

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
192	ST1	Comment	Concerned about the lack of education provision to meet the needs for this site.	
438	ST1	Comment	Hope that a significant number of homes on this site will be social housing - 50% would not be unreasonable.	
924	ST1	Comment	Build social housing for private residents on York Central with limited car use terms for new occupiers. More office space is not required as York already has ample office space with many being converted to flats.	
1069	ST1	Comment	Concerned about this allocation due to the following issues; lack of primary school provision, lack of secondary school provision, increased traffic, lack of infrastructure and lack of employment.	
1272	ST1	Comment	Need to encourage more usage of public transport. Provision needs to be made for a bus station. The best place for this is York Central.	York Bus Forum
1551	ST1	Comment	Concerned about this allocation due to issues with; the high number of homes proposed, lack of infrastructure, increased traffic, poor drains and flooding.	
2655	ST1	Comment	Concerned about parking and traffic on A59 particularly queues onto by-pass roundabout & route into town at peak times - further development of houses would be problematic.	
3745	ST1	Comment	The site has access issues. If access is from Low Poppleton Lane and traffic directed to the traffic lights at Boroughbridge Road this would mean congestion at that junction. If access is from the existing entrance further down Low Poppleton Lane, and directed to the bypass this means congestion onto the bypass.	
5408	ST1	Comment	While new health centre facilities and schools may be provided over time transport will remain an issue. Only journeys into York are catered for by existing public transport. Cars will be used for shopping at Clifton Moor, Monks X and Vanguard. Already road system is over burdened and plans to deal with this should be made available for comment.	

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10645	ST1	Comment	Details for the housing mix, infrastructure and facilities should be made available for the site before development goes ahead.	
12124	ST1	Comment	Commenting on ST1, concerned for increase in traffic but is aware of the need for new housing.	
12156	ST1	Comment	This site should provide sports facilities for the community. The Sports Village and David Lloyd Centre are the opposite side of town, we need something similar here. Traffic on this side of town is already really bad.	
12163	ST1	Comment	I hope CYC reflect on the award winning Bishopthorpe Road shopping and dining experience. Please do not allow developers to flog retail units to the usual national companies. Give local people the opportunity to run local businesses on this site. Local businesses for local people.	
12252	ST1	Comment	Concern about combined impact of ST1 and ST2 on Boroughbridge Rd./ Holgate Rd. / Water End / Bootham especially Leeman Road area.	
12353	ST1	Comment	Concerned that there is no related increase in infrastructure including amenities, doctors, schools and other supporting services.	
12382	ST1	Comment	For a site this size there is a glaring lack of medical, childcare and retail facilities planned. Although building on this site will not take place until 2020 I believe no green belt site should be developed before it. The rate of building on this site should maintain our area's contribution to the Local Plan targets. Priority should be made to decontamination at an early stage. A good range of housing should be provided within this site including affordable starter homes, bungalows for the elderly and larger family houses	
12529	ST1	Comment	This development should only go ahead if improvements are made to the roads in order to reduce traffic and congestion.	
12535	ST1	Comment	There are a number of issues with this development including: traffic on the A1237 and A59, congestion, the schools and GP surgeries cannot cope, the Acomb/ river Ouse green corridor needs protecting and the loss of green space.	

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12889	ST1	Comment	Concerned about large lorries, cars, increased traffic on the roads, BREXIT, loss of character, access, lack of facilities and roads being removed by bus lanes.	
12923	ST1	Comment	The development needs good design, such as the following: create a train station, incorporate a convenience store, provide open space, avoid mock Georgian design, ensure adequate parking, provide cycle paths and lockable shelters and provide the wildlife with a pond.	
12935	ST1	Comment	Access and egress from ST1 onto Millfield Lane should be restricted by use of a rising bollard for buses and to reduce other vehicle traffic. The bollard currently at the end of Millfield Lane should be retained until the new road layout is established. Concern that impact of traffic on local rural roads and lanes should be minimised. Site is adjacent SINC, which should be protected during development. Retention of biodiversity should be a priority. Large trees (providing habitat) on site should be retained as far as possible. Trees on Millfield Lane additionally provide a screen for housing and retain rural ambience. Site should make adequate provision for playground, playing fields and open access areas. Concern over the impact (noise/pollution/sleep disturbance) of busy east coast railway line on new residents. Provision should be made for retirement houses (bungalows) as well as family homes to allow a community to develop. Housing density should be at rural volumes (35dph) to retain some views and ambience of surroundings.	
13070	ST1	Comment	Appreciate that housing growth must go somewhere, however, large planned estates that will add to congestion of the ring road - these estates will inevitably pour traffic onto the road at peak times because of alternative routes. How will this be managed?	
13074	ST1	Comment	As much as possible of the sports ground and manor school field should be retained with a green link towards the railway. Trees should also be retained.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
434	ST1	Objection	<p>The rep notes a number of points of clarification which should be written into amended policy, including: for the avoidance of doubt, the submitted planning applications for the former British Sugar site seek approval for up to 1,100 dwellings. In accordance with the proposed timetable, it is anticipated that up to 1,100 homes on the former British Sugar site should be delivered within the Plan Period (up to 2031). Officers should assess the capacity of the former Manor School site to provide housing numbers over and above this 1,100 figure; The only mitigation required re Bee Report is appropriate species planting within the landscaping and a 20m buffer zone around the Bee Bank and this has been incorporated as necessary in the Master plan for the former British Sugar site; the allocation states that the site should 'provide new and improved green infrastructure to meet the needs for formal and informal recreational leisure uses'. This should be clarified to make it clear that the provision should be sufficient to meet the needs of the residents of the new homes on the site. Reference should be made in the text that the precise nature, quantum and location of this natural open space will be agreed with Officers and secured through the Master plan process; it must be recognised, and the allocation should be clarified accordingly, that the delivery of pedestrian, cycle, public transport and vehicular routes beyond the site boundary is not entirely within the control of British Sugar. The access and movement strategy will be agreed through engagement with the Council's Highways Officers and through the planning application / master planning process. Integrated accessibility with ST2 should be clarified; the allocation adds that 'the site should include provision of new social infrastructure to serve the needs of the new community and surrounding communities including local retail, health, community space, education facilities and sports provision'. It has been agreed that no retail/healthcare provision is necessary within the former British Sugar site itself, and that the Manor School site is the most appropriate and viable location for retail provision within the ST1 allocation.</p>	Rapleys obo British Sugar

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1399	ST1	Objection	Any potentially negative impacts on biodiversity, and means of mitigation, need to be recorded in the Local Plan and its supporting documentation - while it is likely that impacts can be mitigated, there is currently insufficient information on the potential impacts and the required mitigation. This must be addressed before this allocation is adopted.	RSPB
2412	ST1	Objection	Original plan was for 735 homes, now 805(9.5% increase) indicating a potential cramming of houses on 0.02 less land. No solution is offered as to how new nursery school and primary school provision would be met. There is a nature conservation site but the report provides no resolution as to how this will be overcome.	
3029	ST1	Objection	Additional traffic from over 1,525 homes will have a huge negative impact on already congested roads. There are also concerns about this size of this development as well as the need for infrastructure.	
3182	ST1	Objection	Objects to development due to impact on traffic congestion on the ring road, and until the ring road is duelled.	
5634	ST1	Objection	This is a disproportionate development with big implications for infrastructure and local services - not workable given the size and capacity of the roads and the pressure on existing services. Note that new sites should create new neighbourhoods, and the facilities they need to sustain them.	
12130	ST1	Objection	Objecting to development on this site due to issues with; lack of infrastructure, traffic, congestion and health care facilities at capacity.	
12133	ST1	Objection	Objecting to this development due to concerns about density of development, traffic issues and lack of facilities such as Doctors and Dentists.	
12188	ST1	Objection	Although housing is needed, there will be added traffic pressures. York can't take it under current infrastructure constraints (esp. ring road). If we build new houses then we need added road capacity. The ring road needs to be dual carriageway at least in as many places for as long as possible.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12204	ST1	Objection	No mention of how the planning process will address the need for schools, GPs, dental surgeries, shops, libraries, open space and how transport will be managed. Boroughbridge Road corridor is very busy and congested. Poppleton Ouse bank Primary School continues to be oversubscribed - the overcrowding has a negative impact on learning support and is bad for children. Whilst policies allow children from across York to attend the school if there are vacancies, this will not be acceptable when there are hundreds of new homes in the area.	
12801	ST1	Objection	Objecting to this site due to concerns for the impact on the existing Boroughbridge Road area. These include: developers not being familiar with the area, heavy traffic, lack of facilities and loss of recreational green space.	
71	ST1	Support	General support for development of this brownfield site as a priority over greenbelt land and other preferred sites, particularly its completion in advance of ST2. Provision should be made for retirement houses (bungalows) as well as family homes to allow a community to develop. Housing density should be at rural volumes (35dph) to retain some views and ambience of surroundings. Concern over the impact (noise/pollution/sleep disturbance) of busy east coast railway line on new residents. Access and egress from ST1 onto Millfield Lane should be restricted by use of a rising bollard for buses and to reduce other vehicle traffic. The bollard currently at the end of Millfield Lane should be retained until the new road layout is established. Concern that impact of traffic on local rural roads and lanes should be minimised. The site is adjacent to a SINC, which should be protected during development. Retention of biodiversity should be a priority. Large trees (providing habitat) on site should be retained as far as possible. Trees on Millfield Lane additionally provide a screen for housing and retain rural ambience. The site should make adequate provision for playground, playing fields and open access areas.	Nether Poppleton Parish Council

