**DRAFT**

**Murton Parish Neighbourhood Plan Working Party**

**Report to the Murton Parish Council meeting**

**on July 14th 2021**

1. **Analysis of the pre-submission consultation**

As reported in the June report, we received comments from the following **organisations**:

National Grid

CPRE North Yorkshire

The Coal Authority

Natural England

Osbaldwick PC

Historic England

Highways England

Environment Agency

City of York Council

We also received 6 replies form **householders** and 1 from a **business**.

We are now on the first stage of analysis of these replies. This will lead to suggestions for changes to the Main text and Appendices.

A table is being prepared showing all the comments that we have received and what action we propose to meet these comments. This will be presented to the Parish Council as soon as possible.

We will also be drafting the Basic Conditions Statement which shows how we have met the terms laid down by the NPPF and the emerging Local Plan.

1. **The City of York Local Plan**

The City of York Council sent the proposed Local Plan to the Secretary of State for Communications and Local Government in May 2018. Following consultations, CYC has produced a series of modifications on which the Parish Council was invited to comment. The Parish Council, in turn, asked the Working Party to do this work. The Clerk has sent in our reply which was concerned with the building of ST7, an area proposed for housing east of Metcalfe Lane.

The following statement was sent:

**ST7: Consequences of enhanced traffic on Murton Parish**

Among the planning policies in the NPPF[[1]](#footnote-1) which most concern Murton Parish are those relating to transport that:

• *support ‘an appropriate mix of uses across an area, and within larger scale sites, to minimize the number and length of journeys needed for employment ; • ensure that there is ‘active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned’;*

*• ‘identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development’;*

*• ‘provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans)’*

The village of Murton is in the centre of the Parish and is served by three roads, Murton Way (from Osbaldwick), Murton Lane (from the A166 York-Stamford Bridge Road) and Moor Lane (from Holtby, Stockton on the Forest and York). All three are narrow single carriageway roads with fast traffic.

Replies to six questionnaires used during the consultation period for the development of our Neighbourhood Plan indicate that the volume and speed of traffic is arguably the most contentious issue for residents. For example, 95% of the village resident response showed concern about speeding along Murton Way and 92% in the village itself. The free responses, where residents could add further comments to their answers, may be even more indicative of this concern. 51% cited traffic speed and 36% chose other traffic issues. Likewise, traffic dominated the concerns of residents of dwellings on the southern periphery of the Parish. For example, 80% of the residents in Tranby Avenue are highly concerned or concerned about speeding traffic and well over half the whole population in this area is concerned about speeding along the A1079 Hull Road.

While these specific concerns are outside the competence of the Neighbourhood Plan, the concerns are pertinent to development and thus the Local Plan. Although the Parish is not itself contributing significantly towards increasing the housing stock in York, the Parish abuts two significant developments, Land East of Metcalfe Lane (ca 845 dwellings) (ST7[[2]](#footnote-2) and Land adjacent to Hull Road (ca 211 dwellings) (ST4). To give some perspective, the former has about six times the number of dwellings in the village and three times of that of the whole Parish, which will inevitably lead to increased traffic in the Parish. The development East of Metcalfe Lane will be the more significant, with vehicular access ‘planned from Stockton Lane to the north of the site and/or Murton Way to the south of the site with a small proportion of public transport potentially served off Bad Bargain Lane. Access between Stockton Lane and Murton Way will be limited to public transport and walking/cycling links only’.

There are statements that ‘high quality, frequent and accessible public transport services through the whole site will be sought enabling upwards of 15% trips to be undertaken using public transport’. It is the other 85% that concerns the Parish. Although it is likely that the impact on the Parish will be less than on neighbouring parishes, it will provide severe added strain on the village roads in the Parish, principally Murton Way and Murton Lane. In a Planning Inspectorate report in 2016, in which traffic was of major concern, the Inspector’s report notes that the data produced by the City of York Council on traffic flows along Murton Way are both sparse and old (dating back to 2003).’

It is not possible to comment further in any meaningful way as the precise access points from the proposed developments are not indicated, as the emerging City of York Local Plan simply says that they ‘will need to be assessed in more detail’. Further, it is noted that ‘Travel planning measures may reduce the motor vehicle trip generation but adequate transport links will need to be in place to make such measures effective’. This is against a background in which Murton village has only 3 buses a day into York, except for Sundays when there are none. If access were to be from Murton Way, substantial improvements would be needed to the road for the safety of cyclists and pedestrians and in the interests of local residents[[3]](#footnote-3). Its increased use will then have grave implications for the wider network of rural roads in the area.

The viability of the larger development (ST7) depends on a ***robust and independent***[[4]](#footnote-4)transport assessment in relation to this site. Indeed, the survey must address the potential impact on the wider network of rural roads on the east side of York before any decision about this site can be made. The problem crystallizes when the authors of the emerging City of York Local Plan write that ‘…level of improvement required, including the associated improvements/upgrades to junctions, carriageways and footpath widths etc.’[[5]](#footnote-5) will be informed by a traffic assessment. With that, the rural vision for our Parish disappears.

The emerging Local Plan also recognises that Murton is on the National Cycle Network,**Route 66,** heavily used both by leisure cyclists and commuters although two of the three narrow rural roads to and from the village do not have footpaths and the third has a width that only allows walking in single file. At peak times there is a heavy and constant flow of traffic which conflicts with pedestrians, cyclists and horse riders and much of the road system is derestricted. ST7 is likely to contribute further to the problems that cyclist face in the Parish.

1. National Planning Policy Framework Ministry of Housing, Communications and Local Government. February 2019 Paragraph 104 [↑](#footnote-ref-1)
2. City of York Local Plan Pre-Publication Draft Regulation 19 Consultation, February 2018 Policy SS 9 p 243 [↑](#footnote-ref-2)
3. City of York Local Plan Annex 19 Site Selection Paper 147 [↑](#footnote-ref-3)
4. Please refer to Planning Inspectorate Report APP/C2741/W/15/3135274 [↑](#footnote-ref-4)
5. City of York Local Plan Pre-Publication Draft Regulation 19 Consultation February 2018 p47 para 3.49 [↑](#footnote-ref-5)