

# **HAXBY AND WIGGINTON NEIGHBOURHOOD PLAN**

## **APPENDICES**

RESPECTING AND PROTECTING OUR COMMUNITY,  
ADAPTING TO CHANGE, AND IMPROVING LIVES!

**Haxby Town Council**  
**Wigginton Parish Council**

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# HAXBY AND WIGGINTON NEIGHBOURHOOD PLAN - APPENDICES

## HAXBY AND WIGGINTON NEIGHBOURHOOD PLAN

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DRAFT

## 1 - THE HISTORY OF HAXBY AND WIGGINTON

### HISTORY AND CHARACTER

Haxby and Wigginton were historically two distinct villages with a predominantly agricultural emphasis. Although they have kept their separate identities, with their own town and parish councils, they are now connected as a continuous urban environment, surrounded by greenbelt farmland. Although the farms have mostly gone from their centres, the settlements still retain their rural feel and village character

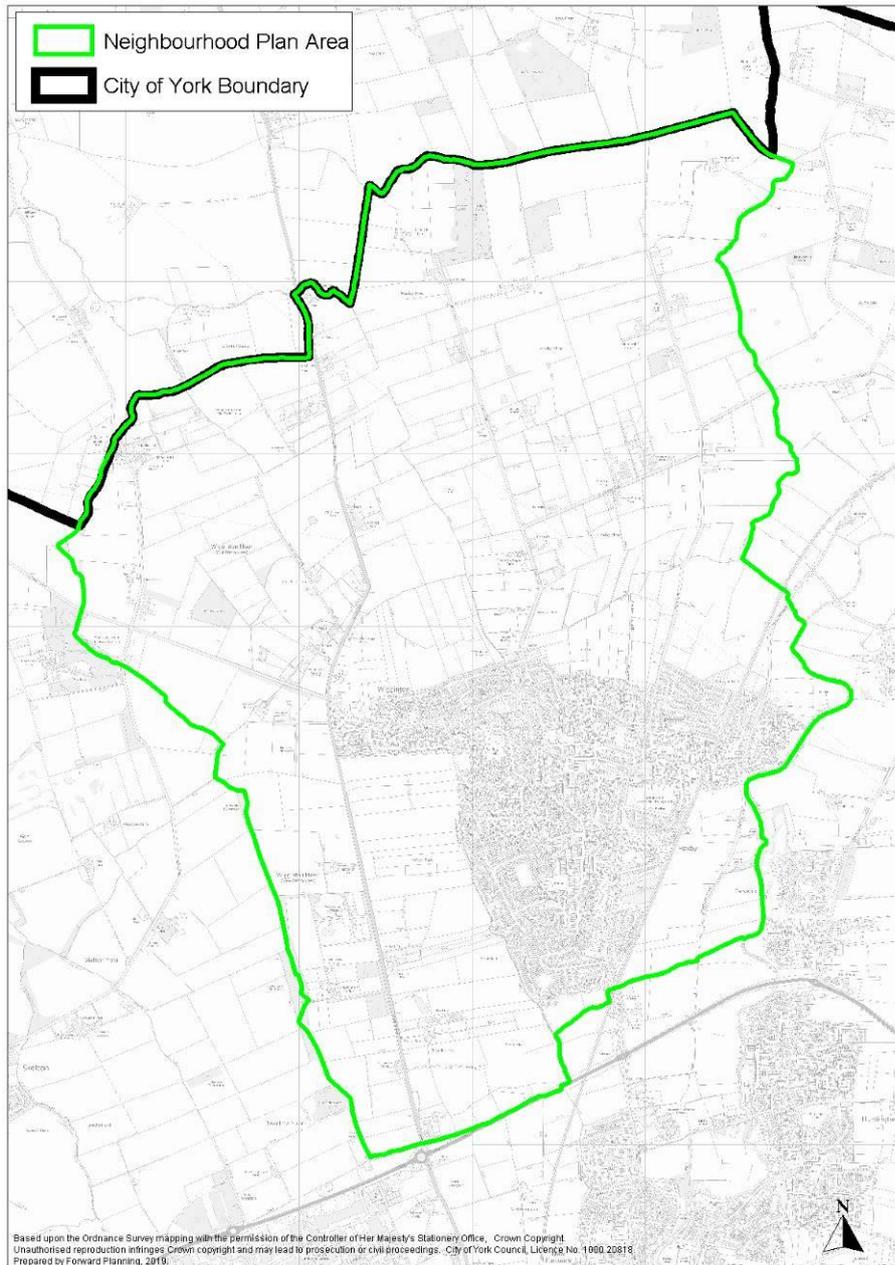
### HAXBY

#### History

Haxby existed as a Danish settlement, 1000 years ago in the Forest of Galtres. Not until 1630 had the forest been cleared to approximately its present extent, with the modern-day boundaries of the parish becoming established. Haxby was unusual in not owning a Church and Manor House and had to wait until 1862 to become a parish in its own right. By the early 18th century Haxby had assumed the form of a typical Vale of York village. Farming remained a major source of employment well into the 20th century. Other influences upon Haxby's prosperity were the local brick and tile works (its bricks being used in some of the village's late 19th century houses), and the railway line and station, the latter closing in 1930. The station house still remains as a listed building. In 1901 Haxby's population was still only 711 but growing at an increasing pace from the 1930's and through the influx of large housing estates in recent decades, to over 8000 people now (population 8428 at 2011 census).

In 1977, following the boundaries of the historic village core, a compact and distinctive area, a Conservation Area was designated in Haxby.

***REPLACE MAP BELOW WITH MAP OF HAXBY CONSERVATION AREA***



## Important Buildings

Number 48 the Village, a mid-18th century house, is listed, together with the remains of a 14th or 15th century cross in St Mary's Churchyard. Other individually important buildings include St Mary's Church (1878, on the site of a 16th Century Church), the Memorial Hall (built as the village school in 1876), and the substantial house called "Grey Firs". Haxby Hall, an impressive Grade II Listed Building, which stood at the east end of the village, was demolished in 1960.

## Character

Though called the Village, Haxby's main street today has more a market town atmosphere, being the thriving shopping centre for the surrounding population. The basic medieval plan form from which Haxby evolved still survives clearly, with North and South Lanes, but now encased by recent mainly housing development. These are

an important historical link. However, their character, especially South Lane, has been lost through development, and the opening out and amalgamation of traditionally narrow frontages for car parking or service areas. Small pockets of the original fabric do remain, notably at the western end of South Lane: long, narrow brick walled plots of land and small-scale outbuildings extending back from the street front cottages. Headland Lane, off South Lane, originated as a strip between two common fields where the ploughs were turned. Most of the recent commercial development that is out of character with the domestic scale of the traditional buildings has taken place at the south-east end of The Village (main street). The western section in particular, and other groups of traditional scale buildings along the street, are the guardians of the underlying rural character that still makes Haxby distinctive. The street is broad and gently curving, with interesting variations in its width. Houses date mostly from the mid-18th century onwards, groups of 2 storey cottages that are brick built with pantile roofs. Between them are individually more imposing houses and short attractive Victorian terraces creating a varied, yet cohesive, character with a shared sense of scale. Victorian buildings introduce variations in detailing and materials, and some Welsh slate and occasional hipped roofing. Much of the visual appeal of the village arises from the interplay of building frontages - which have subtle variations of sighting relative to the street - and the unifying elements of the street scene: the grass verges, little forecourts, the white post and rail fencing and slight changes in level across the street; with the carriageway threading through on a curving line that actually varies gently from that of the street frontages. The triangular green that results at the west end is particularly attractive in this respect. Occasional tree groups also contribute to the street's character, notably in St Mary's Churchyard, which occupies a pivotal position in views along the street. The main elements of the character and appearance of the area above:

- (1) The typical plan form of a medieval village.
- (2) The rural village character and scale that survives despite unsympathetic development.
- (3) The relationship of the street frontage and the various elements that make up the street scene, which, if lost, would have a mediocre effect

## WIGGINTON

### History

The village name derives from the Old English pre-7th century personal name "Wicga", meaning "a beetle", plus the Old English suffix, "-tun", meaning a "settlement or enclosure, hence "Wigca's settlement".

The village was named in the *Domesday Book* and noted as belonging to the cathedral church of St Peter in York. The name of the village has been recorded as *Wichestun* in the 11th century and *Wygynton* in the 13th century. The first recorded owners of the manor were the Askebys, who may have been connected with the neighbouring village of Haxby, and of Roger de Haxbey, who owned nearby land during the reign of Edward I. Hugh de Moresby, Lord of Moresby in Cumberland, was in possession of the manor of Wigginton in 1337. Through inheritance and marriage, the manor passed to Anne Pickering and her second husband, Sir Henry Knyvett. She sold the manor with others in 1541 to Henry VIII, but his heir, Edward VI, granted them back to Anne and Henry in 1548.

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In 1872 the population was recorded as 349 in the National Census of 1881 the population had risen to 399. According to the 2011 census the parish had a population of 3,610.

### **Character**

Wigginton has expanded from its mainly agricultural origins to become mostly a commuter village for York. Although Haxby now merges with the village of Wigginton, the old Parish Boundary map still shows the dividing line. Along the main street there are a number of old village residences interspersed with more modern properties. Buildings of note (although not listed), are the Old School, the Black Horse Inn and St Nicholas church. The Old School was built in 1902. It remained a school until the new Wigginton Primary School was built in Westfield Lane in 1972. The Black Horse Inn originated as a 19<sup>th</sup> century building. The present St Nicholas church was built in 1860 in a Gothic style and has a western bell cote with two bells. The only remains of the original demolished 1424 church is a font, displayed outside the church hall.

Wigginton's country origins are there in the street names: Mill Lane was named after the nearby windmill (now demolished), as was the Windmill pub, which was turned into a private residence in the middle of the last century. The focal point of the village is the village green and duck pond, keeping alive a rural atmosphere.

## 2 - HOUSING AND DEVELOPMENT

### HAXBY & WIGGINTON

During consultation the residents of Haxby and Wigginton have recognised and supported the need for future housing developments to be affordable, and available to all members of the community. Starter houses for people entering the property ladder, couples and singles, and smaller houses to enable older residents to 'down-size' freeing up existing family homes for people who need larger houses as their families expand were specifically mentioned. Check reference for this.

