



# **HAXBY TOWN COUNCIL RESPONSE**

## **CITY OF YORK LOCAL PLAN PRE-PUBLICATION DRAFT REGULATION 18 CONSULTATION SEPTEMBER 2017**

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**Haxby Town Council wishes City of York Council to take note of their responses to the previous consultations on the Local Plan, with the addition of the comments which follow.**

### **Rationale**

Haxby Town Council strongly objects to the proposals for site ST9 outlined in the Pre-Publication Draft Regulation 18 Consultation, September 2017. Since the last iteration of the Local Plan, new sites have been brought forward: Queen Elizabeth Barracks in Strensall and Imphal Barracks in York. There is no explicit commentary reflecting the effect this will have on sites previously listed. However, if development goes ahead at Queen Elizabeth Barracks this will have an impact on Haxby both from the point of view of additional pressure on the drainage system and adding to the current congestion in Haxby and Wigginton.

### **Sustainable Access**

Haxby Town Council is not satisfied with the lack of serious consideration given to sustainable access. There must be significant improvements to the roads leading to the new development. It is not good enough to say junctions at Moor Lane and Usher Lane will be improved: both of these are in essence country lanes. This development will still entail around 1500 cars being forced to drive through Haxby and Wigginton: resulting in congestion, air pollution and danger especially for the hundreds of children going to school along York Road. A road leading out of the new development east onto Towthorpe Road would create further congestion and the need for road improvements on York/Strensall road. Given that the preferred access is Moor Lane, there is no suggestion that a new road could possibly be routed westwards onto Sutton Road thus relieving pressure on both Haxby and Wigginton.

### **Access to employment**

It is unlikely that there will be significant employment opportunities locally, so the majority of new residents will be obliged to travel through Haxby or Wigginton. Public transport is only useful to people working in the centre of York. Remuneration in York is low so higher earning residents in reality are more likely to be commuting to the Leeds area. People on average wages who may be attracted to affordable housing will have to factor in the additional expense of travelling to work whether by car or public transport. Cycling is not an attractive option: current provision for cyclists on York Road is dangerous and Wigginton Road is much worse. Then, having negotiated out of Haxby and Wigginton, connectivity is poor.

### **Why Haxby?**

Why is Haxby chosen to take a 20% increase in numbers of houses? In our first response we expressed the view that Haxby was over-developed. There is no other village that approaches its number of residents. Haxby is still blighted by the effects of the building boom in the 70's and 80's. We have serious parking issues, schools are full and GPs overstretched. The argument re the potential access to facilities in the village centre for the proposed development is cancelled out by the both the current lack of parking and also opportunities to expand parking provision. The inequitable distribution of development is striking: no houses in Dunnington, Bishopthorpe, Stockton on Forest, the Poppletons and a few in Copmanthorpe where there is better access to a functioning road system.

## **City of York Council Services**

Haxby Town Council is experiencing cutbacks in services provided by City of York Council for the maintenance of the village. There have been cutbacks in grasscutting. There has been an ongoing negotiation regarding the location of dog waste bins/refuse bins. We have similar frustrations regarding attendance by traffic wardens and the maintenance of our bus stops. We are also facing increasing demands from residents complaining about the poor condition of snickets which have been left by the developers and now are neither the responsibility of the Town Council or the City Council. Residents expect these matters to be attended to: the likely outcome is that maintenance will increasingly be funded from the precept. Given this context, this Council questions the City Council's commitment to ensuring that the existing issues of maintenance will not be exacerbated if the development goes ahead. The library has closed and little progress has been made towards providing a replacement facility commensurate with the needs of the residents.

## **Public Opinion**

Attendance by residents at the recent Drop In at Oaken Grove in Haxby will no doubt have alerted you to their strongly held opposition to the proposed development. Their overriding concerns are: the poor state of the drains/sewerage system; the inadequacy of local roads; congestion on the A1237; the capacity of the GP practice and also of primary and secondary schools. While acknowledging the need for more houses generally, their view is that ST9 is not the right location.

## **Local Alternatives to ST9**

The southern part of the area is poorly served with local facilities and open space. However, it does have the advantage of better access to the A1237 which could avoid the need to travel out of the area via Wigginton, Haxby or Strensall direction. Sustainable access could be better achieved by building south of Walmer Carr with the option of direct egress either onto the A1237 or Wigginton Road.

## **Reduction in Strategic Open Space**

It is noted that the row of houses bordering on Usher Lane at the eastern edge of the proposed development have been removed from the plan. However there has been a reduction in the area of the buffer as the edge has been shifted southwards. It is essential that an area of this land adjoining the cemetery should be left for the purposes of expansion towards the end of the life of this plan.

## **Preservation of Green Belt Features**

735 houses will inevitably damage the natural environment. While Section xii paints a Utopian picture of the proposed development, in reality biodiversity will be reduced. Crooklands Lane, an unspoilt bridleway, is unique in Haxby and is a valued amenity for residents. How can ridge and furrow fields be preserved alongside the new houses and the use of the open space for leisure activities and allotments?

**In summary Haxby Town Council is strongly objecting to this version of the Local Plan in the light of extreme concern that the daily life of residents in the north of York will be further compromised by additional development in our area: this is reflected in the opposition of Haxby residents.**