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
78	ST1	Support	<p>General support for development of this brownfield site as a priority over greenbelt land and other preferred sites, particularly its completion in advance of ST2. Provision should be made for retirement houses (bungalows) as well as family homes/mixed housing to engender a sense of community. Housing density should be at rural volumes (35dph) to retain some views and ambience of surroundings. Concern over the impact (noise/pollution/sleep disturbance) of busy east coast railway line on new residents. Access and egress from ST1 onto Millfield Lane should be restricted by use of a rising bollard for buses and essential users only. The bollard currently at the end of Millfield Lane should be retained until the new road layout is established to prevent rat-running from the A59. Concern that impact of traffic on local rural roads and lanes should be minimised. Site is adjacent SINC, which should be protected during development. Retention of biodiversity should be a priority. Large trees (providing habitat) on site should be retained as far as possible. Existing trees on Millfield Lane additionally provide a screen for housing and retain rural ambience. Site should make adequate provision for playground, playing fields and open access areas.</p>	Upper Poppleton PC
434	ST1	Support	<p>British Sugar is committed to the regeneration of the former British Sugar site and has worked with CYC to demonstrate the deliverability of the site. The site will provide significant housing numbers, in line with CYC's spatial strategy and vision. We are working with Officers towards a target determination date for the submitted planning applications towards the end of this year. As confirmed in the application material, existing green infrastructure assets within the former British Sugar site are retained wherever possible within the proposed development and suitable replacement planting is provided to mitigate any losses. In relation to matters including access, ecology and design the [PSC] commentary states that detailed issues will be resolved through the planning application process. This is supported in principle. The correct name for allocation ST1 should be 'Former British Sugar and Former Manor School site', on the basis that the identified site allocation area includes both sites. Note objections on the grounds of est site yield/mix, Green Infrastructure, Access and Movement and the range of supporting amenities to be provided on site.</p>	Rapleys obo British Sugar

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505	ST1	Support	Support ST1 - good housing proposal. Site should allow for the creation of green spaces.	
671	ST1	Support	General support for development of this brownfield site as a priority over greenbelt land and other preferred sites, particularly its completion in advance of ST2. Provision should be made for retirement houses (bungalows) as well as family homes to allow a community to develop. Housing density should be at rural volumes (35dph) to retain some views and ambience of surroundings. Concern over the impact (noise/pollution/sleep disturbance) of busy east coast railway line on new residents. Access and egress from ST1 onto Millfield Lane should be restricted by use of a rising bollard for buses and to reduce other vehicle traffic. The bollard currently at the end of Millfield Lane should be retained until the new road layout is established. Concern that impact of traffic on local rural roads and lanes should be minimised. Site is adjacent SINC, which should be protected during development. Retention of biodiversity should be a priority. Large trees (providing habitat) on site should be retained as far as possible. Trees on Millfield Lane additionally provide a screen for housing and retain rural ambience. Site should make adequate provision for playground, playing fields and open access areas.	
1605	ST1	Support	Fully support development of this brownfield site. Pleased to see a reduction of dwellings to 805 during Plan period - concerned about increase of traffic on Boroughbridge Road. Gradual phasing of this development is critical with impact assessment along the way.	
2765	ST1	Support	Support redevelopment of this brownfield site and this could be linked with the York Central development.	
3297	ST1	Support	General support for use of brownfield site	
3447	ST1	Support	General support for the site. Development of this site for housing should take priority over the development of any green field sites. The impact of the first tranche of houses (max 500) on infrastructure, traffic & education should be assessed before development of any other sites in Poppleton. Support the comments made by Poppleton Parish Councils on the development of this site.	
4088	ST1	Support	Large site but use of brownfield land is to be welcomed. Stresses on infrastructure particularly health and education services will need to be addressed. Previous manor School site should be retained for infrastructure development. Traffic access and egress needs full consideration.	

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12123	ST1	Support	Supporting ST1 as more houses are developed locally.	
12140	ST1	Support	Supporting ST1, as this will help the local economy, also supporting road systems and infrastructure should be considered properly.	
12194	ST1	Support	New affordable homes are needed in York now (not in 5/10 years), particularly shared ownership.	
12295	ST1	Support	Good to see sites evenly distributed and brown sites e.g. York Central and British Sugar to be used	
12441	ST1	Support	Priority must be given to the inner city and brownfield sites such as this site.	
12443	ST1	Support	Generally support brownfield site. Should retain rising bollard to prevent rat running, adjacent SINC should be protected, large trees and hedgerows should be protected, green corridor should be retained, lack of allocated space for retail and other services on the site, close proximity to railway line and power lines, consider employment on or near site, should include retirement housing, housing density should be at rural volume.	
12611	ST1	Support	This seems like the site to go for to meet the housing need along with school and other facilities and a Railway station should be provided.	
12782	ST1	Support	General support for development of this brownfield site as a priority over greenbelt land and other preferred sites, particularly its completion in advance of ST2.	
12923	ST1	Support	This development is generally supported.	
12935	ST1	Support	General support for development of this Brownfield site as a priority over greenbelt land and other preferred sites, particularly its completion in advance of ST2.	
6152	ST1	Support	Strongly support the general approach of prioritising housing development on the brownfield sites available so support the inclusion of this site	

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71	ST2	Comment	<p>This land forms part of the A59 green corridor out of York. The site should not be developed until at least 500 houses have been developed on ST1 and its impact on services is fully analysed. Currently, there is no bus route accessible on this section of A59. A full analysis of traffic access and egress from site onto A59 is essential. The impact of more cars onto the busy Millfield Lane/A1237 junction needs full analysis. Support for further archaeological site inspections. Note that additional local nursery provision may be needed. Support is given for the retention of ancient hedgerows, mature trees and the ancient boundary line between the 2 sites. Further, the stated buffer zone immediately adjacent to Manor Academy would aid privacy and protection of habitats for wildlife, birds and small mammals. Ground nesting birds are found in this area. Development would spoil Grade 2 agricultural land and views.</p>	Nether Poppleton Parish Council
78	ST2	Comment	<p>This land forms part of the A59 green corridor out of York. The site should not be developed until at least 500 houses have been developed on ST1 and its impact on services is fully analysed. Currently, there is no bus route accessible on this section of A59. A full analysis of traffic access and egress from site onto A59 is essential. The impact of more cars onto the busy Millfield Lane/A1237 junction needs full analysis. Support for further archaeological site inspections. Note that additional local nursery provision may be needed. Support is given for the retention of ancient hedgerows, mature trees and the ancient boundary line between the 2 sites. Further, the stated buffer zone immediately adjacent to Manor Academy would aid privacy and protection of habitats for wildlife, birds and small mammals. Ground nesting birds are found in this area. Development would spoil Grade 2 agricultural land and views.</p>	Upper Poppleton PC

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434	ST2	Comment	The supporting text states 'that cumulatively, with the British Sugar site, there would be no or limited primary school capacity so a new site would be required (within the British Sugar site)'. In this regard, it should be noted that the extent of education provision on the former British Sugar site necessary to ensure the British Sugar proposals are acceptable in planning terms are being agreed with CYC Officers through the planning application process. If the Civil Service site needs in terms of education provision are to be accommodated within the British Sugar site on land provided by British Sugar, it is expected that suitable s106 contributions would be required from the developers of the Civil Service site to ensure that the development of that site is appropriate in planning terms and mitigating for its own impact in accordance with CIL regulations on planning obligations. Further, As both the British Sugar / former Manor School sites take their primary access from Boroughbridge Road, it is important that the Civil Service development is responsible for addressing its own impacts, and that mitigation measures required to make development acceptable in planning terms, in accordance with CIL regulations, are provided by the developer of each site at the appropriate time. Accordingly, any highways improvements that may be required to mitigate	Rapeleys obo British Sugar
671	ST2	Comment	This land forms part of the A59 green corridor out of York. The site should not be developed until at least 500 houses have been developed on ST1 and its impact on services is fully analysed. Currently, there is no bus route accessible on this section of A59. A full analysis of traffic access and egress from site onto A59 is essential. The impact of more cars onto the busy Millfield Lane/A1237 junction needs full analysis. Support for further archaeological site inspections. Note that additional local nursery provision may be needed. Support is given for the retention of ancient hedgerows, mature trees and the ancient boundary line between the 2 sites. Further, the stated buffer zone immediately adjacent to Manor Academy would aid privacy and protection of habitats for wildlife, birds and small mammals. Ground nesting birds are found in this area. Development would spoil Grade 2 agricultural land and views.	
2009	ST2	Comment	The total number of houses proposed will need major infrastructure planning and investment.	
2412	ST2	Comment	Original plan was for 289 homes, now 292(1.5% increase) indicating a potential cramming of houses on same area of land.	