Future Housing development in Haxby and Wigginton should take account of the requirements and comments set out in both the City of York's Local Plan (2018) and the National Planning Policy Framework (2018). Proposed Housing developments that meet the criteria set out in these documents will be viewed positively. We particularly draw reference to the comments in the Local Plan about the need for infrastructure improvements prior to any new houses (see also Environment Policy).

### CITY OF YORK LOCAL PLAN:

"There is a notable affordable housing need in York. Large parts of affordable housing need is either existing households (who do not generate need for additional dwellings overall) or newly forming households (who are already included within the demographic modelling). In terms of market signals the City of York Strategic Housing Market Assessment and Addendum (2016) (SHMA) reports that by Q2 2016 median house prices in York had reached £225,000 a notable increase on the Q4 2014 position of £195,000. The SHMA also notes that the median private rental data shows a median rental price of £700 pcm for York which compares to the average in England of £650 per calendar month and in the Yorkshire and Humber region of £500 pcm. Looking at the relationship between lower quartile house prices and lower quartile earnings indicates that as of 2015 the lower quartile house prices in York are 8.9 times higher than lower quartile earnings." (Section 1.46 CYC Local Plan)

"The Council will seek to balance the housing market across the plan period and work towards a mix of housing identified in the Strategic Housing Market Assessment (SHMA). Proposals for residential development will be required to balance the housing market by including a mix of types of housing which reflects the diverse mix of need across the city. This includes flats and smaller houses for those accessing the housing market for the first time, family housing of 2 to 3 beds and homes with features attractive to older people. The housing mix proposed should have reference to the SHMA and be informed by:

- Up to date evidence of need including at a local level; and
- The nature of the development site and the character of the local surrounding area."

(Section Policy H3 CYC Local Plan)

### NATIONAL PLANNING POLICY FRAMEWORK

[file:///D:/2018National Planning Policy Framework web accessible version.pdf](file:///D:/2018National%20Planning%20Policy%20Framework%20web%20accessible%20version.pdf)

[update this link](#)

"Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right

places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

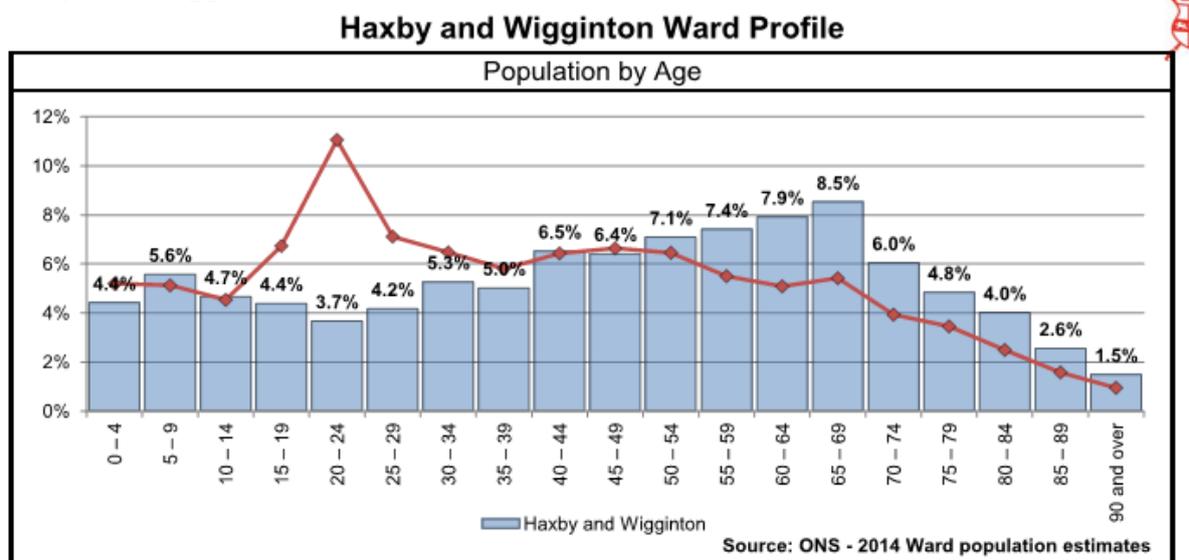
b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”

JOINT STRATEGIC NEED ASSESSMENT, YORK (2017)

<http://healthyork.org/place.aspx>

The 2017 Joint Strategic Need Assessment (JSNA) for the City of York includes reference to the population, the physical and built environment, and the social and community environment that people live in. Whilst the City of York has a higher population than the national average for 18-24-year olds, this is not replicated within Haxby and Wigginton.



The York JSNA states: “The proportion of adults of retirement age, in particular older adults, is very similar to the England average. Between 2001 and 2011 the proportion of people aged 85+ in York rose significantly and at a faster rate than the national average. This trend is expected to continue, and the number of older adults is expected to rise rapidly in the coming years.” Recognising the current population of Haxby and Wigginton, and the national trends, housing developments that cater for our older residents, in an inclusive and socially cohesive way, will be supported.

The York JSNA notes the following with regards housing:

“One in three people in York live in rented accommodation; this is higher than the England average. Half of these people rent from a private landlord, and half from a social landlord. Both the rental market and the cost of home ownership in York is more expensive than regional and national averages and has risen consistently over the last few years. This environment makes it difficult for people to save to buy a home and puts pressure on the housing market as a whole.

The higher cost of accommodation affects some groups of people in particular. People with low or insecure incomes may find it hard to afford rental housing; this puts them at higher risk of housing insecurity or using loans to afford their rent. Additionally, the majority of young people will no longer be entitled to a 'housing element' to support their housing costs under the new Universal Credit system.” **Can we legally / do we want to add a statement about affordable rental charges?**

The surveys of Haxby and Wigginton residents support the comments in the JSNA with regards social belonging and cohesion, 81% of respondents in York felt that their local area was a good place for Children and young people to grow up, and 92% were satisfied with York as a place to live. This is mirrored in the response from our residents. <http://healthyork.org/place.aspx> We encourage developments that build on the sense of social belonging and cohesion, developments need to be part of the expansion of Haxby and Wigginton, not as a further 'separate' village.

The 2017 Dept. for Communities and Local Government report 'Fixing our Broken Housing Market' ([www.gov.uk/government/publications](http://www.gov.uk/government/publications)) recognises the lack of new housing being built and stresses the importance of building more houses, 'the right houses in the right places' (pg.15). Importantly the document also states "Development is about far more than just building homes. Communities need roads, rail links, schools, shops, GP surgeries, parks, playgrounds and a sustainable natural environment. Without the right infrastructure, no new community will thrive – an no existing community will welcome new housing if it places further strain on already stretched local resources."

#### Flooding and drainage

It is widely recognised, including by City of York Council that the current drainage provision for both surface water and sewage is unsatisfactory in Haxby and Wigginton. Whenever there is heavy rain there is flooding with drains blocked and with sewage coming up in houses, roads and gardens. A radical overhaul of the drainage system is essential before adding the extensions required by the proposed sizeable development.

The latest iteration of the City of York Local Plan states: 'The drainage strategy should ensure existing agricultural run-off rates are maintained. This may include retention and widening of existing drainage ditches, attenuation ponds, new sewers and upgrade to facilities as required. Within vicinity of the site the public foul sewer network does not have adequate capacity available to accommodate the anticipated foul water discharge from this site. As such connection to the public sewer network will be required'. (Local Plan Pre-Publication Draft P51, 3.54).

Also, one of the principles (vi page 50) would be to 'provide a suitable drainage strategy to ensure there is no increase to existing agricultural run-off rates and existing drainage ditches are maintained and enhanced. The strategy should be developed in conjunction with the Council and required statutory bodies and should ensure that the development will not exacerbate any existing issues with surface water and drainage owing to the site being flat with a high water table. The drainage scheme will need to connect to the Strensall and Towthorpe Wastewater Treatment Works to the north of the site given capacity issues with the Haxby works to the south of Haxby village.

### 3 - TOWN CENTRE

#### RETAIL CENTRE

Haxby's growth in importance as a retail centre can be traced back to the following:

- Population growth from 2,000 residents in 1950's through to over 8000 from the 1980's onwards
- In 1995 Haxby transferred from the rural Ryedale District Council to City of York Council and was designated a town
- Building of Ryedale Court shopping arcade
- Building of Clark House – now Haxby Shopping Centre

The main retail centre runs along the length of The Village in Haxby. It is well used, and parking has been identified as an issue by residents through the consultation process.

#### RETAIL CENTRE FACILITIES

Shopping facilities along the main retail parade include two supermarkets (Co-op and Sainsbury's), and other smaller grocery outlets. There are also shops catering for specific requirements e.g. butchers, greengrocers, bakery, charity shops, health, gifts, hairdressing & beauty services. There are also branches of service industry's such as estates agents, solicitors and one bank. The community is well served for cafes, restaurants and take-aways and public houses, including a national award-winning fish and chip shop.

#### OTHER LOCAL FACILITIES

In addition to the main retail centre there are other more local facilities situated throughout Haxby and Wigginton as identified on the map below. These facilities include independent food stores (Wigginton Stores), small branches of retail chain stores (e.g. Londis) and petrol station selling food. There are also local hairdressers situated in the community. This local provision is invaluable for those residents with limited mobility.

