where sufficient visitor parking will need to be provided.</i></p> <p><i>Development adjacent to or concerning the following sites will be expected to incorporate additional parking spaces to address current under provision and local concern in relation to the level of off-street parking generated by development. The areas of the neighbourhood area to which this policy applies are identified on the Proposals Map and are:</i></p> <p><i>CP2-1 The Village area as shown on the Proposals Map.</i></p>		
<p>Policy DH1 Taylor Wimpey recognises the importance of preserving local distinctiveness. However, there are elements of DH1 which are unclear and have the potential to cause uncertainty, or in the case of Requirement 1, are too prescriptive.</p>	<p>Policy DH1 - Part 1 In consultation with the Councils Design and Conservation Manager, the council disagree with the new proposed word 'respect' because how do you prove respect.</p> <p>Policy DH1 - Part 6</p>	<p>Policy DH1 to be amended to respond to CYC comments, and also to update wording with reference to other comments received</p>

<p>Requirement 6 states that, wherever possible, developers are to create a variety of new properties harmonious to the character of the Neighbourhood Plan area using a mix of building styles and sizes. This does not align with Requirement 1 of the Policy, which states that development is expected to follow the key characteristics of a particular character area. Taylor Wimpey considers the contrasting wording of Requirements 1 and 6 to cause doubt as to whether developers are required to provide uniform or varied buildings in the character areas.</p> <p>The wording of Policy DH1 at Requirement 6 should be updated to establish consistency throughout the Policy.</p> <p>Requirement 7 of Policy DH1 states that grass verges and front gardens will be expected to be incorporated into development proposals. Taylor Wimpey notes that this will not be possible in all instances due to matters such as spatial or economic viability factors and the need to accord with national planning guidance which seeks to promote development that makes efficient use of land. The wording for Policy DH1 Requirement 7 should therefore be amended to include 'where appropriate' when referring to the obligation to incorporate grass verges and front garden into development proposals.</p> <p>Policy DH1 Requirement 9 states that roofing should generally use clay pantiles or blue slate for roofing. Taylor Wimpey considers this requirement to be too prescriptive and should be updated to allow the use of more modern materials with a similar appearance.</p> <p>Requirement 10 of the Policy sets out an obligation</p>	<p>In consultation with the Councils Design and Conservation Manager the Council suggest some new wording for this part of the policy.</p> <p>Policy DH1 – Part 7 Inclusion would allow developers to justify why they should not include front grass verges in applications.</p> <p>Policy DH1 – Part 9 The policy wording already says 'should generally' use traditional materials. The need for high quality roofing should also be included in line with comments from the Council Design and Conservation Manager.</p> <p>Policy DH1 – Part 10 In consultation with the Councils Design and Conservation Manager the Council suggest that the wording of the policy is partly altered in light of comments made as there is no practical way to measure how 'environmentally future-proof' a building is.</p>	
---	---	--

<p>for new development to be environmentally future-proof and conforming to the current City of York Council sustainability policy or any subsequent document. There is no practical way to measure how 'environmentally future-proof' a building is. Taylor Wimpey therefore recommends that this part of the Policy is deleted. This requirement is therefore unduly onerous and could threaten the viability of new development in Strensall.</p> <p>Basic Conditions Test It is considered that the Policy DH1 fails to meet the Basic Conditions because:</p> <ol style="list-style-type: none"> 1. It does not contribute to the achievement of sustainable development: Parts of the Policy regarding design and character area contradict each other and do not therefore contribute positively towards the overall objectives of the Neighbourhood Plan. 2. It is not in general conformity with the strategic policies contained in the development plan for the area of the authority: There are elements of the Policy which are unnecessarily onerous and could impact upon the viability of future development and hamper the ability of York City Council to meet its housing requirement target. <p>Recommended Change For the above reasons Taylor Wimpey considers that Requirements 1, 6, 7, 9, and 10 of Policy DH1 should be amended as shown below:</p> <p><i>1. Strensall with Towthorpe is situated in a rural setting. All development should enhance respect the character of the Neighbourhood Plan area. An assessment of the Neighbourhood Plan area found there to be 21 character areas, which are presented under Appendix Four prepared by Woodhall Planning and Conservation. Any development within the character areas are expected to follow</i></p>		<p>Discussion with City of York Council state map should not be improved</p> <p>no action required</p>
--	--	--

respect the identified key characteristics of the particular character area.