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2655	ST2	Comment	Concerned about parking and traffic on A59 particularly queues onto by-pass roundabout & route into town at peak times - further development of houses would be problematical.	
10189	ST2	Comment	What are the plans for infrastructure - roads, schools, healthcare, sewage and flood control? Traffic management? Recreational facilities?	
10645	ST2	Comment	Details for the housing mix, infrastructure and facilities should be made available for the site before development goes ahead.	
12156	ST2	Comment	This site should provide sports facilities for the community. The Sports Village and David Lloyd Centre are the opposite side of town, we need something similar here. Traffic on this side of town (ring road) is already really bad.	
12252	ST2	Comment	Concern about combined impact of ST1 and ST2 on Boroughbridge Rd./ Holgate Rd. / Water End / Bootham especially Leeman Road area.	
12353	ST2	Comment	Concerned that there is no related increase in infrastructure including amenities, doctors, schools and other supporting services.	
12443	ST2	Comment	Consider alongside ST1 to ensure cumulative impacts addressed. Grade 2 agricultural land, land is in green corridor, retain hedgerows and mature trees as buffer, support archaeological investigations, assess impact of traffic on A59 and Millfield Lane.	
12529	ST2	Comment	This development should only go ahead if improvements are made to the roads in order to reduce traffic and congestion.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12782	ST2	Comment	This land forms part of the A59 green corridor out of York. The site should not be developed until at least 500 houses have been developed on ST1 and its impact on services is fully analysed. Currently, there is no bus route accessible on this section of A59. A full analysis of traffic access and egress from site onto A59 is essential. The impact of more cars onto the busy Millfield Lane/A1237 junction needs full analysis. Support for further archaeological site inspections. Note that additional local nursery provision may be needed. Support is given for the retention of ancient hedgerows, mature trees and the ancient boundary line between the 2 sites. Further, the stated buffer zone immediately adjacent to Manor Academy would aid privacy and protection of habitats for wildlife, birds and small mammals. Ground nesting birds are found in this area. Development would spoil Grade 2 agricultural land and views.	
13070	ST2	Comment	Appreciate that housing growth must go somewhere, however, large planned estates that will add to congestion of the ring road - these estates will inevitably pour traffic onto the road at peak times because of alternative routes. How will this be managed?	
13074	ST2	Comment	A green wedge or corridor is needed along side the A59. Road access is an issue for the number of houses proposed.	
12130	ST2	Object	Objecting to development on this site due to issues with; lack of infrastructure, traffic, congestion and health care facilities at capacity.	
12133	ST2	Object	Objecting to this development due to concerns about density of development, traffic issues and lack of facilities such as Doctors and Dentists.	
192	ST2	Objection	This allocation should not go ahead due to the following issues, lack of need for housing on this sites, loss of Green Belt, close proximity to the A59, lack of landscaping, lack of education provision, lack of sports facilities, lack of open space and lack of community facilities. This site could be preserved to meet the needs of sites ST1 and H53.	
1551	ST2	Objection	There are a number of issues with the site, this includes, the high number of homes proposed, lack of infrastructure, traffic, drains and flooding.	

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1605	ST2	Objection	Support development of Brownfield part of this site land, however, cannot support the scale and development of current green belt land, particularly in proximity of ST1. Concerned with impacts on infrastructure especially schools and roads capacity.	
2416	ST2	Objection	Site is in close proximity to the already highly congested northwest portion of the northern ring road, for which no provision for the increased traffic seems to be forthcoming. South-eastern portions are comparatively fluid. Any housing policy must address the issues of how people are to get to and from their homes as it is unlikely that commuter flows will diminish.	
2765	ST2	Objection	Needs limit on scale / density of development and take into account long range views towards York.	
3182	ST2	Objection	Objects to development due to impact on traffic congestion on the ring road, and until the ring road is duelled.	
3447	ST2	Objection	Primarily a Greenfield site, in agricultural use and formerly in recreational use, with a green belt designation. Important in preventing coalescence. Should be retained for educational & recreational use, for 6th Form education.	
3561	ST2	Objection	Development of Civil Service Sports Ground might affect the school and pupils (noise, congestion).	
4088	ST2	Objection	Building 300 houses on this site represents ribbon development on green belt land. Original sports ground had minimal building development and much of the area was agricultural land. Site is part of important buffer between city and outlying villages to prevent urban sprawl. Stresses on infrastructure particularly health and education services will need to be addressed. Previous manor School site should be retained for infrastructure development. Traffic access and egress needs full consideration.	

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5408	ST2	Objection	No new health centre facilities or schools seem to be planned and primary education facilities in Poppleton are already almost full as well as difficulties with appointments for the health centre. Only journeys into York are catered for by existing public transport. Cars will be used for shopping at Clifton Moor, Monks X and Vanguard. Already road system is over burdened and plans to deal with this should be made available for comment.	
10450	ST2	Objection	<p>There are a number of inaccurate assumptions in supportive evidence to this site: Civil Service Sports Fields and adjacent agricultural land (Greenfield) are two distinctive areas of land use, yet supportive evidence considers this as one entity; Agricultural field has been defined as 'rough grazing' but land has been extensively farmed for arable crops for over 25 years - never used for grazing and is fertile grade 1 arable land (land was for a period 'set aside' as part of EEC Common Agricultural Policy); Described as agricultural land bounded and dominated by commercial business and quotes British Sugar and Tangerine factory as examples. The tangerine Factory is nowhere nearing fact NE boundary is dominated by a dense hedgerow and haven for wildlife; not a fair assumption to call Ex Civil Service Sports Fields as Brownfield land other than small changing room, meeting room, and squash court the whole area was under grass.</p> <p>The infrastructure in this area cannot accommodate this density of housing - the 1140 homes on British Sugar site should be a max this area should accommodate. No development should be allowed on agricultural (arable) land until developments on all Brownfield's are completed. Millfield lane from Villa Court to Railway level crossings cannot be open to greater volumes of traffic. There is already a risk to children's safety at school opening/closing times use to number of pedestrians and cyclists.</p>	

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12204	ST2	Objection	No mention of how the planning process will address the need for schools, GPs, dental surgeries, shops, libraries, open space and how transport will be managed. Boroughbridge Road corridor is very busy and congested. Poppleton Ousebank Primary School continues to be oversubscribed - the overcrowding has a negative impact on learning support and is bad for children. Whilst policies allow children from across York to attend the school if there are vacancies, this will not be acceptable when there are hundreds of new homes in the area.	
12300	ST2	Objection	Destroys a green area - Do not Build.	
12382	ST2	Objection	Only a small area of this site could be considered Brownfield most being Green Belt agricultural land that should not be subject to development. The plans show an outward spread of housing from the outskirts of York with a tendency towards coalescence with Poppleton. This should be avoided as the green belt is narrow at this point.	
12535	ST2	Objection	There are a number of issues with this development including: traffic on the A1237 and A59, congestion, the schools and GP surgeries cannot cope, the need for more green space, loss of valuable agricultural land and unfeasible rail connections.	
12889	ST2	Objection	Concerned about large lorries, cars, increased traffic on the roads, BREXIT, loss of character, access, lack of facilities and roads being removed by bus lanes.	
238	ST2	Support	Development of the southern part of the site would harm elements which contribute to the character and setting of the City - we therefore support planning principles that development should be set back from A59 frontage to preserve the perception of openness.	Historic England
434	ST2	Support	British Sugar does not object in principle to the allocation of this site for housing.	Rapleys obo British Sugar