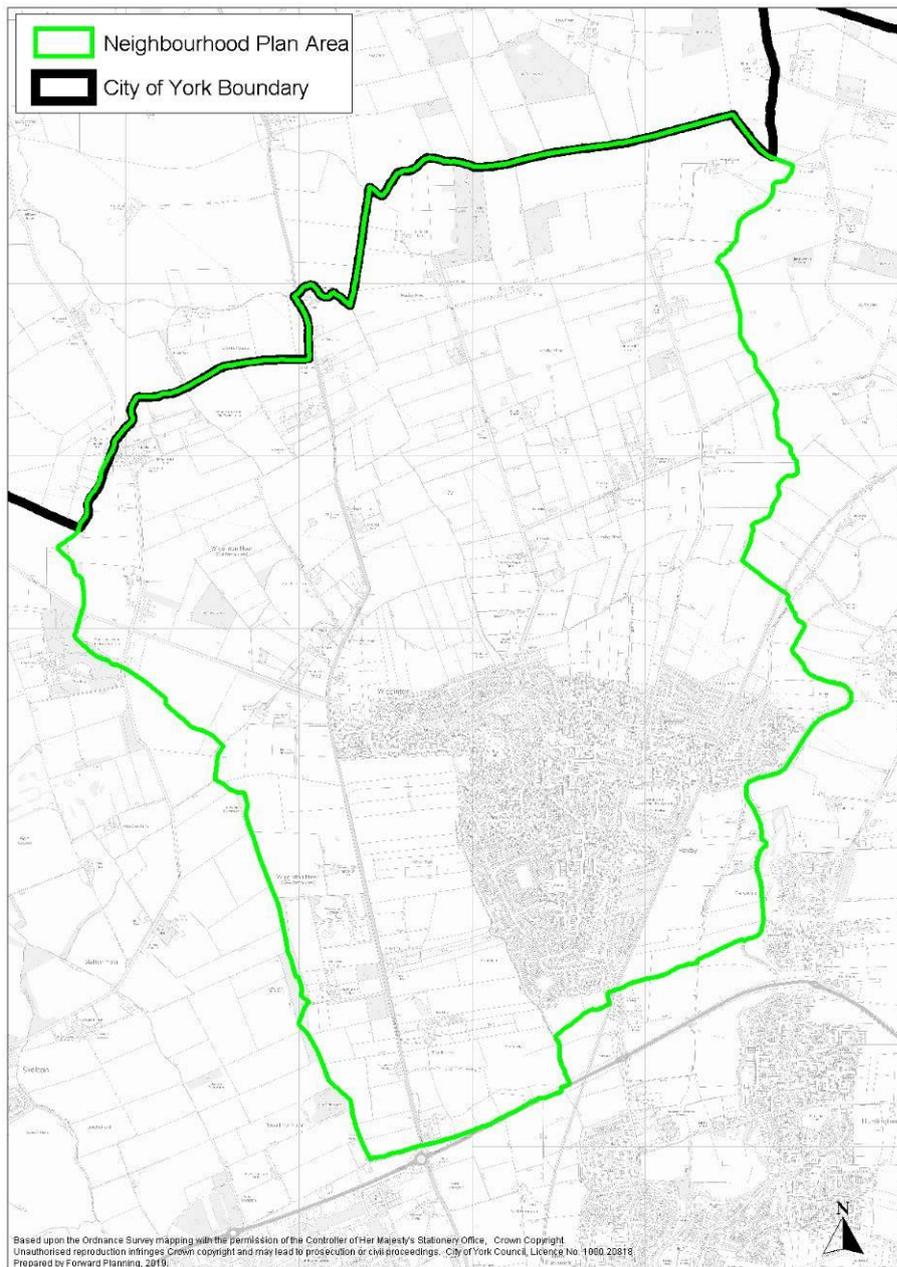
There is a small business park on the Helmsley Road in Wigginton that houses several small businesses including car repair.

There is also a small but thriving business community on Wigginton Road near the junction with the A1237 which includes a children's soft play area, horse riding school, car sales, computer repair centre and a take-away. There is also a farm shop and 'Glamping' business.

Whilst these are technically located outside the Town Centre, they are important to the economic wellbeing of Haxby and Wigginton.

**REPLACE THE MAP BELOW WITH ONE SHOWING RETAIL OUTLETS**

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## 4 - ENVIRONMENT

### AIR QUALITY

There are no designated air quality management areas (AQMAs) within Haxby and Wigginton. During the consultation a significant number of people expressed concerns about the congestion in Haxby and Wigginton leading to poor air quality from stationary or slow-moving traffic. There was also concern that Haxby and Wigginton is increasingly being used for through traffic, avoiding the congested ring road. The road network is already over loaded particularly at peak times, with long traffic queues in all directions in the mornings. This is when children are walking or cycling to primary, junior and senior school, exposed to vehicle emissions and potential respiratory problems. The congested ring road (A1237) and level crossings cause further vehicle back up.

Any new developments will increase the risk of ill health due to air pollution as there will inevitably be an increase in traffic. The British Lung Foundation states that 'research shows that if children are exposed to air pollution for a long period of time, it can affect how their lungs develop and that 'high levels of NO<sub>2</sub> (nitrogen dioxide) can irritate and inflame the linings of your airways, causing a flare-up of asthma or COPD (Chronic obstructive pulmonary disease) and symptoms such as coughing and difficulty in breathing'. We also have a high number of elderly people in our community who are more vulnerable to respiratory illness.

The government publication 'Guidance - Air Quality' states 'the local plan may need to consider: ways in which new development would be appropriate in locations where air quality is or likely to be a concern and not give rise to unacceptable risks from pollution'

'City of York Local Plan – Publication Draft (February 2018)', Section 12 'Environmental Quality and Flood Risk' point 12.8, page 196, states: A detailed emissions assessment and/or a full air quality impact assessment are likely to be required for major planning applications that:

- generate or increase traffic congestion
- introduce new exposure close to existing sources of air pollutants, including road traffic....
- give rise to significant change to traffic volumes i.e. more than +/-5% change in annual average daily traffic (AADT) or peak hour flows within AQMAs or +/-10% outside AQMAs

It is essential that an emissions assessment is carried out before proposed developments, with a prediction of how much emissions will increase, with the extra traffic, caused by any future development.

The CYC Pre-Publication Draft Page 50x suggests that 'Alternative access (to the ST9 site) should be explored'. Alternative and creative access to any new developments should be provided to reduce the impact of many more vehicles on the centres of Haxby and Wigginton

Government policy states that 'the Local Plan may need to consider: ways in which new development would be appropriate in locations where air quality is or likely to be a concern and not give rise to unacceptable risks from pollution'. Also, the 'City of York Local Plan – Publication Draft (February 2018)', Section 12 'Environmental Quality and Flood Risk' point 12.8, page 196, states: A detailed emissions assessment and/or a full air quality impact assessment are likely to be required for major planning applications that:

- generate or increase traffic congestion
- introduce new exposure close to existing sources of air pollutants, including road traffic....
- give rise to significant change to traffic volumes i.e. more than +/-5% change in annual average daily traffic (AADT) or peak hour flows within AQMAs or +/-10% outside AQMAs

## References

### **CLEAN AIR STRATEGY 2019**

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/770715/clean-air-strategy-2019.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/770715/clean-air-strategy-2019.pdf)

#### **P24 health evidence**

Air pollution is a major public health risk ranking alongside cancer, heart disease and obesity. It causes more harm than passive smoking. A review by the World Health Organization concluded that long-term exposure to air pollution reduces life expectancy by increasing the incidence of lung, heart and circulatory conditions. Health can be affected both by short-term, high-pollution episodes and by long-term exposure to lower levels of pollution.

**P14 Air pollution: emissions, concentrations and exposure** ..... emissions contribute to **local concentrations** of pollutants, which occur where pollutants build up in significant quantities in particular locations, for example near busy roads.....

#### **P14 the sources of air pollutants and their effects**

Road transport is the biggest source of NO<sub>x</sub> in the UK (34%), and is the main source of exposure at the roadside. It also produces PM, VOCs and SO<sub>2</sub>. Nitrogen Oxides exacerbates symptoms of those already suffering from lung or heart conditions shortening lives and reducing quality of life. Elderly people are particularly at risk from poor air quality. Young children are at risk of life-long health effects like asthma as a result of exposure to air pollution.

PM<sub>2.5</sub> fine particulate matter    VOCs volatile organic compounds

NO<sub>x</sub> nitrogen oxides                      SO<sub>2</sub> sulphur dioxide

### **AIR QUALITY GUIDANCE 2014**

<https://www.gov.uk/guidance/air-quality--3>

#### **Are air quality concerns relevant to neighbourhood planning?**

Air quality concerns can be relevant to [neighbourhood planning](#), and it is important to consider air quality when drawing up a neighbourhood plan ...

Paragraph: 003 Reference ID: 32-003-20140306

#### **When could air quality be relevant to a planning decision?**

Paragraph: 005 Reference ID: 32-005-20140306

When deciding whether air quality is relevant to a planning application, considerations could include whether the development would:

- Significantly affect traffic in the immediate vicinity of the proposed development site or further afield. This could be by generating or increasing traffic congestion; significantly changing traffic volumes, vehicle speed or both; or significantly altering the traffic composition on local roads. Other matters to consider include whether the proposal involves the development of a bus station, coach or lorry park; adds to turnover in a large car park; or result in construction sites that would generate large Heavy Goods Vehicle flows over a period of a year or more.
- Expose people to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor air quality.

### **How do considerations about air quality fit into the development management process?**

**Flowchart** Paragraph: 009 Reference ID: 32-009-20140306

This is not a full copy of the flowchart (within the governments Air Quality guidance) but part of it considers that, if the development is:

‘anticipated to give rise to concerns about air quality’, that there should be additional information provided to:

- assess the existing air quality in the study area (existing baseline)
- predict the future air quality without the development in place (future baseline) and
- predict the future air quality with the development in place (with mitigation)’

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/572684/air-quality.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/572684/air-quality.pdf)

## 5 - TRANSPORT AND TRAFFIC

### Issues

Rat run along Mill Lane and The Village, avoiding all day congestion on A1237.

Air Quality for pedestrians and cyclists, particularly at school starting and finishing times.

Cycle lanes narrow and unsafe.

Lack of safe crossings for pedestrians on York Road.

Poor street lighting on York Road

Parking in the village centre

### Objectives Addressed

- To promote better traffic management and traffic systems, providing new footpaths and cyclepaths and deterring through traffic.
- To address issues with public transport and connectivity with the City of York.