6 Wherever possible, developers are to create a variety of new properties harmonious to the character of the Neighbourhood Plan area ~~using a mix of building styles and sizes.~~

7 Boundary treatments should be sympathetic to their location and accord with Policy DH2. The inclusion of green space within developments is expected to include native broadleaved tree planting. The provision of grass verges and front gardens will help to maintain and enhance the visual and physical character of the neighbourhood plan area and connect habitat areas and are therefore expected to be incorporated into development proposals where appropriate. For instance, Strensall Park, Southfields Road and the Brecks Lane Estate have buildings grouped around a green. They retain hedges and houses set back from roads with plenty of appropriate trees and grass verges.

9 The height and pitch of roofs should be compatible with, and sympathetic to surrounding property. A variety of roof heights should be considered within larger development sites. Roofing should generally use traditional materials (clay pantiles or blue slate) or modern materials with a similar appearance.

10 ~~New buildings should be environmentally future-proof and must conform to current City of York Council's sustainability policy or any successor document.~~ Sustainable developments such as green building design and the reuse of building materials will be supported on appropriate sites in the Neighbourhood Plan area.

Figure 2: Character Areas

Figure 2 – Character Areas

The City of York council consider that it would be beneficial for the Character Areas to be clarified through a clearer map. Happy to discuss this point further with the Neighbourhood Plan Group if they feel a clearer map would be beneficial.

<p>Introduction</p> <p>The STNP sets out how each of the 21 different areas have different key features that are to be preserved and incorporated into the design of new developments. Figure 2 of the STNP is a map that identifies the 21 character areas using overlapping shaded colouring.</p> <p>Consideration of Figure</p> <p>In the STNP, a description of each character area is set out with supporting photographs. However, for the character and distinctiveness to be supported as described in the Plan, there needs to be a clear map which demonstrates the boundaries of each of the 21 character areas.</p> <p>The boundaries of the character areas shown in Figure 2 are overlapping and unclear. Taylor Wimpey recommends that the map in Figure 2 is updated to include definable boundaries for the character areas to guide development.</p> <p>Basic Conditions Test</p> <p>It is considered that Figure 2: Character Areas fails to meet the Basic Conditions because:</p> <ol style="list-style-type: none"> 1. It does not contribute to the achievement of sustainable development: It is not possible to establish the character area boundaries in Figure 2 and does therefore not play an active role in guiding development to reflect the character of each area. <p>Recommended Change</p> <p>For the above reasons Taylor Wimpey considers that Figure 2 should be updated to clearly show definable boundaries for the 21 character areas.</p>		
<p>Policy DH2</p> <p>Taylor Wimpey recognises the local importance placed on respecting the key characteristics of particular character areas in Strensall. However,</p>	<p>Discussions with City of York Council suggested following:</p>	<p>Policies have been amended to respond to CYC comments, and also to incorporate changes suggested by</p>