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452	ST2	Support	<p>The site represents a sustainable location to accommodate some of the city's important housing growth. CSSC closed the site and developed new enhanced facilities at Wigginton Road. Extensive evidence supports the delivery of the site including: transport, sustainability, ecology, green infrastructure, heritage, landscape and environment. There are no environmental impediments. The site can be developed with a high quality and sustainable scheme of new housing with no technical planning impediments. It will also be an inclusive development including affordable housing and mix range of sizes, types and tenures. Considered site assessment of constraints and opportunities will include: will respect the special historic environment, create a locally distinctive, creative and inclusive community, sustainable connectivity, good access, strong urban form, embrace the existing landscape and green infrastructure, enhanced ecology and biodiversity and high quality and informal open space. The site fully meets the plans site selection criteria in that it would protect environmental assets, would not affect history character, nature conservation or flood plains. The site has access to facilities and services and to transport. the site has a willing landowner and is controlled by a national house builder and is deliverable within the first 5 years of the plan. The site does no perform a Green Belt function. Both a geophysical and detail trail trenching has now been undertaken and there would be no adverse impact on archaeology. A detailed landscape assessment has been undertaken to demonstrate minimal impact on the immediate and wider landscape. the recorded objections to the site are noted however many of the issues raised have now been addressed or responded too. Note that the capacity of the site is suggested as 292 and whilst this presents a good estimate of capacity this should be expressed as an approximate.</p>	Planning Prospects obo Miller Homes
12123	ST2	Support	Supporting ST2 as more houses are developed locally.	
12140	ST2	Support	Supporting ST2, as this will help the local economy, also suggest supporting road systems and infrastructure should be considered properly.	
12441	ST2	Support	Priority must be given to the inner city and Brownfield sites such as this site.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12923	ST2	Support	This development is generally supported. The development needs good design, such as the following: incorporate a convenience store, provide open space, avoid mock Georgian design, ensure adequate parking, provide cycle paths and lockable shelters and provide the wildlife with a pond.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
238	ST4	Comment	No objection in principle to the site's allocation. Site on terminal moraine so could be visible from Hull Road and University campus. The site's proposed use should be considered in the context of future needs of University. Would be preferable if ST4 were allocated to meet future needs of University and the southern extent of campus moved further back from A64. This would enable a reduction in ST27, to a scale less likely to harm the special character and setting of the city.	Historic England
2412	ST4	Comment	Original plan was for 230 homes, now 211 a decrease of 19 a good aspect of not over cramming. Concerned regarding CYCs acknowledgement that 'there is a limited primary and secondary school capacity .. but expansion of existing facilities would be possible with appropriate contributions.' Where will these contributions come from?	
3254	ST4	Comment	There are concerns for this allocation regarding traffic, congestions and the potential for use for student accommodation.	
12336	ST4	Comment	The A1079 around Grimston Bar is so busy that if more houses built and each had two cars the traffic would be horrendous.	
12959	ST4	Comment	Concerned about this development for the following reasons: new housing should be subject to an Article 4 Direction for more family homes, increased traffic, roads are saturated, creating more work places will increase the housing demand and therefore should be allocated on the outer ring road.	
670	ST4	Object	We are concerned that the cumulative impact of this site along with others in the area has not been assessed in terms of the environmental capacity of this part of York, and the impact would be to its detriment.	
4731	ST4	Object	Objecting to ST4 Land Adjacent to Hull Road, houses will be half way up Kimberlow Hill and will be visible for miles which cannot happen.	
2765	ST4	Objection	I agree with the Neighbour Objections relating to long range views, loss of Greenfield land and traffic congestion.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5134	ST4	Objection	In the absence of any suitable mitigation measures the YOC oppose the development of this site. The PSC does not recognise the wildlife value of the site at all. The existing site has worked, in consultation with YOC, for conservation and wildlife. The 2016 Preferred Sites Consultation document does not include any mitigation measures to protect the wildlife value of the southern part of the site from disturbance by the public and their pets. We believe that a development of over two hundred houses should include appropriate recreational open space on site and that footpaths, hedgerows etc should be routed to guide residents and their pets away from the wildlife sensitive areas of the Heslington East campus.	York Ornithological Club
6521	ST4	Objection	Objection to development on the following grounds: site should remain as part of green corridor into the city; development will compromise Jubilee Wood and boundary hedgerows; traffic on Hull Road makes residential use untenable (see Inspector's comments re Sainsbury's/B+Q); drainage concerns; lack of local school space.	Cllr Mark Warters
12300	ST4	Objection	Destroys a green area - Do not Build.	
46	ST4	Support	Support proposal if development for family and affordable housing, not student housing.	Heslington Village Trust
48	ST4	Support	Support site for family housing and affordable housing, not student housing.	Heslington PC
449	ST4	Support	Landowner supportive of allocation. Supports promotion of sites as one rather than two sites in line with land ownership. Support access from new roundabout created for Heslington East development. Landowners are committed to ensuring technical considerations are fully covered prior to determination of planning application. They identify that their previous proposals advocate more dwellings than the Council propose and support the Council's suggested density to avoid impacts on strategic views.	Knight Frank obo Melrose Industries PLC

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
659	ST4	Support	Persimmon homes supports the allocation of this site for residential development. There are two full planning applications for development of the site. A landscape appraisal for the site concludes, such a modest degree of infill house building would not detract from the special setting of York, for the location and context of the site is such as to preclude it being a part of those more sensitive landscape and urban areas of the city. Persimmon Homes has an option agreement with the owner and it is the intention to commence development of the site as soon as possible.	Persimmon Homes
1189	ST4	Support	Site would be excellent for the number of houses proposed (but not student housing).	
2556	ST4	Support	Site would be perfect for residential housing and would compliment existing housing. No need for more student housing.	
4039	ST4	Support	Another good site for much needed family accommodation and affordable housing.	
5671	ST4	Support	This is a block of land connected to existing infrastructure. Trees should be retained/planted to enhance approach road into city.	
12149	ST4	Support	Supporting site ST15, due to concerns that land will be wasted, more housing is needed and people need to live in the area.	
12702	ST4	Support	Support the Heslington Trust's view on this proposal and that it should be restricted to family and affordable housing and exclude student housing.	
13014	ST4	Support	Support this site and this should be restricted to family and affordable housing and specifically exclude student housing.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
3	ST5	Comment	York Central offers the opportunity to de-culvert a section of Holgate Beck. A sequential approach to the layout of the site should be taken which locates the most vulnerable uses in the areas of least risk. No development should take place in flood zone 3b. Flood zone 3 will require level for level compensatory storage to ensure no loss of flood storage. Potential to de-culvert Holgate Beck.	Environment Agency
187	ST5	Comment	The Chamber supports the Council on the work it has done and the plans it has to open the site for development activity. However, there is considerable scepticism as to whether and when the site will be available for development. In view of the site's strategic importance to the Local Plan, if these fundamental questions cannot be answered there is a real threat the Plan will fail the soundness test. Specific issues include: lack of clarity on amount of available commercial/residential land - should additional land be provided elsewhere as a 'Plan B'?; what sort of mix/type of mix/type of housing is proposed, and will it meet York's needs, including an element of affordable; what supporting development is proposed (shops, green space, doctors etc).	North and North Yorkshire Chamber York Property Forum
386	ST5	Comment	Comment welcomes the inclusion of principles requiring a full complement of social infrastructure for the site. It is crucial this remains a key requirement, and planning always takes into account existing provision and gaps in provision in surrounding neighbourhoods. Support production of SPD to guide development. Welcomes stated aspirations to ensure environmental sustainability and facilitate modal shift from the car, but believe the ambitions must be higher and requirements clearer. York Central needs to be a zero carbon development, requiring excellent standards of sustainable building and design throughout, as well as very low car use - a model of sustainable design for the 21st Century. Disappointing that on-going work on District Heating for the site is not mentioned. Essential that access to the site enhance and respect existing and new communities' quality of life.	York Green Party