Additionally:

- a review of the bus services should consider how to provide a better local service including any new developments and the outskirts of the community, will be supported. [Map needed]
- a review should consider the reopening of the railway station and its impact on traffic, congestion and air quality. [Map needed]
- OTHER SITES (ST14) 1348 homes opposite Clifton Moor Centre and adjacent to Wigginton Road should be subject to the following:
  - [To be added]
  - [Map needed]

### Context

The current road system was designed for an earlier age, with fewer vehicles. The extension of the Outer ring road (A1237) in 1987 means that there are now 27,000 motor vehicles that daily travel our northern section. The increased usage of private cars, rat runs from other areas and van deliveries have put the current system under great pressure, particularly at peak times. Our own traffic surveys covering the two main access roads from the ring road put peak traffic at over 900 vehicles an hour in both directions. Two key road related issues will require resolving:

- Improved access onto the ring road as this causes a major pinch point during peak hours.
- Improved junction control with the user of roundabouts or traffic lights to enable the increased traffic moving in and out of the proposed housing estate.

It is clear therefore, that the 13,000 residents that live within a ten-minute walk distance of Haxby Town Centre are not the only consideration when we look to the future. The impact on the local road network of up to an extra 1400 car journeys per day needs to be minimised. Access needs to be focused in one area, roads and junctions upgraded and access onto the ring road improved. Making the local centre more attractive for pedestrians and shoppers will require a reduction in vehicle traffic which currently restricts pavement width, reduces crossing opportunities and increases pollution, particularly when it is heavily congested.

A significant proportion of questionnaire respondents thought that traffic through Haxby and Wigginton should be reduced with many seeing this as a high priority. Many of the individual comments received related to the difficulties of crossing The Village and Mill Lane during peak periods as well as specific concerns about congestion, speeding and large vehicles and air pollution. Measures which make the route less attractive to through traffic by giving pedestrians priority, reducing traffic speed and making the route less convenient as a short cut, should be implemented. There also needs to be sufficient short-term parking nearby so that those who need to drive can also get access to the Town Centre.

### **Access issues**

[To be added]

### **Traffic and congestion**

Traffic issues, particularly peak-time congestion through Haxby and Wigginton, were concerns for the majority of questionnaire respondents who thought that the amount of through-traffic needs reducing.

### **Pedestrian and cycle routes**

In 2016, the City of York Council produced the Revisions to the Strategic Cycle Route Network Evaluation and Prioritisation Methodology report, which sets out the cycle routes for the whole of York and included a list of cycle routes, which would provide routes which went outside the ring road including a route from Wigginton, via Wigginton Road and Haxby. There are currently limited cycle tracks in the area partly due to the narrow village roads and while a cycle route along Wigginton road will need to be discussed with land owners along the route, it is essential that this is included in the design of the roundabouts and the later requirements for the dual carriage of the ring road.

Many replies to the questionnaire wanted to see safer routes to walk and cycle around Haxby and Wigginton and to York city centre. Proposals for new developments should provide such routes within the site and contribute to improvements off-site as appropriate. Existing routes, identified in Appendix Eight, need maintaining and improving to make them safer, cleaner, more accessible, and generally more attractive and pleasant to use.

### **Bus services**

Much of Haxby and Wigginton is well served by buses but a significant group replying to the questionnaire thought bus services needed improving, with many of those noting this as a high priority. There are currently two bus services through Haxby and Wigginton that take residents through York city centre and onto Chapelfields or Copmanthorpe. A further bus goes between two out of town shopping centres (Clifton Moor & Monks Cross) and passes through our community. A new bus route will be required to support the new estate. Improving bus services and access to all parts of Haxby and Wigginton is essential and this includes physical provision of additional bus stops, road crossings for passengers to safely get to and from bus stops.

We recognise that a neighbourhood plan is not the mechanism for addressing bus service provision itself, but it can make a supportive statement about their enormous importance to Haxby and Wigginton in terms of access to the city, hospital, etc.; and for mitigating congestion on the route to town by providing an alternative to driving. While bus services and timetables are the responsibility of the private bus companies

in conjunction with the City of York Council, these organisations are encouraged to review the situation and give consideration to any required improvements.

### **Possible train station**

A new railway station would improve choice, speed of journey and connectivity for residents for journeys to and from York, Leeds, Manchester, Manchester Airport and beyond, and Malton and Scarborough. It would also reduce car congestion, particularly at peak times, in and around our area by use of a greatly under-used transport asset and further increase the use of the very wide range of destinations and frequencies of service from York station.

A new station would provide a journey time to York station of five minutes; all journeys using this station will save our time and improve local accessibility to trains for the residents of Haxby, Wigginton and adjacent communities such as Strensall and a catchment area including northern parts of Huntington, New Earswick and proposed new residential developments such as Clifton Moorgate and north Haxby. This overall area will house well over 20,000 people. The station would also reduce traffic volumes using and crossing the Ring Road and improve the environment by reduction in vehicle pollution and commuter car use since there are over 100 trains a day to and from Leeds and other cities and towns. A new station would also:

- increase use of bus services which will serve the new station
- improve access to York city centre for work, shopping, entertainment.
- provide adjacent parking at much lower cost than near York station with electric car charging available.
- generate sufficient revenue to cover new station operating costs because of passenger numbers
- provide further choice for our neighbourhood and should encourage more investment eg a halt at York Hospital. York's transport system now provides one suburban station, the lowest in the UK for a city of York's size.

### **Parking**

Available parking well-used but limited, being composed of on street, village green, short stay shopping centre and the Ethel Ward car park. Accessing the commercial offer in the town centre, the majority of customers stay for short periods of 30-90mins with each town centre parking space being used up to 10 times each day so being able to keep these free and turning over could greatly ease parking bottlenecks and aid the commercial success of local businesses. Informal surveys indicate that up to a third of daily available and unrestricted parking is used as long stay, primarily for employees of local businesses.

Early morning and late evening walking surveys indicate ample spaces for residents through a mix of integral garages, driveways and on street parking. Any proposed new developments will need to carefully consider the likelihood of these new residents, living at least a few blocks from The Village, being prepared to walk. A survey of the problems should be carried out and parking restrictions, traffic calming measures and other options considered with the aim of.

- encouraging residents to walk with benefits to physical and mental health;
- reducing incidences of 'rat-running' off Wigginton Road, Sutton Road and the Outer Ring Road;
- making the town centre a meeting hub thereby increasing dwell time and offering new commercial and neighbourhood opportunities;
- reducing traffic, congestion and air pollution.

## 6 - COMMUNITY & WELL-BEING

A significant number of respondents to the residents' questionnaire sited Haxby and Wigginton as a pleasant place to live and bring up a family, as well as to retire to, with plenty of excellent local facilities, and a good community spirit.

**Health:** currently a well-equipped Health Centre and local availability of dentists, optician, chiropodist, and chiropractice. Concerns were expressed at the difficulty of getting an appointment with a GP, and the difficulties of joining a National Health dental practice. This is of concern and certainly with any additional residential development, these issues will need addressing. There is concern for the rising traffic congestion and associated poor air quality which can give rise to health problems.

Several care homes and warden-assisted residences cater for the needs of elderly residents requiring additional support.

**Education provision:** Three good primary schools (Headlands, Ralph Butterfield and Wigginton), plus playgroups and after school clubs affiliated to each, give a good parental choice. There are also privately run nurseries. Concern was expressed that any additional housing would put pressure on the current provision and additional facilities will be needed.

**Shopping:** Haxby is a good centre and recognised by CYC as a district shopping centre. It serves both Haxby and Wigginton (although there is also a convenience store in the centre of Wigginton), and also draws in residents of neighbouring villages. Residents find the shops very convenient, but some concern was expressed about the increase of retail space taken up by cafes, and charity shops. A number of residents deplored the lack of a hardware store and inadequate parking for both cars and cycles at the shopping centre.

**Access to leisure facilities:** Residents recognise that Haxby and Wigginton have a good choice of venues where a variety of leisure and educational activities can be accessed by all ages at the following locations:

Volunteer lead:

- Haxby Memorial Hall
- Oaken Grove Community Centre (Haxby)
- The Old School Community Hall (Wigginton)
- Wigginton Recreation Hall

In addition, meeting room facilities are available at

- Haxby St Mary's Church Hall
- Haxby & Wigginton Methodist Church Rooms
- Wigginton St Nicholas Church Hall
- St Margaret Clitheroe's RC Church Hall

The following commercial premises also have available rooms:

- Haxby Sports Bar
- The Cottage Public House
- Costa Coffee

**Leisure and Fitness provision:** Currently the following areas provide a variety of physical activities:

- Ethel Ward Playing Field (Haxby). Provides: sports pavilion; football pitches; fenced open air netball court; children's play equipment

## HAXBY AND WIGGINTON NEIGHBOURHOOD PLAN - APPENDICES

- The Scout Building at Ethel Ward provides for cubs, scouts and guides.
- A new Explore Library has been established in the Oaken Grove Community Centre.
- Wigginton Sports & Recreation Centre Provides: indoor squash courts and bar; outdoor fenced tennis courts; petangue pitch; bowls; football pitches. A new football changing facility and meeting rooms are being planned for this site.
- Churchfield (Wigginton). Provides: children's play equipment; adult fitness apparatus; goal posts for casual football; dog walking area.
- Mancroft (Haxby). Provides: children's play area; dog walking area
- Oaken Grove Field. Provides extra football pitch; casual use for youth club
- Allotments (Haxby and Wigginton) - encourage fitness, social interaction, and promote healthy eating

All the facilities are well used and give participants the opportunity for social interaction, as well as fitness. Some people expressed concern that there is no provision for rugby or cricket, and others that the sport provision needs improvement. If further development takes place there will be an opportunity to address these issues.

**Healthy lifestyles – walking, cycling, and access to green spaces:** People appreciate the proximity of open countryside and the green spaces within the community as well as the access to such areas as the Millennium Wood (Wigginton), the River Foss footpath and the Crooklands Lane area (Haxby), which can be reached from ancient footpaths and long established snickleways which cross the neighbourhood. There was concern that these must be kept in good condition and free from litter. From the number of respondents who commented on these, it is clear that residents appreciate these areas, and are keen to continue to experience an active outdoor lifestyle.

There are currently no dedicated cycle paths in the community or to further afield, with only narrow cycle lanes either side of York Road as far as the bypass. There was strong support for a dedicated cycle route parallel to the B1363 from Wigginton as far as the roundabout junction with the A1237, plus other additional cycling provision.