<p>they consider the wording of the first paragraph under the 'Scale and Massing' section to be too prescriptive. The text should be relaxed from stating that new development must 'follow' the key characteristics of an area to saying they should instead 'respect' them. This will ensure that the viability of delivering housing in a particular character area is not negatively impacted upon by Neighbourhood Plan design guidance.</p> <p>In a similar sense, Taylor Wimpey considers the wording in the fifth paragraph under the 'Materials' heading of policy DM2 to be too prescriptive. The text should be updated to say that materials 'should respect' the brick utilised in the vicinity of the site, instead of 'must reflect' to allow flexibility to ensure that new development can still be delivered if it is not possible or viable to use a certain material.</p> <p>The 'Openings' section of Policy DH2 sets out that all new openings are expected to be vertically proportioned. Taylor Wimpey considers horizontally proportioned windows to be a common feature of current housing because they help to produce more natural light and ensure that windows are proportionate to their modern properties. Policy DH2 therefore needs to be updated to recognise this.</p> <p>Basic Conditions Test It is considered that Policy DH2 fails to meet the Basic Conditions because:</p> <ol style="list-style-type: none"> 1. It is not in general conformity with the strategic policies contained in the development plan for the area of the authority: By setting unduly onerous and prescriptive design principles, developers may not be able to bring forward development 	<p>Policy DH2 – Scale and Massing and Policy DH2 – Materials</p> <p>In consultation with the Council's Design and Conservation Manager, the council disagree with the new proposed word 'respect' because how do you prove 'respect'. Alternative wording suggested.</p> <p>In consultation with the Council's Design and Conservation Manager new wording is suggested which highlights the importance of good levels of natural light and elegantly proportioned new openings with slender glazing bars.</p>	<p>others</p>
--	--	---------------

<p>proposals which would therefore hamper the ability of York City Council to meet its housing requirement target.</p> <p>Recommended Change</p> <p>For the above reasons Taylor Wimpey considers that the 'Scale and Massing' section of Policy DH2 should be amended as shown below:</p> <p><i>All new development is expected to respond to the scale, density and height of its surrounding context, and follow respect the key characteristics of the particular character areas, as identified by Woodhall Planning and Conservation.</i></p> <p>Taylor Wimpey considers that the 'Materials' section of Policy DH2 should be amended as shown below:</p> <p><i>Materials to be used within new development outside the Conservation Areas must reflect should respect the brick utilized in the immediate vicinity of the site and a similar roofing material to ensure development is integrated.</i></p> <p>Taylor Wimpey considers that the 'Openings' section of Policy DH2 should be amended as shown below:</p> <p><i><u>All new openings are expected to be <u>Where practical and appropriate new openings should be vertically proportioned.</u> If glazing bars are proposed these should be of a slender proportion and designed to retain the overall verticality of the opening, where appropriate within the wider context.</u></i></p>		
<p>Policy DG6</p> <p>The supporting text for Policy DG6, found on page 32, refers to an Affordable Housing Needs Survey undertaken by The Rural Housing Trust and York City Council in 2008. Taylor Wimpey is concerned that this assessment may now be out of date and therefore may not be suitable to assess the local</p>	<p>Discussions with City of York Council agree that Policy DG6 should be informed by up to date evidence and suggest new wording is included for Section 5.4 within Paragraph 5.4.11 which refers to the Strategic Housing Market Assessment (2016) and Strategic Housing Market Assessment</p>	<p>Amend Policy DG6 and the supporting text to refer to the Council's most up to date evidence base relating to Affordable Housing which is the Strategic Housing Market Assessment (SHMA) (2016) and the Strategic Housing Market</p>

<p>housing need as part of Policy DG6.</p> <p>If the STNP wishes to rely upon an Affordable Housing Needs Survey to guide its policies, then new evidence may need to be obtained to inform an updated evidence document. Taylor Wimpey therefore recommends that until up-to-date housing needs data is available to inform the Policy. This should also help to ensure that the policy aligns with the Framework [§62] which states that when an affordable housing need is identified, policies should specify the type of affordable housing required.</p> <p>Basic Conditions Test It is considered that the Policy DG6 may fail to meet the Basic Conditions because:</p> <ol style="list-style-type: none"> 1. It does not have regard to national policies and advice: Up to date evidence may be required to justify the requirements of the policy. <p>Recommended Change Taylor Wimpey considers that Policy DG6 should be informed by up to date evidence to justify the requirements of the policy.</p>	<p>Addendum (2016). Updated timescales are also suggested for Paragraph 5.4.12.</p>	<p>Assessment Addendum (2016).</p>
<p>Strensall with Towthorpe Map – Annex B The map used for Annex B is a map taken from an earlier draft of the emerging York Local Plan. A number of Policy overlays on the map in Annex B have now changed. It will be necessary for progress on the York Local Plan examination to be monitored and any further iterations of the Neighbourhood Plan will need to align with the York Local Plan.</p>	<p>The Strensall with Towthorpe Map in Annex B comes from the Village Design Statement and so cannot be altered. Comments noted and York Local Plan progress will be monitored.</p>	<p>The City of York Council also suggests that Paragraph 5.4.12 could refer to the intervening period as 2008-2019 for clarity. Amendment made to the supporting text.</p>