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
774	ST5	Comment	We need social housing as part of the overall development at ST5: York Central. Within the housing mix there should be properties available for low income families - not just from private landlords charging high rents. Routes around York Central are already congested, cycling is dangerous and the aims to maximise integration, connections and accessibility to/from the site may not be achievable. Additional traffic to/from ST5 will reduce air and noise quality to that currently experienced	
943	ST5	Comment	Noting the size of the site, comment suggests there is scope for more houses to be built on this site, and that it should provide good opportunities for the growth of employment.	
1272	ST5	Comment	Need to encourage more usage of public transport - needs provision of a bus station. Best place for this is York Central.	
2314	ST5	Comment	Site should have at its centre a road/rail transport interconnection and must include linked bus station and rail station interface - aim to encourage people out of their cars and onto local mass transport.	
2412	ST5	Comment	Previously this site was to provide 410 homes on 10.5 ha now 35 ha will provide 1090 homes and employment prospects. Various flood risks associated with this site 'majority flood zone 2 with small part 3a' - report does not seem to indicate how these problems will be resolved. Difficult to assess and access as admitted by CYC without major infrastructure of that part of York and surrounding areas.	
2929	ST5	Comment	Development of the site should retain the RI gymnasium as a community asset.	
3243	ST5	Comment	Surprised that there is not consideration given to green space on this site. There are also concerns for the high density of the site, loss of the community gardens and emphasis on appropriate housing being built.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5593	ST5	Comment	Will the supply (1500 units) meet the demand especially for family and affordable housing? There are many apartments being built in York that are not suitable for families (e.g. Hungate). Families need suitable infrastructure such as schools, medical services. Concerned these will be lost in commercial considerations and important homes are built for people that wish to live/work in York not just invest. York Central should not be cut off from rest of York. Road access is important and should be created at various points where possible. As understood one access point is off Holgate Road that will greatly affect already congested area as well as further damaging air quality. Cycle tracks are also important but the reality is that this is not going to take the place of motorised transport. Creating opportunities for employment is positive, however, I am aware of all the empty office space in York and in vicinity of York central. Concerned new office space will become superfluous and suggest existing office space should somehow be reused or repurposed. Further, creating opportunities for employment is positive, however, I am aware of all the empty office space in York and in vicinity of York central. Concerned new office space will become superfluous and suggest existing office space should somehow be reused or repurposed.	
5634	ST5	Comment	There are concerns for scale and height of buildings, lack of green spaces, lack of parks, density	
12114	ST5	Comment	A frequent shuttle between the York Train Station and villages to the North would ease congestion for this site.	
12124	ST5	Comment	Commenting on ST5, concerned for increase in traffic but is aware of the need for new housing.	
12134	ST5	Comment	Commenting on ST5 York Central, suggests a safety gap between the river Ouse and the housing, housing growth should be proportionate to employment growth and some Brownfield sites should be preserved and developed into urban green spaces and parks.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12163	ST5	Comment	I hope CYC reflect on the award winning Bishopthorpe Road shopping and dining experience. Please do not allow developers to flog retail units to the usual national companies. Give local people the opportunity to run local businesses on this site. Local businesses for local people.	
12180	ST5	Comment	Alarmed that no mention of what will happen to the Railway institute within ST5. The RI provides a much needed and well used local recreational amenity - 2 aikido clubs, a judo club, badminton, squash, table tennis, amongst many other activities, helping adults and children stay active. No other central amenity in York does this. Given the Governments current push for to reduce obesity, it is very important that this facility stays available.	
12256	ST5	Comment	Certain the 700 new homes in Fulford and the proposed development of the Railway Site will provide the necessary accommodation for any new employment.	
12634	ST5	Comment	Concerned about the proposed access road to York Central including issues with, heavy pollution, the environmental impact on residents, traffic noise, destruction of the garden, loss of outdoor space and areas for children to play.	Friends of Holgate Community Garden
12635	ST5	Comment	Supports the principle of brownfield development however objects to building a road from Holgate Road to Leeman Road. This is due to issue with, infrastructure, loss of a basket ball court, community garden, other activities which encourage health lives, the direct threat posed to residents, poor air quality and increased nitrogen dioxide emissions and loss of sense of community and pride. There are no plans to build a new school to accommodate the increasing population when there will be a chronic shortage of places in schools that are underfunded, under resourced and over stretched.	Committee Member of Friends of Holgate Garden
12640	ST5	Comment	There is no mention in the plan of the mixed use of the site only housing and commercial also the access road does not appear to be on the plan. Concerned about the loss of the park and gardens, loss of exercise space for people and animals, destruction of wildlife corridors and more strategic green space should be allocated.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12646	ST5	Comment	The current proposal to provide access at the lowest point of Holgate Road should be reconsidered. This is due to concerns over, air quality, congestion, access to local amenities, the destruction of the community park, cost and traffic.	
12651	ST5	Comment	No objection to principle of development of brownfield site but concerned that influx of additional residents could cause issues with loss of green space, wildlife, fresh air, traffic and congestion and lack of infrastructure.	
12657	ST5	Comment	No certainty over delivery rates due to complexities of site including land ownership, viability and developer interest.	Linden Homes, Taylor Wimpey and Persimmon Homes
12754	ST5	Comment	Concerned for the loss of Holgate community gardens and play area, as a busy road close by would devastate the area creating noise, light and air pollution as well as taking away the only open space some children have.	
12844	ST5	Comment	ST5 appears substantially bigger than ST6.	
12885	ST5	Comment	Suggestions for planning principles for the site: inclusion of play space, a primary school, nursery provision, green infrastructure, a creative hub, main access on Water End, access on Holgate road only for cycles and pedestrians and more affordable homes. Concerned about flooding and the access to the site destroying Holgate community gardens, this access should be for bikes and pedestrians.	
12949	ST5	Comment	Could the development of this site include the retention of the gym as a community asset, for the following reasons: the badminton courts are unique due to there spring floors. I and several of my friends in their 60's and 70's regularly play badminton here because they are spring floors and go not feel they could be replaced.	
13026	ST5	Comment	Unless the current identified uncertainties of the site's deliverability are resolved, the quantum of development at York Central should be considered over and above the identification of housing allocations to meet the City's housing needs.	Barratt/David Wilson Homes/TW Fields