**Any new developments must ensure that there are safe cycling and walking routes into the centre of Haxby.**

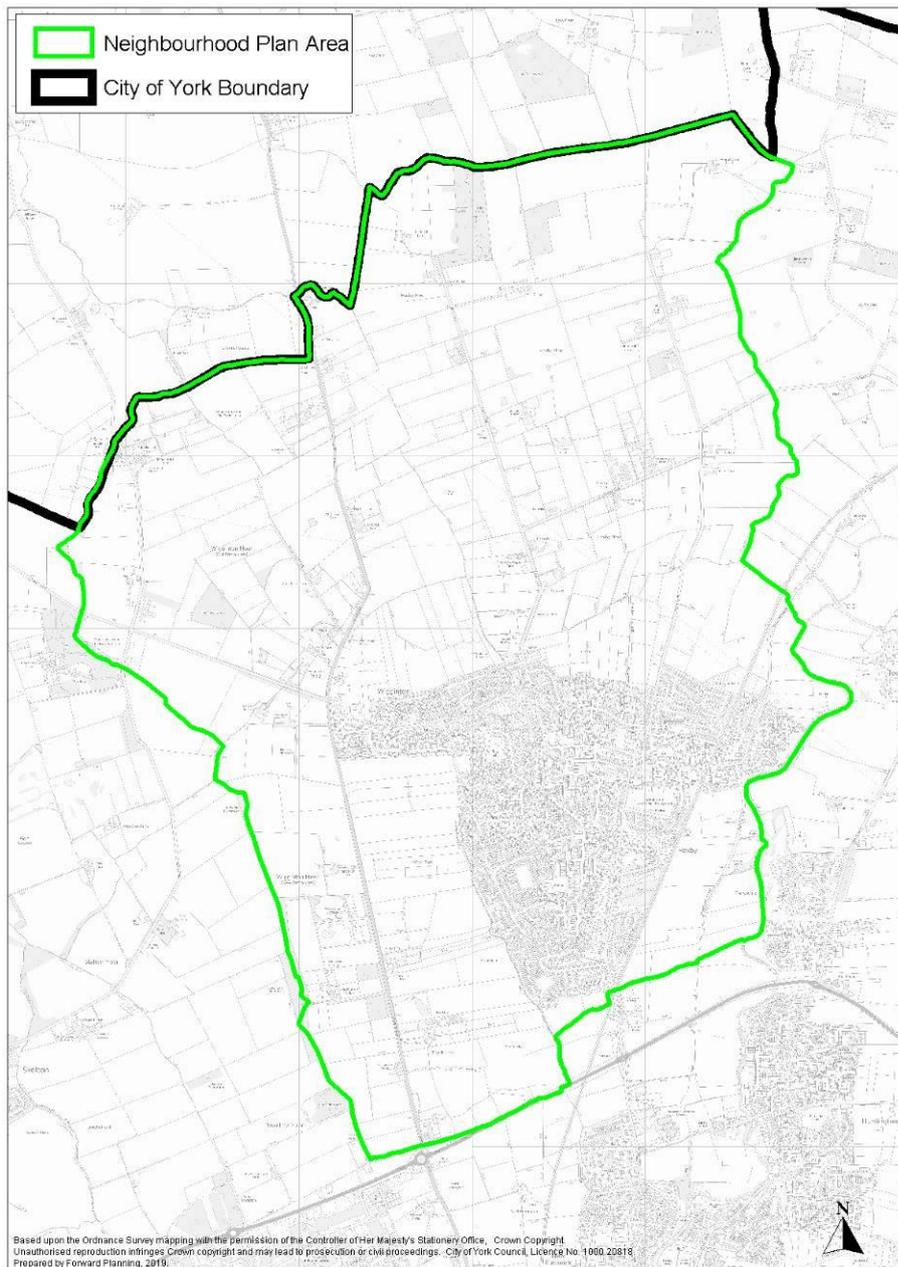
**Social interaction:** There are opportunities to relax at any of the four pubs in the community (Black Horse, The Cottage, Red Lion and Tiger), plus 3 restaurants (Paddyfields, the Janna Spice and The Parvin), Miller's Fish and Chips, and the increasing number of cafes!

There are also four churches – St Mary's Haxby, St Nicholas Wigginton, Haxby and Wigginton Methodist Church and the catholic church of St Mary Clitheroe.

**Community involvement:** Many people already contribute to the well-being of the community by volunteering (by for example being part of Haxby Helpers-providing transport for those unable to get to the shops or Health Centre; by coaching for any of the sports teams; organising the local U3A and so on). This unpaid and unsung help should be nurtured. It is valuable in maintaining community spirit, and will be needed more and more as the population increases. There are more opportunities for volunteers to take action themselves (keeping their immediate neighbourhoods and snickets tidy for example). It is the responsibility of all residents, councils, businesses and housing developers to play their part in keeping Haxby and Wigginton an enjoyable and healthy place to live.

**REPLACE MAP BELOW WITH MAP OF FOOTPATHS AND SNICKLEWAYS**

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## 7 - HERITAGE

There are notable listed buildings and monuments in Haxby and Wigginton and also a number of interesting 19<sup>th</sup> century unlisted buildings, which are mainly found in the continuous main street, running through both communities.

Those listed are:

48 The Village, Haxby - Grade II  
Station House, Station Road, Haxby - Grade II  
Haxby Grange Farmhouse, Crossmoor Lane - Grade II  
Cross Stump, immediately south of St Mary's Church, Haxby – Grade II

The following are listed but not in situ (stolen?):

Milepost, opposite Villa Farm, Wigginton Road, Wigginton – Grade II  
Milepost, 350 metres south of Strathard, Wigginton Road, Wigginton – Grade II

Other buildings of note (non-designated heritage assets) are St Mary's church (1878), Methodist Chapel (1879) and the Memorial Hall (formerly the Board School) (1903) in Haxby and St Nicholas Church (1860), the Old School (1902) and the Blackhorse Inn (19c) in Wigginton

Although the main street of Haxby is designated as a Conservation Area, following the boundaries of the historic village core, this does not extend along the main street into Wigginton. There are suggestions that the Conservation Area should be extended to preserve and protect the nature of the main street running through the two communities. Also, suggestions that the centre of Haxby should become more pedestrian friendly, to create an attractive town centre.

Much further back in our history, evidence of Roman settlements has been found and the possible site of a Neolithic tomb. This was confirmed by English Heritage (now Historic England), following an aerial survey in 2003/4, with evidence of at least six Roman settlements. The tomb was excavated in 1770, 1811, 1846/7, and lastly in 1922. All these digs, according to York Archaeological Trust were poorly recorded.

The land where these finds have been identified is Lund Field, which is the plot earmarked for housing (ST9) in the York Local Plan. To the north of Lund Field there is evidence of a Roman Temple, first recorded in 1966, located on a site south of Crossmoor Lane, near Haxby Grange Farm.

Also found in Lund Field, by metal detecting in 1993, were two hoards of bronze Roman coins and a broken pot. These finds are known as the Haxby Hoard, some of which is displayed in the Yorkshire Museum in York. Pieces of Roman pottery have also been found in gardens along North Lane and Station Road and a Roman silver signet ring, also in Station Road.

A cross shaft of a Christian Cross was found buried in a garden near the present church of St Mary's in Haxby and was believed to be ?Anglo Saxon/?Viking in origin. Unfortunately, the whereabouts of the Cross Shaft is now unknown. The only original

## HAXBY AND WIGGINTON NEIGHBOURHOOD PLAN - APPENDICES

remains of the 1424 church, on the site of the present St Nicholas Church in Wigginton, is a font, now displayed outside the church hall.

Later in the history of Lund Field there is ancient Ridge and Furrow to be found, extending eastwards to Usher Lane. Part of this can easily be seen at the top of Larch Way cul-de-sac, off Oaken Grove. There is a green buffer zone planned, for recreational space within ST9 and it is hoped that there is a way of preserving a section of ridge and furrow within this (perhaps as part of a play area). Also heading north across Lund Field is Crooklands Lane, an ancient bridleway/right of way, part of which has an attractive avenue of trees. After the Enclosure Act, the land was divided into separate farms, hedges and ditches marked the area of field demarcation and some of these can still be seen in Lund Field.

The heritage of Lund Field should be properly investigated with an archaeological assessment preceding any housing development and the ancient hedges and bridleways should be preserved.

### References

A Charter for Historic England Advisory Services

<https://historicengland.org.uk/images-books/publications/charter-he-advisory-services/charter-for-he-advisory-services-third-ed-sept17/> A Charter for Historic England Advisory Services

### Page 5 - Spatial Planning

We provide advice to local planning authorities on local development documents explaining how the historic environment should be conserved and enhanced. This is part of our 'duty to co-operate' especially where there is likely to be a significant impact upon the historic environment. We welcome early and ongoing discussion with local planning authorities and, where relevant, neighbourhood forums, in the preparation of local plans and neighbourhood plans. We offer proportionate responses to consultations on Strategic Environmental Assessments and Sustainability Appraisals to ensure a high level of protection and to maximise potential benefits for the historic environment. We must be consulted at the screening, scoping, reporting and the decision to adopt stages. Our advice on Environmental Impact Assessments, where necessary, helps to ensure that any potential significant effects on the historic environment have been accurately assessed and addressed. Although we must be notified of any intention to submit an environmental statement for certain proposals, we expect local planning authorities to exercise their judgement and to consult us wherever they consider that we are likely to have an interest.

### Page 7 - Pre-application advice

On initial contact we will determine the nature of the enquiry, identify the issues it raises and decide whether we should become involved.

National Heritage Protection Plan

<https://historicengland.org.uk/images-books/publications/nhpp-plan-framework/nhpp-plan-framework/>

## HAXBY AND WIGGINTON NEIGHBOURHOOD PLAN - APPENDICES

Page 7 - As well as supporting local authorities, the Plan envisages local communities becoming more involved in heritage protection, through such activities as the collection of information (particularly where heritage is overlooked or poorly understood), providing views on the values of heritage assets, identifying how such assets might best be protected and providing an input into plan-making and decisions that are part of the planning system.

Page 8 - The Plan will also anticipate potential threats and propose appropriate protection and management measures before they become real problems and heritage assets are irretrievably lost.

