 **STRENSALL WITH TOWTHORPE PARISH COUNCIL** The Village Hall, Northfields, Strensall, York YO325XW e-mail: strensalltowthorpePC@outlook.com phone: 01904 491569

**MINUTES OF A PLANNING COMMITTEE MEETING HELD ON TUESDAY 09th JULY 2024 AT 6.30PM**

**Councillors Present:** Andrew Bolton Chris Chambers Graham Green Lawrence Mattinson

**In Attendance:** Fiona Hill - Parish Clerk

**Public Present:** 0

1. **a) To receive apologies for absence given in advance of the meeting:** Tony Fisher

 **b) To consider the approval of reasons given for absence:** Resolved / Approved (Unanimous)

1. **To receive any declarations of interest under the Parish Council Code of Conduct or**

**Members register of interests:** None

1. **To approve the minutes of the Planning Committee meeting of 25th June 2024:**

Deferred until the next meeting, as insufficient Cllrs were present, who were at this meeting.

1. **To discuss any ongoing issues and information received:**
2. Network Rail - Construction of two-platform railway station including footbridge, lift towers, staircases, car park, bus turning circle, cycle parking, new foot/cycle path to west of railway and Towthorpe Road and associated works @ Land Adjacent Rail Line At Towthorpe Road (24/00325/FULM)

Resolved / Objection (Unanimous) Strensall with Towthorpe Parish Council has resolved to Object to this application, as it stands and wishes to make the following comments. Could you please take these comments into account when reviewing the application. Reasons for Objection Sustainable Railway Station connection to Strensall Village As the current application stands, there seems to be no realistic alternative to the use of private cars for the majority of residents of Strensall. This will lead to a significant increase in the traffic on Strensall Road and Towthorpe Road and in particular the already dangerous junctions 2a, 2b, 2c & 2d. Consideration should be given to creating a hard surface / all season public footpath and cycle path between the railway station and Strensall village.

There is no confirmation that there will be a bus route between Strensall Village and it’s peripheral housing estates and the proposed railway station. Many Strensall residents already travel to Haxby by car in order to use the facilities, services and retail outlets there which are absent in Strensall, despite years of expanding housing development. A bus service between Strensall and Haxby station should be a mandated condition of the planning application.

Increased traffic along Towthorpe Road and the connecting junction with Strensall Road.

The complex set of junctions 2a, 2b, 2c & 2d., connecting Strensall Road with Towthorpe Road and Towthorpe Moor Lane are already confusing and dangerous.

The Parish Council believe that this set of junctions needs to be completely redesigned to take into account the increased traffic.

General Increased Traffic in the Towthorpe & Strensall areas

The traffic assessment data seems to be flawed in that it does not take into account the cumulative effect of all the other proposed developments within the Haxby and Wiggington areas. Even without the proposed station, the proposed large housing developments in Haxby & Wiggington will increase traffic within the Towthorpe and Strensall areas.

The use of the Towthorpe Household Waste Recycling Centre on Towthorpe Moor Lane is going to increase significantly by the large new housing developments in Haxby and Wiggington, as well as the proposed new housing in Huntington and Monks Cross areas. Adding this traffic and it’s associated pollution is going to exacerbate the traffic problems caused by the proposed new station.

As well as Strensall Road and Towthorpe Road , Strensall residents and indeed station users from the outlying Ryedale villages are likely to use Haxby Moor Road and Usher Lane, to access the proposed Haxby railway station. This will mean significant traffic increases and problems in Strensall village , the junction with Sheriff Hutton Road, by The Ship, the already congested West End, past Robert Wilkinson Primary school and over the single track, weight limited, listed ‘Old Humpy’ bridge. This in turn will lead to increased traffic on Usher Lane in Haxby

Provision for the use of private cars at the proposed station

In order for the station to be a benefit to the residents of Strensall, the provision for private car users must be adequate and realistic, taking into account the reality of modern living and passenger car sizes.

It was noted at the Network rail presentation that the width of the car park spaces was only the bare minimum standard , set many years ago and it was acknowledged that in 2024, this is probably inadequate bearing in mind the width of modern cars, It should be noted that many of the potential station users with be travelling in from rural areas around the North of York and there will be a high proportion of SUV type vehicles where this type of vehicle is considered as a necessary form of transport. The Parish Council urge Network rail to revisit the width of the car park spaces and increase accordingly. Aldi car park at Clifton Moor is an example of good practice in this regard, - actually catering for the real needs of the customer rather than using an outdated minimum standard. It is noted that the proposed station layout has taxi ranks and bus stop stands, but there seems to be no provision for private car pick up and drop off points , without having to park. It is anticipated that private car drop off and pick up will be quite common, as it is at York Station. Provision should be provided for free of charge short term drop off and pick up areas for private cars.

Additional Comments

Green Belt

The proposed station is being built within the Green Belt. The Design and Access statement states – “ It is considered that the proposal would, for the most part, preserve the openness of the Green Belt” and that very special circumstances are relevant in this case.

Strensall with Towthorpe Parish Council regard the Green Belt land between Haxby & Strensall / Towthorpe as extremely important as it serves it’s purpose to prevent urban sprawl and protects the unique character and setting of York and its surrounding villages.

The Parish Council is concerned that the proposed station will become a “Trojan Horse” for further development in an area of Green Belt serving a very important purpose. ie. The new national government and City of York Council will use the location of a station as the rationale to build further housing in the Green Belt around the station, claiming that building close to sustainable transport infrastructure is a priority and overrides Green Belt considerations. This is of particular concern as the new national government has already begun work on modifying the NPPF in order to weaken Green Belt planning protection.

**23/124 To consider and respond to consultations from City of York Council to the planning a applications as follows:** a) 24/01100/FUL - Single storey rear extension, new pitched roof to side

garage, partial conversion of garage to habitable space and raised patio to rear @

1. The Village

Resolved / No Objection (Unanimous)

1. 24/01092/FUL - Variation of condition 2 of permitted application 23/02141/FUL to alter depth of the extension @ 8 Oak Tree Way

Resolved / No Objection, in principle, but it is not easy to work out the magnitude of the alteration, so City of York Council should ask further questions.

1. 24/01119/FUL - 3no. rooflights to front and rear roofslopes @ 4 Redmayne Square

Resolved / No Objection (Unanimous)

**23/125 To note planning decisions received:** None

**23/126 To confirm date of the next meeting on Tuesday 23rd July 2024 @ 6.30 p.m.** Resolved / Approved (Unanimous)