

EXAMINATION INTO THE SOUNDNESS OF THE CITY OF YORK LOCAL PLAN

Strategic Housing Sites II - Policy SS9 (ST7)

Matter 4

4.7 Is the allocation and associated Policy SS9 relating to ST7 soundly based?

4.8 Are the Green Belt boundaries of the ST7 site reasonably derived?

Murton Parish Council has submitted comments¹ on both these issues, which we believe to be well founded, but which have so far been ignored. The reason for writing this further note is to state that our concerns could even be exacerbated with the proposal of the ST7 Development Consortium (June 2021) to increase the number of dwellings from 845 to 1225².

The concerns can be summarised as

- (i) The environmental impact, and
- (ii) The effect of increased traffic on the lanes in the Parish

The environmental impact will be increased markedly if the number of dwellings increases to 1225. We have already noted the comments by English Heritage/Historic England³ in which they ask for ‘a substantial area of open countryside should be retained between any new housing and the village’ and that the plan ‘could not be described as leaving “a reasonable” gap between Murton and the new eastern edge of the City’. The City of York’s answer dismisses this issue with a statement in which they claim that the problem is ‘minor’⁴.

¹ Local Plan consultation, May2021, SID 329 These are reproduced on our Neighbourhood Plan website, <https://murtonneighbourhoodplan.org.uk/city-of-york-local-plan.html#content>

² City of York Local Plan. Land at ST7, East of Metcalfe Lane, York. On behalf of ST7 Developer Consortium

³ City of York Local Plan pre-publication (Reg 18 consultation) Heritage Impact Appraisal. Consultation with English Heritage. May-August 2014: Feedback on Strategic Sites HIA page 127

⁴ City of York Local Plan Sustainability Appraisal Appendices A- Pre Publication Draft regulation 18 Consultation September 2017 Appendix B Table B.1 page 15

The second issue is one of **traffic**. Any consideration of traffic has been confined throughout the development of the Local Plan to traffic *within* ST7 or its boundaries at Murton Way, Stockton Lane and Bad Bargain Lane. We have made several requests to spell out how the extra traffic flowing *into* and *from* these three entry points will affect the lanes in the Parish. However, absolutely no recognition has been given that the three lanes, which are narrow and carry farm vehicles, horses and cyclists, could be put under severe pressure. The traffic concerns of *future* residents of ST7 are adumbrated throughout the documentation. However, the *present* residents of adjacent parishes are ignored. Similarly, the provision of public transport within ST7 is discussed in some detail, but the provision for the villages adjacent to it is also ignored.

To be inflicted with traffic from 845 dwellings let alone 1225, without proper planning, seems cavalier at the best. We have searched documents, including the recent Statement of Common Ground agreed between the CYC and the ST7 Consortium⁵, to no avail. Our optimism was enhanced when we saw that CYC had published a paper on the Local Plan Infrastructure in May 2022⁶. Our hopes were dashed; the document still does not grasp the infrastructure problems *outside* the boundaries of ST7 (Appendix 1, ref 2.06, reference 6). No funds are set aside to mitigate them. Even ideas for public transport within ST7 are 'subject to feasibility and viability' (Table 1, ref 6) and the 15% is 'ambitious' (para 27, ref 6) for the proportion of bus journeys in and out of ST7.

Our request is very modest, to examine the effect of the development on the three lanes in our Parish which will necessitate, as a start, an independent and robust traffic survey, on all three lanes. A Planning Inspector, in a strongly critical indeed scathing, letter to City of York Council in 2016, concerning their traffic data on the southern fringe of the Parish, pointed out that they were using 2003 data for Murton Way⁷

⁵ Statement of Common Ground Land East of Metcalfe Lane, York – Site REF. ST7 Phase 2 hearings. May 16th 2022

⁶ Local Plan Infrastructure Delivery Strategy: Update Note for Phase 2 Local Plan Independent Examination. City of York Council May 2022

⁷ Letter to the City of York Council from the Planning Inspectorate reference APP/C2741/W/15/3135274, dated August 10th 2016. CYC reference 14/00924/FULM