Page 21- Field systems - extant/still in use; relict (i.e. earthworks or other visible features which survive above ground, but which are no longer in use); or entirely below-ground - are the most extensive form of heritage asset in the country. They contribute significantly to local and regional distinctiveness. Studies have demonstrated the rate of loss of historic field systems still present in the landscape, their antiquity and value in character terms, and their ability to preserve earlier and nationally significant landscapes and assets. Action should focus on engaging communities in helping to preserve the distinctive character of our agrarian heritage.

Page 21 - Ploughzone Archaeology - Lithic scatters, early medieval 'productive sites' and chance finds of nationally important artefacts (e.g. Staffordshire Hoard) all demonstrate the significance that can be found within the surface horizon and plough soils. For aspects of prehistory they can represent the great majority of known sites. For some sites they represent the total surviving evidence. Action should focus on developing detailed understanding of site characteristics and distributions and measures for assigning significance (i.e. equivalent to principles of selection for assets that can be designated)

Page 22 - Supporting Local Communities in Protecting Significant Heritage Assets - Heritage assets are valued for their contribution to local distinctiveness and character, and historical and archaeological associations. Translating this local pride into better protection empowers local communities to manage and celebrate their heritage. Action should focus on developing practical and feasible means to assist local people, organisations and authorities in developing appropriate registration of such assets

Page 23 - Underpinning Local Planning Processes - The arrival of the National Planning Policy Framework (NPPF), the Localism Act, and the Enterprise and Regulatory Reform Bill (2013?) puts the historic environment at the heart of spatial planning and makes it clear that understanding significance is the key to successful conservation in both plan making and decision making. English Heritage and other bodies have an important role as statutory consultees within the planning system (see Measure 6) to ensure that the changes proposed by the government are implemented in a way that embeds the principles of NPPF. This Activity will ensure that role is underpinned by appropriate guidance, toolkits and partnership protocols.

Page 23 - 1 Enhancing the Capabilities of Historic Environment Records - The publication of the National Planning Policy Framework underpins the value of a smoothly functioning planning process of a current, accessible and dynamic Historic Environment Record (NPPF, 141, n 30). This Activity recognises the need to work across the sector to establish better standards of access; integration and content for

## HAXBY AND WIGGINTON NEIGHBOURHOOD PLAN - APPENDICES

historic environment data, whether in English Heritage, Local Authorities or with other organisations by working towards content consistency and management and new approaches to interoperability, access, data exchange and coverage.

DRAFT

## 8 - DRAFT GREEN BELT

The City of York Local Plan will be establishing a formal Green Belt for the first time. It will be guided by The Regional Spatial Strategy (RSS) for Yorkshire and the Humber (Partial Revocation) Order of 2013 which contains the following recommendations: The Yorkshire and Humber Plan Regional Spatial Strategy to 2020 on Green Belts ...*“The detailed inner boundaries of the Green Belt around York should be defined in order to establish long term developments limits that safeguard the special character and setting of the historic York”*, and Policy Y1 York sub area policy ...*“plans...should in the City of York LDF (Local Development Framework), define the detailed boundaries of the outstanding sections of the outer boundary of the York Green Belt about 6 miles from the York city centre and the inner boundary in line with Policy YH 9..to protect and enhance the nationally significant historical and environmental character of York, including its historic setting, views of the Minster and important open areas.”*

The National Planning Policy Framework (2019) sets out the five purposes of a Green Belt as follows:

- To check the unrestricted sprawl of large built up areas.
- To prevent neighbouring towns merging with one another.
- To assist in safeguarding the countryside from encroachment.
- To preserve the setting and character of historic towns.
- To assist in urban regeneration by encouraging the recycling of derelict and other urban land.

The NPPF states that “Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances” (para 143) and that “When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations” (para 144).

In the case of York, the Green Belt is primarily identified to protect the historic character and setting of the City of York. Currently, the general extent of the Draft Green Belt (the City of York Local Plan Publication Draft, February 2018) circles York at a radius of approximately 6 miles. In addition, The City of York Council identifies green corridors outwards from the city to preserve the views to York Minster. Even though York’s Green Belt is still, technically, a Draft Green Belt, it has been in existence for several decades and has been reaffirmed in planning refusals and dismissals of planning appeals.

Protecting the Green Belt, maintaining a clear and separate identity from the City of York and neighbouring parishes has been identified as important by 96%\* of residents of Haxby and Wigginton. \* NB This figure is from earlier surveys in Haxby and Wigginton (2015)

**INSERT MAP OF GREEN BELT**

## 9 - OPEN SPACE

Currently the land to the north of Haxby is divided into a number of small fields none of which are farmed intensively. This means that we have the benefit of a rich wildlife. There are long established hedgerows and mature trees.

Crooklands Lane is a unique feature of the area. It is a bridle way which is much used by residents and is worthy of preservation not only for its environmental value but also as a much-used local amenity. The preservation of the trees and hedgerows cannot be over-emphasised, they cannot be replaced by planting afresh.

When planning for new housing developments to accommodate our ever-increasing population within the UK, it is essential that the development should include areas of open space which benefit both the wellbeing of existing, and indeed, new residents to the area. With the positioning ideally located between the existing and proposed new development acting as a buffer zone and meaning that it can be used by everyone.

These spaces should be designed at the start rather than fitting in at the end of the design process and sympathetically designed with active space for all ages, with safe separate areas for toddlers, and also the planting of trees and wildlife habitat with the relevant planting which may include either pond or streams, where children can explore the area looking for new and different experiences. It is also acknowledged that these areas support both the health and wellbeing of all, whilst also remembering that these essential open spaces also alleviate surface water run off and flooding as well as providing safe dog walking areas

The River Foss runs through Haxby from north to south on its way through to Earswick and on to York. There has been investment in the Earswick section to create walking paths along the riverside. These more easily accessible paths could be extended to the Haxby section.

### **Designated Open space**

The Open Space and Green Infrastructure Study Update (City of York Council, 2017<sup>1</sup>) identified 26.5 hectares of open space in the Neighbourhood plan area. However, it shows that overall, there is a shortfall in Open Space provision in Haxby and Wigginton as follows:

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<sup>1</sup> [https://www.york.gov.uk/downloads/file/16040/sd085\\_-\\_city\\_of\\_york\\_local\\_plan\\_evidence\\_base\\_-\\_open\\_space\\_and\\_green\\_infrastructure\\_update\\_september\\_2017](https://www.york.gov.uk/downloads/file/16040/sd085_-_city_of_york_local_plan_evidence_base_-_open_space_and_green_infrastructure_update_september_2017)

HAXBY AND WIGGINTON NEIGHBOURHOOD PLAN - APPENDICES

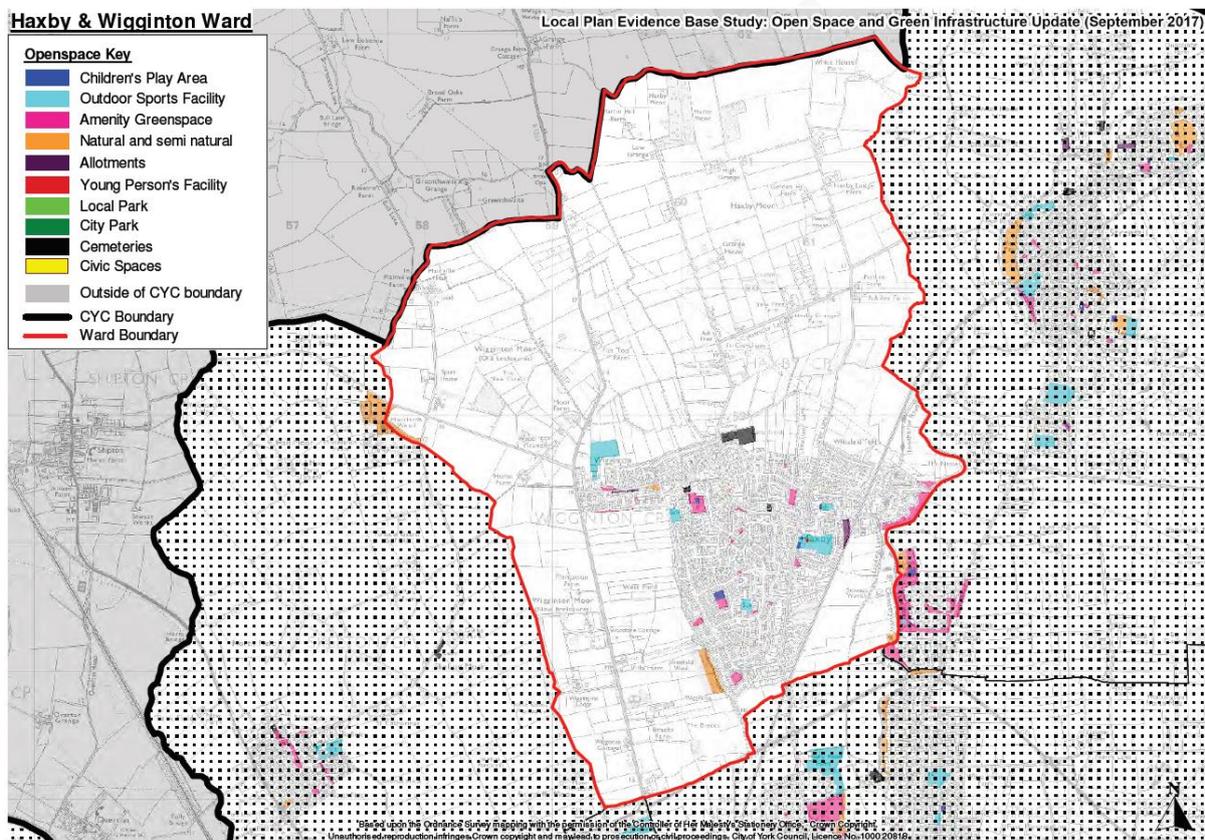
**HAXBY & WIGGINTON WARD**

<b>Population (2017)</b>	12028 (2011 Census data rebased to 2015 Ward Boundaries)				
<b>Open space Type</b>	<b>TOTAL existing</b>	<b>Standard (ha/1000 persons)</b>	<b>Standard ha required</b>	<b>Surplus/ Deficit</b>	
City Park	0.00	0.18	2.17	-2.17	Deficit
Local Park	0.00				
Natural and semi natural	5.33	2.13	25.62	-20.29	Deficit
Outdoor Sports Facility	8.49	1.78	21.41	-12.92	Deficit
Amenity Greenspace	7.76	1.45	17.44	-9.68	Deficit
Children's Play Area	0.88	0.48	5.77	-4.89	Deficit
Young Person's Facility	0.10	0.21	2.53	-2.43	Deficit
Allotments	1.20	0.29	3.49	-2.29	Deficit
Cemeteries	2.73				
<b>TOTAL</b>	<b>26.50</b>				