NORTH YORKSHIRE COUNTY COUNCIL (WS14)		
	Concerns about cross boundary issues	Local authorities issue – no action
NATURAL ENGLAND (WS15)		
	No specific comment apart from a reference to their Annex 1 concerning “Neighbourhood planning and the natural environment: Information, issues and opportunities.”	SEA/HRA has been prepared and NE has commented on its contents. No issues were raised.
HISTORIC ENGLAND (WS16)		
	Refer to July 2018 consultation response. Nothing additional to add	No action required

SECTION 2

SUMMARY OF RESPONSES FROM RESIDENTS

RESIDENT (WS4)

Summary of Comments Received	Response to Comments	Change to NP
<p>It is understood that the Pre-Submission Consultation version of the Neighbourhood Plan (NP) will be reviewed in the light of comments received and then sent to City of York Council prior to it being reviewed by an Inspector. The comments below are primarily designed to assist in the review process by making the document more reader friendly and thus assist the CYC and Inspectorate stages.</p> <p>The draft NP is the result of a massive amount of research and writing and it deserves to receive the fullest attention. The reader should not be distracted by unusual grammar and syntax and it is hoped that most of the comments will be received with this aim in mind.</p>	<p>Members of the Steering Group wish to thank the respondent for their detailed comments which were made to make the Neighbourhood Plan easier to read and understand</p>	<p>As detailed below</p>
<p>1.2.4. The first sentence ends in mid-air. The third sentence starts with a preposition. Perhaps "An announcement was made..." The third sentence needs to explain what a Visitor Survey is, which needs capitalisation. This is the first time it's mentioned in the NP.</p>	<p>The reference to the visitor survey is explained on Page 13 para 3.2.4. To include it here would be duplication</p>	<p>If para 1.2.4 is amended care to be taken that the reference to para 3.2.4 on Page 13 is still valid.</p>
<p>2.2.5. Should the "prestigious" Academy for children be singled out for praise?</p>	<p>The Steering Group believe academy has an outstanding record is correctly described</p>	<p>No alteration</p>
<p>3.1.3. Suggest delete the last "are" as the sentence doesn't make sense with it in.</p>	<p>Agreed</p>	<p>Amendment made</p>
<p>3.2.2. Line 4 should read "prepared in tandem with."</p>	<p>Agreed</p>	<p>Amendment made</p>

<p>The fourth sentence is not an aim, it's an aspiration. The fifth sentence starts with an aspiration, but then as it's last word, introduces "this" without explain what this refers to.</p> <p>If 4.0 is about the Aims and Objectives of the plan, it is very thin and poorly worded.</p>	Delete "this" and substitute with "their protection"	Amendment made
<p>5.1 Car Parking. The NP policy is to protect existing public parking provision. Might this not conflict with any future aspirations by the Parish Council and/or the community to introduce additional double yellow lines in congested areas, or along routes where sight lines for drivers are such that parking restrictions are deemed necessary?</p>	The NP steering Group are not aware of any such plans	No action
<p>5.1.3. The last line refers to Paragraph 105 of the NPPF (2018) without explaining what the paragraph says.</p>	Amendment advised by CoYC is to date only	No action
<p>Appendix One: Car Parking Survey of Strensall Page 41. Introduction. It might be useful to designate the year in which the vehicle parking survey was undertaken.</p> <p>The locations sentence does not make for easy reading and would look better thus:</p> <ul style="list-style-type: none"> • The Village between the junction of Southfields Road and the Library • The east end of The Village between 100 and 135 The Village • The west end of Strensall • Barley Rise shopping parade area <p>Page 43. Last sentence. An articulated lorry can only pull a trailer. The lorry cannot contain anything, except the driver. If the lorry was carrying hay, the trailer is not articulated, but a drawbar trailer. I'm</p>	<p>Insert 2018 in date on first line</p> <p>No change</p> <p>Add "The"</p> <p>Add "The"</p> <p>No change</p> <p>The person carrying out survey can only report what is seen at that time.</p>	<p>Amendment made</p> <p>Amendments made</p> <p>No action</p>

