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From: Margaret Gibson
Sent: 13 February 2012 13:31
To: ldf
Subject: Response to Proposed Changes to submission Draft Core Strategy
Attachments: Response to Proposed Changes to Submission Draft Core Strategy by Sherburn in Elmet Parish Council.doc

Good afternoon

Attached our responses to the above Draft Core Strategy.

Regards

Margaret Gibson

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13 February 2012

Dear Sirs

Response to Proposed Changes to Submission Draft Core Strategy Sherburn in Elmet Parish Council

Sherburn in Elmet Parish Council is very concerned that these proposed changes yet again increase the housing requirement in Sherburn in Elmet without any apparent indication that pressures of such development on village services and infrastructure have been properly considered.

During each successive Core Strategy consultation the number of houses required to be built in Sherburn over the 15 year period to 2026 (now 2027) has increased. The Consultation on Further Options in November 2008 proposed that Sherburn would need to accommodate 227 houses on new sites up to 2026, being 6% of the total for the District.

By the time the Selby District Consultation Draft Core Strategy was published in February 2010 Sherburn's new site allocations figure was up to 480. Paragraph 5.16 of this document indicated that:

"The proportion of development allocated to Sherburn in Elmet is less than that suggested through a recent Strategic Housing Market Assessment, in recognition of the scale of recent development and current permissions. These include provision for significant numbers of affordable properties catering for short-term need. It is also considered desirable not to exacerbate high levels of commuting, particularly to Leeds."

The Selby District Submission Draft Core Strategy – May 2011 increased this figure to 498 units, although prior to the Examination of the Core Strategy, the Council, on 13 September 2011, resolved to immediately release parts of the Selby District Local Plan site SHB1B amounting to 282 units thereby effectively reducing the requirement for other allocations to 216 units in the plan period based on the 498 requirement.

The present document proposes a requirement of 700, comprising 13% of total allocations for the District as a whole.

The effect of these changes increases the proposed contribution of new site allocations in Sherburn to the District total to more than double the level proposed in the 2008 "Further Options", with an increase in total numbers of 473 from the original 227 to 700. By the resolution of 13 September, which "released" parts of SHB1B, the Council has already released more "new allocations" in the plan period than proposed in November 2008.

The Parish Council, on behalf of the community of Sherburn in Elmet, is of the view that to look at the current proposal solely in the light of the objections from those in other settlements in the District and the Inspector's questions emanating from those objections fails to take account of the rights of the residents of Sherburn to be properly consulted and of the implications of increased development on issues not covered by the Inspector's concerns. In particular the capacity of Sherburn in Elmet to accommodate increasing levels of development has not been properly assessed and the Inspector's questions appear to relate solely to implications of the scale of development in Tadcaster.

The Parish Council has consistently stressed its concern that the goalposts have been constantly shifting making serious comments on LDF documents and development proposal almost impossible. The present consultation follows a series of conflicting and botched consultations on the (now suspended) Site Allocations DPD.

It is clear that no serious attention has been paid to issues relating to inadequate service provision in the village. Apparently the existence of 2 railway stations is considered to outweigh the lack of proper youth and sports facilities, a police station, a fire station, household waste facilities, increasing demand for school and surgery places that will require serious PUBLIC investment, and parking. Any assessment of the situation will show that all of these facilities are available in other settlements in North Yorkshire of similar size and yet Selby District Council and developers persist in seeking to off load yet more houses on Sherburn without proper consideration of the capacity of the village. In addition, whilst there are indeed two railway stations in Sherburn the facilities at these stations, particularly parking, are totally inadequate. Furthermore, the services to York and Leeds are poor, particularly at peak times and whilst the Selby and

District Rail Users Group (SADRUG) has made some progress by lobbying to improve services this is hampered by the sometimes conflicting needs of the train operating companies. The effect of these poor rail services is increased commuting by car, and this will only increase with additional housing.

One critical issue that cannot be ignored in any proposals for additional development in Sherburn is infrastructure capacity, particularly in relation to highways. The District Council accepts that highway impact is a material consideration in allocating sites and yet has not carried out a comprehensive assessment of the impact of 498 houses on Sherburn, let alone the 700 now proposed.

We urge you to look at this issue again. To date the only Transport Assessment considered in relation to Sherburn was that submitted by Optima to support the recently refused planning application on Low Street for 498 houses. The Parish Council believes that the Optima study has serious flaws, including over estimating the capacity of the crossroads, failing to take account of the implications for rat running, and failing to properly assess the need for new highway infrastructure to support new development. We further believe that the County Council's own traffic counts in recent years in Sherburn and South Milford support our view. Unless these issues are addressed through a proper assessment of the potential traffic impact in the village of new development, the capacity of the settlement to accommodate new development cannot be properly considered.

We have already requested a meeting with the Council to discuss the traffic implications of development and would urge that these points are addressed immediately. In this respect the Highway Authority **MUST** take responsibility for carrying out a proper transport assessment to include an assessment of the evidence provided by the County's own traffic counts.

In any event, please record the Parish Council's objection to the proposed changes for the reasons set out above, and ensure that the points raised are properly addressed as part of the Core Strategy process.

Yours faithfully,

MARGARET GIBSON
Clerk to the Sherburn in Elmet Parish Council