<b>Site ID</b>	<b>Site Name</b>	<b>Type</b>	<b>Size (HA)</b>
153	Wigginton Pond	Natural and semi natural	0.335
1027	Fosslands Development NSN	Natural and semi natural	0.518
2041	Haxby Pond NSN	Natural and semi natural	0.075
2068	Moorlands Nature Reserve	Natural and semi natural	1.470
2069	Haxby Woodland Trust NSN	Natural and semi natural	2.934
93	Wigginton Playing Field, off Mill Lane, Wigginton	Outdoor Sports Facility	3.514
159	Ethel Ward Memorial Playing Field	Outdoor Sports Facility	3.062
449	Wigginton County Primary School	Outdoor Sports Facility	0.836
450	Ralph Butterfield County Primary School	Outdoor Sports Facility	0.435
451	Headlands Primary School	Outdoor Sports Facility	0.643
152	Land off Mill Lane	Amenity Greenspace	0.197
154	Church Field	Amenity Greenspace	1.376
155	Land off the village	Amenity Greenspace	0.135
156	Land off Mancroft and Hunters Close	Amenity Greenspace	0.578
157	Land between Old Dykelands and Broad Acres	Amenity Greenspace	0.349
158	Land between Eastfield Avenue and Sandringham Clos	Amenity Greenspace	0.602
161	Land between West Nooks and River Foss (Thornfield)	Amenity Greenspace	2.363
733	Oaken Grove AGS	Amenity Greenspace	0.630
736	York Road AGS	Amenity Greenspace	0.242
737	Wheatfield Lane AGS	Amenity Greenspace	0.073
1015	Headlands	Amenity Greenspace	0.067
1016	Springwood	Amenity Greenspace	0.063
1017	Netherwindings AGS	Amenity Greenspace	0.429
1018	Coppice Close AGS	Amenity Greenspace	0.113
1019	Greenshaw Drive AGS	Amenity Greenspace	0.072
1020	Windhill AGS	Amenity Greenspace	0.083
1021	Church Lane AGS	Amenity Greenspace	0.146
1022	Westfield Grove AGS	Amenity Greenspace	0.048

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2039	Lancar Close AGS	Amenity Greenspace	0.161
2040	Village Garth AGS	Amenity Greenspace	0.038
10	Land to South of Greenshaw Drive	Children's Play Area	0.131
46	Playground on land to east of York Road	Children's Play Area	0.201
808	Playarea at Ralph Butterfield School	Children's Play Area	0.066
2100	Mancroft Playbuilder Site	Children's Play Area	0.487
2112	Youth Shelter on Land to the East of York Road	Young Person's Facility	0.096
160	Allotment Gardens, south of Station Road, Haxby	Allotments	0.922
2038	Mill Lane Allotments	Allotments	0.277
734	St Mary's Church, The Village, Haxby	Cemeteries	0.179
735	Haxby and Wigginton Cemetery, Moorlands, Wigginton	Cemeteries	2.481
807	St Mary and St Nicholas Church, Church Lane, Wigginton	Cemeteries	0.250



### - Green spaces

Green spaces have an important influence on health and well-being, as well as contributing to the value of nearby development. Local green spaces can be designated within a Neighbourhood Plan (NPPF para 77)

- where the green space is in reasonably close proximity to the community it serves;
- where the green space is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquility or richness of its wildlife, and;

- where the green area concerned is local in character and is not an extensive tract of land.

The retention and improvement of green space was a concern of the community expressed in recent consultation and a significant proportion of 78% of respondents felt that facilities within the green spaces could be improved. Appendix Three details the current provision of parks, playgrounds and neighbourhood outdoor spaces.

### Public spaces

There are a number of public spaces situated across Haxby and Wigginton with a variety of facilities. 'Public spaces (including high streets, street markets, shopping precincts, community centres, parks, playgrounds, and neighbourhood spaces in residential areas) play a vital role in the social life of communities. They act as a 'self-organising public service', a shared resource in which experiences and value are created (Mean and Tims, 2005)'

(<https://www.jrf.org.uk/sites/default/files/jrf/migrated/files/2050-public-space-community.pdf>)

In 2007 the Joseph Rowntree Foundation published a report 'The Social Value of Public Spaces'. This document states 'Public spaces play a vital role in the social and economic life of communities' and concludes by providing 'clear evidence of the importance of public space in successful regeneration policies, and for creating sustainable communities'; and it is this idea of a sustainable community that is important to the residents of Haxby and Wigginton. Given the demographics of Haxby & Wigginton it is important to the residents that public spaces are welcoming and inclusive for all sections of the community.

In addition to the public spaces, Haxby and Wigginton are characterised by the series of snickleways and lanes that run through the villages. These are important to the residents for a number of reasons:

- Providing safe access to schools by taking people away from the main roads
- Providing shorter routes for people accessing the main spine of the villages
- Enabling healthy walking routes away from main roads
- Providing dog walking areas

Towthorpe Road, Moor Lane and Usher Lane provide access for local residents to the surrounding countryside. Local pedestrians and cyclists commonly use these roads for activities such as walking, cycling, jogging, horse riding and dog walking. As a result, Haxby Town Council requested that the roads above be made Quiet Lanes as part of York City Council's programme to improve areas for residents.

### Walking and cycling

In 2016, the City of York Council produced the Revisions to the 'Strategic Cycle Route Network Evaluation and Prioritisation Methodology' report, which sets out the cycle routes for the whole of York and included a list of cycle routes, which would provide routes which went outside the ring road including a route from Wigginton, via Wigginton Road and Haxby. There are currently limited cycle tracks in the area partly due to the narrow village roads and while a cycle route along Wigginton road will need to be discussed with land owners along the route, it is essential that this is included in the design of the roundabouts and the later requirements for the dual carriage of the ring road.

Many replies to the questionnaire wanted to see safer routes to walk and cycle around Haxby and Wigginton and to York city centre. Proposals for new developments should provide such routes within the site and contribute to improvements off-site as appropriate. Existing routes, identified in Appendix Eight, need maintaining and improving to make them safer, cleaner, more accessible, and generally more attractive and pleasant to use.

### Movement in local residential areas

[To be added]

### Flooding and drainage

It is widely recognised, including by City of York Council that the current drainage provision for both surface water and sewage is unsatisfactory in Haxby and Wigginton. Whenever there is heavy rain there is flooding with drains blocked and with sewage coming up in houses, roads and gardens. A radical overhaul of the drainage system is essential before adding the extensions required by the proposed sizeable development.

The latest iteration of the [City of York Local Plan states](#): 'The drainage strategy should ensure existing agricultural run-off rates are maintained. This may include retention and widening of existing drainage ditches, attenuation ponds, new sewers and upgrade to facilities as required. Within vicinity of the site the public foul sewer network does not have adequate capacity available to accommodate the anticipated foul water discharge from this site. As such connection to the public sewer network will be required'. ([Local Plan Pre-Publication Draft P51, 3.54](#)).

Also, one of the principles ([vi page 50](#)) would be to 'provide a suitable drainage strategy to ensure there is no increase to existing agricultural run off rates and existing drainage ditches are maintained and enhanced. The strategy should be developed in conjunction with the Council and required statutory bodies and should ensure that the development will not exacerbate any existing issues with surface water and drainage owing to the site being flat with a high water table. The drainage scheme will need to connect to the Strensall and Towthorpe Waste Water Treatment Works to the north of the site given capacity issues with the Haxby works to the south of Haxby village.

**10 - STAKEHOLDER CONSULTATION**

<b>Concerns / suggestions</b>	<b>&lt; 12 yrs</b>	<b>12 - 17 yrs</b>	<b>18 - 25 yrs</b>	<b>26 - 34 yrs</b>	<b>35 - 50 yrs</b>	<b>50 - 64 yrs</b>	<b>65 + yrs</b>
Temporary football arena	1						
Swimming pool	1						2
Centres/open spaces for young people	1	1			3	1	3
Irresponsible dog owners	1				2	1	1
Regular community events	1						
Better lighting/cctv Ethel Ward			1			1	
Community veg/fruit plots				1			
Encouragement for healthy lifestyles				1			
Dedicated cycle track B1363 to ring road				1		3	3
Preserve community /iconic atmosphere				2	1		
Improve surface of pavements				2	1	11	27
Outdoor children's play areas				2	3		
More dog waste bins				1		2	2
Replacement permanent library				1	1	4	5
Public seating					1		1
Youth anti-social behaviour (Ethel Ward & Shops)					2	1	4
Preserve the 2 nice parks/green spaces					2	1	1
No more charity shops					1		3
Dual sex sports eg cricket, rugby					1		
Preserve community feel					1		1
Safe cycling/pedestrian provision					2	1	1
Too many cafes/coffee shops					1	3	
An additional pub/ restaurant					2	1	
Improve/add to sport/leisure facilities					3	1	2
Preserve "close to nature" feel					1		1
Preserve great general appearance					1		5
Preserve green belt/ conservation area					1	1	3
More litter bins					1		
Keep Haxby pond in good condition					1		
Improve/add to open spaces for leisure					2		6
Preserve this wonderful place						1	2
Central publicity for all events						1	