very surprised that there was only one artic observed during the survey. Highlighting it might lead to claims that the junction is not used by many trucks, when most residents know that is certainly not the case. Page 47. Property operators? Does this mean property owners or shop operators?	Not all units are retail establishments	No action
Appendix Three First line. How do you trigger an affordable housing requirement? Halfway down the page there is a reference to Section 106. Should this not be "Community Infrastructure Levy"?	By CoYC policy and local survey Not until CoYC decided to introduce CIL	No action No action

QUESTIONNAIRE RESPONSES

Key to Response identities – WS = received via web site, StM = deposited at Spearehead Hall, LIB = deposited at Strensall Library, MH = deposited at Methodist Hall, RL = deposited at Redmayne Lodge, LON = deposited at Londis
None received from Tesco or Budgens

POLICY	AGREE	DISAGREE	COMMENT	SUMMARY OF SUPPORT
CP1 Safeguarding of Existing Car Parking	WS5 WS6 StM02 StM03 StM04 LIB01 LIB02 LIB03 MH01 MH02 RL01 RL02 LON01 LON02 LON03 VH01 PO01 PO02		There appears to be some confusion on P45 (in Appendix 1) between East End and West End. There is no school near 100 - 135 The Village, and these houses are at the East, not the West End of the village. Could we find more near Village/Barley Rise Shops?	100% in agreement

CP2 Increased Public Car Parking	WS5 WS6 StM02 StM03 StM04 LIB01 LIB02 LIB03 MH01 MH02 RL01 RL02 LON01 LON02 LON03 VH01 PO01 PO02		<p>Walk more.</p> <p>Must ensure adequate parking in new residential housing. This is inadequate in Tannery development.</p>	100% in agreement
CF1 Protection of Community Facilities/Services	WS5 WS6 StM02 StM03 StM04 LIB01 LIB02 LIB03 MH01 MH02 RL01 RL02 LON01 LON02 LON03 VH01 PO01 PO02			100% in agreement
CF2 Local Green Space	WS5 WS6 StM02 StM03 StM04 LIB01 LIB02 LIB03 MH01 MH02 RL01 RL02 LON01 LON02 LON03 VH01 PO01 PO02		<p>However, I am disappointed that the verges and trees along the eastern side of Strensall Road and Ox Carr Lane from Towthorpe Moor Lane to St Wilfred's Church do not appear in the list of Local Green Space Sites in Table F.</p> <p>Similarly, the verge and trees on the western side of Strensall Road which are backed by the grass and arable fields. I believe the PCC planted specimen trees on this verge (<i>Quercus rubra</i>, Red Oaks?), so it should feature in the Plan.</p> <p>The trees and the eastern grass verge are a distinctive feature of this area of the parishes and acknowledgement of this should be part of the Neighbourhood Plan, see photographs.</p> <p>Existing mature and maturing trees must be protected, both in the defined green spaces and throughout the parishes of Strensall and Towthorpe.</p>	100% in agreement

			<div data-bbox="954 205 1547 647" data-label="Image"> </div> <div data-bbox="954 663 1547 1118" data-label="Image"> </div> <div data-bbox="1579 228 1825 667" data-label="Text"> <p>Should also include piece of parish land overlooking River Foss from Haxby Moor Road / Leyfield Close. Huge thicket allowing for youths to hide and congregate for drinking purposes.</p> </div> <div data-bbox="954 1121 1794 1185" data-label="Text"> <p>Our green spaces are well situated and equipped but need more clean up care.</p> </div>	
--	--	--	--	--