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13031	ST5	Comment	<p>Appreciate the need for any development at York Central to be viable. However, I feel it merits a much more proactive approach by CYC. There should be a full master plan for the area to ensure not only the disposition of land uses and to control heights of buildings, but to ensure that buildings are designed to a high standard worthy of their prominent location. Agree that this former railway land at York Central has been in need of development and gives a great opportunity to help meet York's housing and employment needs. However, it is important that housing area does not become a yuppie ghetto and that provision is made for families and affordable housing, both starter homes and rented accommodation and accompanied by local shopping facilities. Noticed that a new access road from Water Lane would have the disadvantage of passing close to rear of properties on the south side of Garfield Terrace. It is difficult to gauge whether the properties could be adequately screened visually and aurally from an access road here or whether any parts of their rear gardens would be required for its construction. Residents would benefit from reductions in traffic to the fronts of their houses and it would avoid the need to make an expensive new crossing of the ECML. My interest is access to this site. The proposal is for the main access from Holgate Road between Carriage Works and Wilton Rise that is totally unsuitable as it will destroy the play area and community garden off Cleveland Street and Upper St Paul Terrace which is a valued community asset. It would be better to have a number of accesses into York Central: From Holgate Park Drive, From Water Lane and keeping Leeman Road open. Distributing traffic to and from the site would share the load and not put all eggs in one basket.</p>	
13068	ST5	Comment	<p>ST5 - main document states it 'Creates a sustainable new community with a range of housing types and tenures' - this is an excellent aim and it would be good in the next stage to explore how buy for investment can be limited. Also 'Ensure as many trips as possible are taken by sustainable modes of transport' - can a tram system be built into York Central via developer offset for infrastructure development?</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13074	ST5	Comment	Concerned about access at the back of wilton rise. There should be a restriction on height of offices to retain views of the minster. The RI facilities on site should be retained. Leeman Road should be available to all.	
13093	ST5	Comment	With the Plan placing such a reliance on the capability of York Central to deliver high density development, the impact of high rise blocks on the historic setting of the city is an important consideration at this consultation stage. Local Plans should set out the opportunities for development and clear policies on what will or will not be permitted and where. Until the allocation is supported by this level analysis, the projected housing yields for the site are considered to be purely aspirational. There is also a question over how the supply of new homes at York Central will be matched with the existing housing demand. The 2016 SHMA for York reveals that the highest level of demand for market housing in the city is for 2 and 3-bedroom family homes. So whereas the Plan appears to be reliant on the higher densities provided by apartment living to make a significant contribution to the overall supply of housing, the evidence presented in the SHMA suggests that this is not where the main area of demand lies.	Yorvik Homes
13095	ST5	Comment	The only B1a allocation contained within the Preferred Sites consultation is York Central. Reliance on one site to provide for the needs of York entail significant risks which could see the City lose out on potential investment. Representor's assessment of York Central: This is likely to be an attractive site with significant investor appeal for HQ and other corporate requirements due to its central location and connectivity. However there are major deliverability challenges, which could take a long time to address, including access issues and compulsory purchase orders. Crucially, there is not yet a developer in place and a number of questions have been asked about the viability of the scheme..... Given the complexities associated with the site, it could take at least ten years before any office development is delivered.	Oakgate Group and Caddick Group
13104	ST5	Comment	Questions likely site delivery rates, and plan's over-reliance of delivery from York Central site.	Redrow Homes
13135	ST5	Comment	Would not want to see the park (Holgate Community Park) removed.	
13136	ST5	Comment	Bulldozing Holgate Community Park would have a big impact on me.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13137	ST5	Comment	I have used Holgate Community Park for a long time and object to this being used as road access to York Central. It is a good green space within the local area.	
13138	ST5	Comment	Concerned there is CYC resistance towards our overall 507+ support for residents priority in St Pauls area. Commuter parking and vandalism is a problem - York Central will add to this. Why not copy Cambridge Model - make York all residents priority parking bar CYC car parks. How will the gridlocked arteries (e.g. Holgate Road) cope with such a large development. Will there be local amenities for local people to reduce need to drive to out of town shopping or go anywhere near the A1237?	
13139	ST5	Comment	Concerned about access route (Holgate Park Play Area) which is a valuable community resource used by families and individuals. Developing the garden has brought local people together and created a sense of community in the area. If lost it would have an impact on the local community and reduce community spirit.	
13140	ST5	Comment	York need for more green spaces in residential areas is paramount. Do not discredit the value of Holgate Community Park - congestion will drive people away.	
13142	ST5	Comment	Concerned the proposed new access road at Chancery Lane has high impact on residential area compared to other options that are viable and would have less impact.	
13143	ST5	Comment	Building a large road behind Wilton Rise will affect all the houses in that locality and destroy a green space . Parking restrictions on Holgate Road will push more cars into a small space to the detriment of the local residents.	
13145	ST5	Comment	Concerns about proposed access route to York Central next to Wilton Rise and increased traffic on Holgate Road. Both would have impact on health and well being of local school children.	
13151	ST5	Comment	Do not object to York Central per se and believe it will be beneficial to our city and particularly Holgate as it will generate income and jobs. However, concerned about lack of clarity and consultation by CYC over the proposed road that will destroy a valuable community garden which is invaluable for strengthening our community. Without green space our community will suffer and safety compromised as well as increasing levels of pollution.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13153	ST5	Comment	Housing and jobs are good and much needed (though concerned about low level of affordable housing) - but another 2000 homes and numerous office workers using the already heavily congested Holgate Road is of huge concern. Air quality is already poor in the area causing health issues and slow moving traffic will only exacerbate this. This will become a major bottleneck in the city's transport system. Construction traffic will be a major burden. Strongly urge CYC and developers to consider other options for access to York Central.	Friends of West Bank Park
13157	ST5	Comment	Access to the site must be carefully planned. The current suggestion via Holgate Road is unviable. There are issues with congestion, traffic, lack of cycle routes and reduction in air quality.	
13160	ST5	Comment	Concerned about the access route proposed through the Holgate Community Garden. There would be issues with, high pollution, fumes, removal of trees, loss of wildlife, cost to the community, loss of green space and exclusive development.	
13161	ST5	Comment	Concerned about the removal of waste, increased traffic, narrow roads, negative impact on the local environment, loss of Holgate Community Gardens, loss of biodiversity, reduction in air quality, lack of pedestrian access, retention of rights of way, lack of segregated bicycle access, no consideration for environmentally sustainable energy and lack of public spaces. These concerns should be used to improve the allocation.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13165	ST5	Comment	<p>I understand the intention is to convert the old carriage works area into major mixed use housing and business but my concern is the traffic increase along Acomb Road, Poppleton Road and Holgate Road which is already worsening.. A road into the new development near the Fox Pub will create gridlock. A better place for this feeder road to ST5 would be much higher up Poppleton Road using the existing development near CPP and other offices that are already in place. Access near the Fox should be restricted to cyclists and pedestrians. There has been much publicity recently about air quality in York and in Acomb Road and Holgate Road there has been increasing levels of standing traffic over recent years. To bring additional traffic feeding into a road near the Fox Pub would make the situation impossible. York could be a 'turn off your engine in traffic' city and with suitable publicity and signage motorists would heed the call. I understand the intention is to convert the old carriage works area into major mixed use housing and business but my concern is the traffic increase along Acomb Road, Poppleton Road and Holgate Road which is already worsening.. A road into the new development near the Fox Pub will create gridlock. A better place for this feeder road to ST5 would be much higher up Poppleton Road using the existing development near CPP and other offices that are already in place. Access near the Fox should be restricted to cyclists and pedestrians. There has been much publicity recently about air quality in York and in Acomb Road and Holgate Road there has been increasing levels of standing traffic over recent years. To bring additional traffic feeding into a road near the Fox Pub would make the situation impossible. York could be a 'turn off your engine in traffic' city and with suitable publicity and signage motorists would heed the call.</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13169	ST5	Comment	<p>Are there no other plans for this site (ST5)? The current ones appear not to take into account needs of local people. New houses and businesses will not be affordable for local people or small businesses nor sophisticated manufacturing opportunities either eco-friendly or high tech engineering. More use of the river should be made either for tourism or for greening of the environment and/or addressing the spirit of place and beauty. York has evolved from its special location, its relationship with history prior to the industrial/railway revolution and its relationship and dependence on surrounding rural areas and resources. These areas are themselves under threat from larger businesses and global enterprises. The principles of subsidium, art and beauty need to be involved in any development but more especially of this city. Railways are and were important for communication and infrastructure. Local people need affordable homes, work and contact with surrounding areas. There is a possibility of a city farm on this site. Transport and access are key issues in respect of this development but it seems contrary to the policy of P&R to bring a new and ultimately larger road right down to the city centre and a new city centre which would detract from the current one. Is there potential to provide parking area on the site? People drive to work as the bus service is inadequate. The proposed access road across the end of Cleveland St would destroy a valued community asset and increase noise and air pollution - we need community more and more than before. I note the Chancery Rise proposed bridged access to ST5 is in fact an area of high flood risk. I also understand there is a proposal to adopt Wilton Rise and would draw your attention to the drainage problems on this unadopted road. ST5 itself is at high flood risk and it would be CYC responsibility to find funding for renewable and sustainable flood protection in an area more prone to flooding following development and run off. The flood defences of the city need updating with a possible new 'green' approach. Old drains are a problem throughout the city and drains at St Pauls Square are not wholly adequate to the task.</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13170	ST5	Comment	<p>This plan anticipates 1500 new homes and says this larger scheme is now possible because progress has been made in terms of 'enabling infrastructure'. Significant concerns around infrastructure and access, including: relocation of operational rail uses, adding further transport use and pollution to the area; need for pedestrian and cycle connections, reducing car dependency; Holgate Road is already heavily congested at peak hours with high volumes of stationary traffic. It is also a pedestrian and cycling 'super-highway' for York school children commuting to at least 12 schools. Further traffic would have a huge detrimental impact on this community and have an adverse impact on the health of our children; difficult to find details of proposed housing mix - ST5 is a prime site desirable to developers and would ask CYC for ambitious housing targets that ensure maximum amounts of affordable family housing. Housing mix should reflect city wide targets of 35% 3 bed houses and 15% 4 bed houses/ affordable housing targets should be set high (50%); There is an opportunity to develop ST5 into a high quality unique characterful place. Developers should prioritise the re-use, re-imagining & re-animating the existing carriage works and other buildings, keeping demolitions to a minimum; Support all references to green space in the plan - if the road issue cannot be resolved the development should be scaled back to previous levels with all other areas turned into an urban park; Questions vision for economic development - would like to see an economic visioning exercise being carried out alongside the Local Plan and possibly to develop a Community Economic Development Plan that may include the conversion of carriage-works to start up workshops , start up incubator space and introduction of small commercial shop units; concerned that our community will lose precious assets in order to build a 'road to nowhere' and would ask that the scheme is phased so that no community assets are lost prior to more certainty/Hs2 is resolved and new facilities being delivered first.</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
238	ST5	Objection	Unconvinced that the quantum of development proposed is deliverable in a manner that will safeguard the numerous heritage assets in its vicinity but also not have significant knock-on effects upon historic core of York. Uncertain impacts on SA objective 14. Much of the LP proposed development predicted on delivering high numbers on ST5. Unconvinced that the proposed quanta can be achieved without harm to nearby historic assets and wider knock on effects on York historic core.	Historic England
451	ST5	Objection	The developer objects to the assumed delivery from this site. The assumed delivery from this site needs to be reassessed. There is a quite considerable doubt about viability and deliverability of this site due to how long it has been available. There is no developer interest. The site is not attractive to the private sector due to high risks. There is little track record within the city of York of large scale grade 'A' office space or high rise residential accommodation and no comparable projects. The York Central site may end up being more expensive than other housing options. We are concerned that a large cluster of tall buildings would have an adverse impact on the skyline. This site will not deliver the housing need within York.	Linden Homes and Miller Homes
532	ST5	Objection	Object to the density figures and over estimation of assumed delivery for ST5. Doubt site's viability and deliverability. Consider not attractive as high risk. Tall buildings will have negative effect on historically important skyline. Consider allocation is unsound.	DPP obo Shepherd Group
845	ST5	Objection	Objecting to ST5 Upper St Pauls, specifically the road cutting through the village green, due to issues with; destroying the village green, loss of productive and creative gardening as a community, loss of amenity space to socialise in fresh air, loss of Bat habitats, air and noise pollution within a dense residential area.	
1067	ST5	Objection	Objecting to development on the following grounds: loss of the community park, inadequate access, existing congestion and air pollution, increased commuters, lack of affordable homes and lack of access for the elderly and the young. This allocation should instead be considered for a regional entertainment centre.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1353	ST5	Objection	In our view there is an over reliance on housing delivery from this site. The delivery of employment land from York central has been exaggerated in both quantum and time scale.	Grimston Bar Development Group/Taylor Wimpey/Linden Homes
1668	ST5	Objection	Concerns raised in respect of the delivery of the York Central site. The representations share conclusion that unless the current identified uncertainties of the site's deliverability are resolved, it is our view that the quantum of new homes to be delivered at York Central should be considered over and above the identification of housing allocations to meet the City's housing needs. If not, there is a real possibility that the City could fail to demonstrate the delivery of sufficient number of deliverable housing sites to meet the City's housing requirement.	Barratt & David Wilson Homes
1675	ST5	Objection	We express concern over the over- reliance of delivery from the York Central site. While the site will provide some residential development on the York central site, it will not be at the amount envisaged on the YLP.	Taylor Wimpey
6383	ST5	Objection	The current proposals are over reliant on these two sites in two ways - first in relation to the quantum of housing that the sites will deliver and second, in relation to the lead in time necessary before meaningful numbers of house competitions can occur.	Jennifer Hubbard obo JRHT
8363	ST5	Objection	Cumulative impact of site on city's already congested road network has not been addressed.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
9381	ST5	Objection	This will be an extremely challenging site to bring forward, Network Rail and its predecessors have been trying to develop this site since the 1960/70s and there is quite a considerable amount of doubt as to its viability and deliverability. Concerns are exacerbated by the fact there is no developer interest and is not attractive due to high risks associated with developing the site. CYC seek to de-risk the development through public funding but this will not necessarily bring the site forward as there is no or little track record of this large scale grade A office space or high rise residential scheme within York. Without market confidence interest in speculative development is likely to be slow and even if allocated will take a considerable period of time to deliver if at all. For the scheme to work there is need to create high rise family apartment accommodation - there is little or no comparable market information for this type of development in York. The market is therefore likely to be nervous and people wishing to live at York Central will do so as a lifestyle choice and this will limit sales. Furthermore given the historic importance go the skyline of York there is concern that large clusters of tall buildings would have an adverse impact on this skyline that could be unacceptable to Historic England and CYCs heritage department. Currently there	DPP obo Linden Homes
12130	ST5	Objection	Objecting to development on this site due to issues with; lack of infrastructure, traffic, congestion and health care facilities at capacity.	
12240	ST5	Objection	Site should not be used for housing, but instead be used for jobs and commerce.	
12252	ST5	Objection	1,500 houses is too many for the central site especially considering the other uses (e.g. Office, commercial) planned. Concerns regarding general infrastructure , especially transport impacts including Cycle & walkway (Cinder Lane/ river adjacent which floods) combined impact of ST1 and ST2 on Boroughbridge Rd./ Holgate Rd. / Water End / Bootham especially Leeman Road area. Likely to overload the cycle path and walkway (especially pinch points e.g. Scarborough Bridge).Concern about buy-to-let market. Small central flats may attract investors rather than address local need	
12272	ST5	Objection	The Chancery Rise access road will also cut through a site where there are trees with a protection order in place. Strongly oppose the proposed Chancery Rise access road to the new development near Leeming Road. It will cut through a community garden and playground, removing the only amenity in this area for families. Families in the areas lives will be adversely affected by an increase in traffic, noise and pollution.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12273	ST5	Objection	Strongly oppose the Chancery Rise link being built as an access road into York Central. It would tear through a much valued park (Holgate Community Garden at the end of Cleveland Street and Upper St Paul's Terrace). There are other options and need to take this one off the table.	
12401	ST5	Objection	Concerned house prices will fall due to the access through Holgate. Concerned about loss of community, living next to a road and loss of the community park due to this road.	
12471	ST5	Objection	Concerned the delightful Holgate Community Garden and Play Areas may be destroyed by proposed access road to ST5 which was created by community action and should be held as a model for future developments not removed. More creative approach is required.	
12472	ST5	Objection	Object to proposed construction of access road and bridge that will run along side Wilton Rise. CYC land swap with Network Rail indicates elimination of 2 other possible routes. Points system used to determine access is flawed. Chancery Rise access road and bridge access to ST5 will have a significant impact on local residents through noise, air pollution and will destroy community play and garden areas. Increase traffic congestion at new junction on Holgate Road would present a huge problem. Access road would be better sited at other end of Network Rail works on Poppleton Rd and would have no impact on local residents and less problematic re congestion.	
12560	ST5	Objection	Object to the density figures and over estimation of assumed delivery for ST5. Doubt site's viability and deliverability. Consider not attractive as high risk. Tall buildings will have negative effect on historically important skyline. Consider allocation is unsound.	DPP
12617	ST5	Objection	Concerned about the access to the site through Holgate Community Gardens and play area. This is the only garden and inner city play area for inner city dwellers. Please do not turn it into a concrete jungle. There are huge safety issues with families living so close to a busy road, also noise light and air pollution would be intolerable.	
12623	ST5	Objection	Opposed to the scheme's access arrangements, particularly the loss of the playground at Holgate Play area and that these facilities may be lost forever, an alternate access maybe Holgate Park Drive.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12636	ST5	Objection	Particularly concerned about the route for the access road to the York Central site including concerns about the gardens and play area that will be lost, increased pollution in the area, the harm pollution might have on residents and the potential this might have to reduce the life expectancy of citizens.	Friends of Holgate Garden
12642	ST5	Objection	Objecting to proposed access to the York Central Sites due to issues with, noise light and air pollution.	
12699	ST5	Objection	Object to the planning principles on page 127. Do not support the basic tenets that underpin the current proposals. Propose an alternative vision, set out the principles that underpin it and illustrate how it might be realised. Much of the land in York Central is already in public ownership. Why not use it primarily for public benefit? A significant part of the site must be allocated for social and affordable housing. We can not encourage "luxury" housing on the York Central site. Bear in mind the benefits of offering private housing for older people to "downsize". York Central could develop as a leading post-production centre and base for R&D in new, digital technologies. Do not believe that congestion issues along the corridors associated with the York Central site can be adequately managed without innovative public transport solutions.	Holgate Ward Labour Party
12847	ST5	Objection	My objection are based on issues with: access, air quality management, increased traffic, loss of the community garden and transport movement.	
12889	ST5	Objection	Concerned about large lorries, cars, increased traffic on the roads, BREXIT, loss of character, access, lack of facilities and roads being removed by bus lanes.	
12912	ST5	Objection	There has been insufficient consultation with residents and stake holders on the planning on this site. The proposed development will cause issues with air and noise pollution and loss of the community play area.	
13089	ST5	Objection	The risk [to the soundness of the Plan] is further compounded by the over-reliance on housing delivery from (in particular) York Central and Whinthorpe.	Jennifer Hubbard