HAXBY AND WIGGINTON NEIGHBOURHOOD PLAN - APPENDICES

<b>Concerns / suggestions</b>	<b>&lt; 12 yrs</b>	<b>12 - 17 yrs</b>	<b>18 - 25 yrs</b>	<b>26 - 34 yrs</b>	<b>35 - 50 yrs</b>	<b>50 - 64 yrs</b>	<b>65 +</b> <b>yrs</b>
Remove hedge to Ethel Ward						1	2
Follow Dutch model						1	
Improve grass cutting / edging / verges						1	1
Improve footpath on R. Foss (both directions)						2	4
Better management of snickets						2	4
Litter Corban Lane/ Wigginton Rd/open spaces						1	5
Preserve excellent bus service						2	1
Preserve good snickets/grass edging						2	
Improve wheelchair access to open spaces						1	1
Provision for cycle parking in village						2	
Improve lighting Windmill Way						1	
Keep fit classes for older generation							1
Safeguard Roman remains							1
Tree preservation/maintenance							5
Provide shared paths for cyclists & pedestrians							1
Safeguard badger setts							1
Preserve Crooklands Lane bridleway							2
Ban feeding pigeons/geese at ponds							1
No more cycle ways							1
Better control of drinking establishments							1
Increase bridleways/footpaths							1
Value best areas eg Wheatfield Lane							1
Low crime rate							1
Good community/sports facilities							1
Attractive centre							4
Ability to access all facilities on offer							1

Source: Residents Survey 2018

**February / March 2019 - Communication plan: Policy outline document**

## HAXBY AND WIGGINTON NEIGHBOURHOOD PLAN - APPENDICES

### Organisation

The Curious Coffee Company  
Conexo Travel  
Haxby Family Dental practice  
Wigginton Dental Practice  
Miller's Fish & Chips  
Larch Music  
Larch Music Tuition Ltd.  
Haxby Cycles  
Hey Dog! Pet Behaviour/Training  
Blue Box Support  
Haxby Bakers  
Cats Protection League  
Our Little Friends  
Dutch Nurseries Florist  
Hunters Estate Agents  
Co-op  
St. Leonards Hospice Shop  
Thora & the Prince  
Sainsburys  
Barclay's Bank  
Headlands Primary  
Ralph Butterfield Primary  
Wigginton Primary  
Joseph Rowntree Secondary  
Headlands Playgroup  
Ralph Butterfield Playgroup  
PCSO Andy Smith  
Acting Inspector Yvonne Taylor  
Haxby Group Dental Practice  
St. Mary's Church  
St. Nicholas' Church  
St Margaret Clitherow Church  
H&W Methodist Church  
Haxby & Wigginton Library  
Stephenson's Estate Agent

### Organisation

Black Horse Pub  
Red Lion Pub  
The Cottage Pub  
The Tiger Pub  
Haxby Sports Bar  
Oaken Grove Community Centre  
H&W Youth Community Association  
Pollyanna's Nursery  
Wonder Years Nursery  
Haxby Playgroup  
Birchlands Care Home  
Haxby Hall  
Wyre Mews  
St. Mary's Mews  
Ivy Lodge  
Rosevale  
Haxby Butchers  
Creepy Crawlies  
Willow Farm Shop  
Jubilee Court Care Home  
Haxby Guiding  
Haxby Scouting  
U3A (email)  
Women's Institute (email)  
Harrowells Solicitors  
Jubilee Court Care Home  
Autohaus Diagnostics  
JPG Guitars  
InStyle Kitchens  
The Parvin  
Cllr. Cuthbertson, CYC  
Cllr. Gates, CYC  
Cllr. Richardson, CYC  
Haxby Town Council Clerk  
Wigginton Parish Council Clerk

## HAXBY AND WIGGINTON NEIGHBOURHOOD PLAN - APPENDICES

### SURVEY RESPONSES BY AGE GROUP

Age Group	No.	
Under 12	8	1.4%
12 - 17	6	1.1%
18 - 25	2	0.4%
26 - 34	26	4.6%
35 - 50	98	17.2%
51 - 64	151	26.5%
65+	277	48.6%
(blank)	2	0.4%
<b>Total</b>	<b>570</b>	<b>100.0%</b>

DRAFT

## HAXBY AND WIGGINTON NEIGHBOURHOOD PLAN - APPENDICES

### SURVEY RESPONSES

	Strongly Agree	Agree	Disagree	Strongly Disagree	Blank	Score*
	%	%	%	%	%	%
<b>1. These are things that make Haxby and Wigginton good places to live...</b>						
<b>Q1.8</b> Nearby shopping facilities	57	41	1	0	1	<b>97</b>
<b>Q1.1</b> Good schools	46	45	1	0	8	<b>90</b>
<b>Q1.14</b> Low crime levels	38	53	4	1	5	<b>86</b>
<b>Q1.9</b> Community facilities	30	60	5	1	5	<b>85</b>
<b>Q1.15</b> Conservation Area and Village Greens	37	52	6	1	4	<b>82</b>
<b>Q1.5</b> Public transport links, bus and rail	44	44	8	2	2	<b>77</b>
<b>Q1.2</b> Parks and open spaces	38	49	8	1	4	<b>77</b>
<b>Q1.13</b> Health services (e.g. doctors, dentists)	43	43	8	3	3	<b>76</b>
<b>Q1.10</b> Wide range of community activities	24	60	9	0	7	<b>74</b>
<b>Q1.7</b> Sports and Leisure facilities	15	58	17	2	8	<b>55</b>
<b>Q1.12</b> Opportunities for young children (up to 11 years)	13	51	15	2	19	<b>47</b>
<b>Q1.4</b> Local employment opportunities	8	45	30	4	13	<b>19</b>
<b>Q1.11</b> Opportunities for young people (11-18 years)	9	37	30	5	19	<b>12</b>
<b>Q1.6</b> Well maintained streets and footpaths	18	34	27	17	4	<b>8</b>
<b>Q1.3</b> Affordable / Social Housing	7	33	38	9	14	<b>-7</b>
<b>2. Improvements are needed in the following areas...</b>						
<b>Q2.5</b> Maintenance of streets and footpaths	50	34	12	0	4	<b>72</b>
<b>Q2.3</b> Local employment opportunities	16	49	20	1	15	<b>44</b>
<b>Q2.9</b> Opportunities for young people (11-18 years)	18	43	18	1	21	<b>43</b>
<b>Q2.2</b> Affordable / Social Housing	25	38	22	4	11	<b>37</b>
<b>Q2.1</b> Parks and open spaces	18	37	31	1	12	<b>23</b>
<b>Q2.10</b> Opportunities for young children (up to 11 years)	12	37	28	2	22	<b>19</b>
<b>Q2.4</b> Public transport links, bus and rail	19	33	34	4	9	<b>15</b>
<b>Q2.11</b> Health services (e.g. doctors, dentists)	24	28	34	4	10	<b>15</b>

## HAXBY AND WIGGINTON NEIGHBOURHOOD PLAN - APPENDICES

		Strongly Agree	Agree	Disagree	Strongly Disagree	Blank	Score*
<b>Q2.6</b>	Sports and Leisure facilities	13	37	36	1	14	<b>13</b>
<b>Q2.12</b>	Conservation Area and Village Greens	15	32	37	2	13	<b>8</b>
<b>Q2.8</b>	Community facilities	8	36	39	2	15	<b>4</b>
<b>Q2.7</b>	Nearby shopping facilities	8	25	49	5	13	<b>-21</b>
<b>3. Haxby and Wigginton needs the following types of housing...</b>							
<b>Q3.2</b>	Starter homes for young people	36	34	7	5	18	<b>57</b>
<b>Q3.1</b>	Family housing	26	31	16	7	19	<b>34</b>
<b>Q3.4</b>	A mixture of the above on the same site.	28	33	19	11	9	<b>31</b>
<b>Q3.3</b>	Elderly persons housing	21	30	22	9	18	<b>20</b>
<b>4. These requirements are important in future developments</b>							
<b>Q4.2</b>	Green space and play areas within developments	65	29	2	0	3	<b>92</b>
<b>Q4.5</b>	Drainage measures (e.g. rainwater harvesting, storage ponds)	62	32	3	0	3	<b>90</b>
<b>Q4.1</b>	Designated and protected green belt	72	20	4	0	3	<b>88</b>
<b>Q4.3</b>	Segregated pedestrian and cycle routes	46	36	11	1	6	<b>70</b>
<b>Q4.4</b>	Energy saving measures (e.g. solar panels, insulation)	37	43	12	1	8	<b>67</b>
<b>Q4.7</b>	Employment opportunities	26	52	11	1	11	<b>65</b>
<b>Q4.8</b>	Improved air quality	32	44	14	1	9	<b>61</b>
<b>Q4.9</b>	Improved internet services	27	43	16	2	12	<b>52</b>
<b>Q4.6</b>	Traffic calming measures	35	32	22	6	5	<b>38</b>
<b>5. There should be provision in future developments for...</b>							
<b>Q5.4</b>	Improvements to existing roads and parking	69	25	2	1	3	<b>92</b>
<b>Q5.7</b>	Drainage	67	26	3	0	4	<b>90</b>

## HAXBY AND WIGGINTON NEIGHBOURHOOD PLAN - APPENDICES

		<b>Strongly Agree</b>	<b>Agree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Blank</b>	<b>Score*</b>
<b>Q5.1</b>	Local shops and services (e.g. banks, ATMs, Post Office)	57	34	5	1	2	<b>85</b>
<b>Q5.6</b>	Footpath links and cycle routes	47	41	6	1	5	<b>81</b>
<b>Q5.8</b>	Local surgeries (e.g. doctors, dentists)	54	34	6	1	6	<b>80</b>
<b>Q5.5</b>	Public transport links, bus and rail	49	37	8	0	5	<b>78</b>
<b>Q5.2</b>	Schools / Childrens' Nurseries	45	39	6	1	9	<b>77</b>
<b>Q5.10</b>	Sports and Leisure	28	53	9	1	9	<b>72</b>
<b>Q5.9</b>	High speed broadband	34	43	9	2	12	<b>66</b>
<b>Q5.3</b>	Designated commercial and employment areas	20	46	19	3	12	<b>43</b>

Score = (Strongly Agree plus Agree) minus (Strongly Disagree plus Disagree)

## 11 - ADDITIONAL ITEM

“The planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

c) **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

NATIONAL PLANNING POLICY FRAMEWORK  
Revised February 2019