DH1 Promotion of Local Distinctiveness	WS5 WS6 StM02 StM03 StM04 LIB01 LIB02 LIB03 MH01 MH02 RL01 RL02 LON01 LON02 LON03 VH01 PO01 PO02		Who will 'police' these design principles? There are many examples within the conservation areas where recent renovation has been contrary to local design, but nothing is done about it.	100% in agreement
DH2 General Design Principles	WS5 WS6 StM02 StM03 StM04 LIB01 LIB02 LIB03 MH01 MH02 RL01 RL02 LON01 LON02 LON03 VH01 PO01 PO02			100% in agreement
DH3 Shopfront Design	WS5 WS6 StM02 StM03 StM04 LIB01 LIB02 LIB03 MH01 MH02 RL01 RL02 LON01 LON02 LON03 VH01 PO01 PO02			100% in agreement

DH4 Shopfront Signage	WS5 WS6 StM02 StM03 StM04 LIB01 LIB02 LIB03 MH01 MH02 RL01 RL02 LON01 LON02 LON03 VH01 PO01 PO02			100% in agreement
DG1 Strensall Park	StM02 StM03 StM04 LIB01 LIB02 LIB03 MH01 RL01 RL02 LON01 LON02 LON03 VH01 PO01 PO02	WS6	The grassed area should be maintained and used for sport facility such as cricket pitch and football pitches. Should include ample parking spaces to prevent parking on roadside and verges – already a problem.	89% in agreement
DG2 Alexandra Road	WS5 StM02 StM03 StM04 LIB01 LIB02 LIB03 MH01 MH02 RL01 RL02 LON01 LON02 LON03 VH01 PO01 PO02	WS6	I disagree with the inclusion of this policy in the Neighbourhood Plan on the grounds that it implies an acceptance by the village and PCC that Alexandra Road will be further developed.	94% in agreement
DG3 Howard Road	WS5 WS6 StM02 StM03 StM04 LIB01 LIB02 LIB03 MH01 MH02 RL01 RL02 LON01 LON02 LON03 VH01 PO01 PO02		I acknowledge that there is scope for limited housing development in Howard Road to replace the derelict garages and the abandoned land to the east of St Wilfred's church, and that such limited development should be in line with the Policy DH3. I do not agree that there should be any development outside the perimeter of the existing properties. Any development on Howard Road will necessarily be limited by the lack of spare capacity in the existing foul water system.	100% in agreement

			In this Policy DH3 (and others) it is stated that “Any proposal should ascertain that there will be no adverse effects on the integrity of the Strensall Common SAC or SSSI.” This clause should simply state that there should be “no adverse effects on the Strensall Common SAC or SSSI”. It is not the ‘integrity’ of the Common which is at risk, but rather its holistic environmental functioning and the uniqueness of its habitats coming under threat. The integrity, or indivisibility, of the Common is surely not threatened.	
DG4 Queen Elizabeth Barracks	StM02 StM03 StM04 LIB01 LIB02 LIB03 MH01 MH02 RL01 RL02 LON01 LON02 LON03 VH01 PO01 PO02	WS6	Not sure what will happen. I disagree with the inclusion of this policy in the Neighbourhood Plan on the grounds that it implies an acceptance by the village and PCC that the Queen Elizabeth Barracks will be a housing development.	89% in agreement
DG5 Development Brief for the Redevelopment of Queen Elizabeth Barracks	StM02 StM03 StM04 LIB01 LIB02 LIB03 MH01 MH02 RL01 RL02 LON01 LON02 LON03 VH01 PO01 PO02	WS6	While I believe that this policy DG5 should not be in the Neighbourhood Plan for the reasons given above, if it is to be included it should be made more clear that the village and the PCC do not foresee the possibility of any significant housing development on the site of the Queen Elizabeth Barracks being compatible with the requirement that there would be no adverse effects on the Strensall Common SAC or SSSI (note, not the ‘integrity’ of the Common). Similarly, I do not believe that there can be much housing development on this site without “significant harm [being] caused to the wider village”. Furthermore, if included, it should be noted that these points are made in Policy DG5 despite the fact that the village and PCC do not believe that further significant housing development is appropriate for the parishes of Strensall or Towthorpe, and that major development of the Barracks would in effect create a competitive ‘village within a village’. If a Policy DG5 is to be included in the Plan, then it should	89% in agreement