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13098	ST5	Objection	Quantum of development is too high. Residential development should not dominate the scheme. Case for making best use of the site for jobs growth. Could be considered an Enterprise Zone. High density apartment schemes will need to control occupation to ensure they are occupied by residents. Should be maximum building height for all development of 5 or 6 storeys to protect skyline/minster. Other issues around flood risk, air quality and noise levels need to be considered in relation to residential development on this site.	Johnson Mowatt
13144	ST5	Objection	Object to the use of this site. Proposed housing density is too great and proposed link road from Holgate Road behind Wilton Rise would increase traffic, pollution and affect health. This conflicts with SA objective 12 and 14 protecting the built landscape if Upper St Pauls Gardens were also affected. There should be schools, amenities, affordable housing and sports facilities (swimming pool).	
13146	ST5	Objection	Concerned about access road into York Central - pollution, building across local park and traffic congestion on Holgate Road. Concerned also about provision of affordable housing, density of housing (too many planned) and amount of offices that may be left empty.	St Paul's Primary School
13152	ST5	Objection	Concerned about several aspects of this proposed development with the most obvious issue being access. Traffic in Holgate area is already seriously over capacity with air pollution and traffic jams. Expecting the road network to cope with 1500 new homes plus commercial developments is wholly unrealistic. The proposal is to have a road going through Holgate Community Garden - this will destroy a key component of the community and it cannot possibly cope with the volume of traffic this development will generate. Pollution is already a serious issue with a health impact. Other previously proposed routes would be grossly inadequate. The only obvious motive to use this option is for cheapness. The document contains vague reference to alternative transport - expecting busses and cycle lanes to solve this issue is absurd. The road infrastructure necessary to serve the development proposed appears impossible to achieve. The transport infrastructure plan you have for this site is irresponsible and unworkable.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13158	ST5	Objection	Concerned about this development due to issues with, poor access, increased pollution, loss of green space, loss of space for children to play, loss of sense of community and destruction of the community gardens.	
13159	ST5	Objection	Opposed to the potential destruction of the park and community garden for the access road to the site. This would cause issues with reduction in air quality, waste ground, increased traffic congestion and lack of road safety.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13164	ST5	Objection	<p>The priorities and drivers for ST5 are fundamentally wrong. Focus seems to be set on external attraction and benefit rather than for existing communities and residents. There are thriving successful communities that need to be engaged with to help improve their neighbourhoods especially those in the surrounding areas. The wording of the draft 'plan' relating to ST5 is exclusive and weighted towards businesses and those that will populate the unaffordable houses within the area. The language detailing office space and business facilities is active and definitive whilst social infrastructure (planned school, library, community centre, doctors etc) is passive. So often we hear that social infrastructure is classed as nice to have rather than essential. In terms of clarity relating to this site the Local Plan is inconsistent and confusing with no mention of a devastating access road. The land swap of Holgate Works and Five Acre Site has already taken place and demolition agreed to facilitate the new road. maps of the site are confusing and unclear. We are told the Chancery Rise link is the current favoured route to provide access to ST5. This road will be too destructive on a thriving existing community. The road looks set to cut through Poppy Road Poppy Project, isolate the Fox Pub, run dangerously close to existing properties on Wilton Rise and Cleveland Street and destroy Holgate Community Garden and Upper St Paul's Play Area. This road will remove trees and wildlife impact on Holgate's heritage character add new pollution to an AQMA and compromise the safety of our children and residents. Other access options have been undemocratically given up in a land swap agreement with Network Rail. This site has impacted upon the viability of two road options now considered too costly and predetermine the Chancery Rise link as the favoured option. Friends of Holgate Community Garden has been set up to safeguard our green space for future generations. The Chancery Rise link should not or ever have been pursued as an option and I absolutely object to this. There are still options that will not impact on local communities.</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13167	ST5	Objection	<p>Concerned about land use proposals of ST5 especially to the Holgate side of this site. The web link of the Tear Drop Site clearly states operational rail use and relocations that give no housing or commercial opportunity to this area. Basically this is not an integrated, mixed proposal for anyone in Holgate. In the new local plan this site is declared as 'mixed use' so has the plan changed? or is this simply not granular enough to detail the Holgate side of the development. There is no detail on the heritage of the rail sheds that may be lost around the south side of the site - how are we supposed to understand what operational rail use and relocations means for buildings, landscape and indeed local people without any information for this part of the plan. Locals deserve the right to the housing and commercial opportunity this development purports to bring especially if infrastructure changes are due to have a negative impact on the community (building work over several years, noise, pollution etc) - this must be clarified and operational rail use and relocations must be divided across the whole site. York Central access as detailed on the CYC website - road access, traffic and pollution impact on residents, especially children in an area in the lowest 20% for living environment (IMD) - cannot be considered. The main access road will further carve up the Holgate Ward. and air pollution will be made worse especially to children accessing the 12+ local schools. Access option to this site from the south all pose a significant risk to pollution. Plan gives insufficient detail to understand nature of development proposed, particularly how this relates to Holgate area. Comment notes that the impact of 'operational rail uses and relocations' will be most heavily felt by Holgate ward, without the benefits likely to be afforded by the development's housing and commercial opportunities. Further, road access options pose significant risk to pollution levels and traffic increase for residents of our ward.</p>	
13182	ST5	Objection	<p>Concerns over the deliverability and viability of the site - overreliance on the site as part of the City's land supply could lead to a failure to deliver a sufficient number of homes to meet the City's housing requirement. This could render the Plan unsound.</p>	Barratt and David Wilson Homes