			<p>certainly make some observation concerning access to the site. It would be quite unsatisfactory, and potentially unsafe, for there to be only an access onto Strensall Road. I believe that direct access by way of the existing route onto Towthorpe Moor Lane (by Towthorpe Lines) would be required but, as has already been noted, this road and its junctions would need to be upgraded (see below).</p> <p>Should include ample parking spaces to prevent parking on roadside and verges – already a problem.</p>	
DG6 Affordable Housing	WS5 WS6 StM02 StM03 StM04 LIB01 LIB02 LIB03 MH01 MH02 RL01 RL02 LON01 LON02 LON03 VH01 PO01 PO02		<p>This is essential. To function as a community the village must have a demographic balance.</p> <p>Should be built of quality materials.</p>	100% in agreement
CA1 Community Actions	WS5 WS6 StM02 StM03 StM04 LIB01 LIB02 LIB03 MH01 MH02 RL01 RL02 LON01 LON02 LON03 VH01 PO01 PO02		<p>There is no mention of the proposed commercial development of the so-called Towthorpe Lines site. Presumably if this progresses it will not involve any residential property, and indeed it should expressly exclude this. However, the commercial development of this site would also need to consider the existing unsatisfactory foul drainage system, and the very marginal adequacy of the system currently serving Strensall and Towthorpe villages.</p> <p>Commercial development of this site would require the upgrading Towthorpe Moor Lane and the junctions at both ends of this road. The access onto the A64 in its present state is already totally unsatisfactory and should preclude any commercial development of Towthorpe Lines until the junction is appropriately upgraded.</p> <p>We greatly support this plan & thank all those who have worked so hard to take on board peoples wishes.</p>	100% in agreement

			<p>Thank you for the work which has gone into this plan.</p> <p>To look into a mini roundabout at junction of West End onto York Road. Vehicles coming around bend from the Village at quite a speed.</p> <p>Particularly important is the matter of highway safety and accessibility.</p> <p>CA1-5 Agree except CA1-1-4 which we think will slow traffic and make it harder to get on to the side roads.</p> <p>CA2-Agree these needed and useful. Also suggest path on SE side of the River Foss between Strensall New Bridge and Earswick- used for over 23 years at least to my knowledge, by the public.</p>	
--	--	--	---	--

SUMMARY OF ADDITIONAL RESIDENTS COMMENTS RECEIVED

Summary of Comments Received	Response to Comments	Change to NP
1. Picture on page 125 is outdated	1. Page 125 is part of the 2015 Strensall with Towthorpe Village Design Statement publication and was correct at that time.	No change
2. Not Costcutters but Budgeons	2. Agree, new ownership of retail outlet.	No action as comments refer to VDS not Neighbourhood Plan
3. No cash machine at Londis anymore	3. Cash machine no longer required as cash available via post office facility.	No change
Page 45	Error in compilation of content of Appendix 1	Sub heading of "West End" should follow sentence endingand 128 The Village

SUMMARY OF SEA/HRA SCREENING REPORTS RECEIVED

Summary of Comments Received	Response to Comments	Action Required
------------------------------	----------------------	-----------------

City of York Council	General Comments on Strategic Environmental Assessment and Habitat Regulation Assessment. Refer to Appendix 7 for comments about Screening Assessment	Screening Assessment to be updated as required once Draft Plan amended
Environment Agency	No specific comments	No objections to SEA
Natural England	No specific comments	Welcomes and concurs with conclusions
Historic England	No specific comments	No significant environmental effects