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
187	ST5	Support	The Chamber supports the Council on the work it has done and the plans it has to open the site for development activity.	York and North Yorkshire Chamber York Property Forum
238	ST5	Support	Support principle of redevelopment of this large brownfield site.	Historic England
505	ST5	Support	Support ST5 - good employment land and housing proposals - green space must be created if such a large residential area is being developed	
2765	ST5	Support	Support redevelopment of Brownfield land.	
12189	ST5	Support	It is time work started on York Central as it has been talked about for decades with actually happening. The mix of housing and employment in this area is long overdue and is well-sited in terms of access from nearby housing and the train station. All York needs now is a bus station in this area, linking in with rail and park and ride, to provide ease of access to workers in the new area.	
12194	ST5	Support	New affordable homes are needed in York now (not in 5/10 years), particularly shared ownership.	
12224	ST5	Support	Support the use of the site as a Brownfield site, but have big problem with the access route which would see Holgate Community Garden and play park destroyed. There must be a better option?	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12274	ST5	Support	In favour of the York Central development but have concerns about the proposed access road in Chancery Rise which will be build for this development. Aware that there are plans to build a new road in Chancery Rise which will connect Holgate to the new development. Object to this road for two reasons: 1) it will destroy a much loved and well used community garden (the Holgate Community Garden and Play Area at the top of St.Paul's Terrace). This area of Holgate already lacks safe and green spaces for the community to use. Running a road through this site demonstrates the Council's short-sighted attitude towards the well-being of its current residents in favour of proposed new residents. 2) The road will add considerably to the problem of noise and environment pollution already existing for residents in the area. There will also be reduction in the level of air quality which will make it impossible for residents to either sit in their gardens or, potentially, leave their windows open. Urge the Council to reconsider previous plans to build the access road off Poppleton Road through the brownfield site.	
12295	ST5	Support	Good to see sites evenly distributed and brown sites e.g. York Central and British Sugar to be used	
12441	ST5	Support	Priority must be given to the inner city and brownfield sites such as this site.	
12615	ST5	Support	The York centre as a brownfield site should be built on first along with ones like it.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12659	ST5	Support	Fully support the allocation of York Central and The Partners have made significant progress in the facilitation and de-risking of the site. Support is given to the broad methodologies to identifying housing and employment sites over the plan period and beyond, as well as broad spatial allocating methodologies and approach. It is entirely appropriate that the York Central Site is identified for residential and commercial (B1a office led) redevelopment. The approach to allocating the site supports the Government's Core Planning Principles (as set out at paragraph 17 of the NPPF) to; 'objectively identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth', 'Contribute to conserving and enhancing the natural environment and reducing pollution', 'Encourage the effective use of land by reusing land that has been previously developed land', 'Promote mixed use developments', 'Conserve heritage assets..', 'Actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which can be made sustainable'. Commenting on the wider uses of the site such as railway station parking, ancillary commercial car parking and ancillary retail uses, it is believed that these should also be made within Local Plan policy and a flexible approach to the final mix of non-residential uses should be facilitated. Within this context it is suggested that the city centre boundary is widened to include York Central.	York Central Partners
12661	ST5	Support	The creation of a new CBD to replace Grade A office losses is fundamental to realising the city's ambitions for high value sector growth. We wholeheartedly support the significant allocation of B1a on York Central to meet high levels of pent up demand.	Make it York
13083	ST5	Support	Delivering flagship strategic sites such as York Central alongside critical infrastructure such as A1237 York Ring road must be enabled through this Local Plan and will provide business and investors with the confidence they need to boost the economy of York, North Yorkshire & East Riding.	York, North Yorkshire and East Riding LEP

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13150	ST5	Support	Support development of York Central - request proper consultation on the access road, the last published documents comparing different routes showed benefits are higher for a Holgate Business Park entry route rather than Chancery Rise, unless the traffic flows are very low. The Jan 2016 consultation document gave only Chancery Rise as the entry route without explanation. The size of the development suggests that traffic flows are likely to be higher and this analysis needs to be updated. Loss of St Paul's Community Garden is one particular problem of the Chancery Rise route, but concerned about overall impact of new traffic flows in this part of York. Favour a mix of housing and office development likely to attract new employers to York. Though concerned about the impact of new employment on the area e.g. parking in the St Paul's area to the detriment of residents.	
13182	ST5	Support	Support allocation in principle	Barratt and David Wilson Homes

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
391	ST6	Comment	<p>The comments should not be construed as outright opposition but rather as the continuation of a dialogue in which the Parish Council has grave reservations. Overall, the Parish Council welcomes the City's desire to provide more employment opportunities for the City. However, it is proposed that ST6 would create between 280 and 1000 jobs, a very wide range and if towards the higher figure, may create significant traffic and servicing issues. No recognition of impact development on residents on Hull Road. Site scores negatively in SA terms in relation to proximity to watercourse, heritage, visual impact on landscape, loss of biodiversity and encroachment on the Green Belt - these points are agreed with. Grateful that this proposal is seen in the context of creating defensible green belt boundaries on the ground through appropriate landscaping treatments creating an appropriate setting for the site. Recognises the prominent position of the site and the potential effect of development on vistas from the east and north east, it does not recognise the effect from the north and north west from where buildings will stand out on their elevated position on the slope of the moraine. The adjacent field to the north side of the existing drain is frequently under lying water for long periods of time and this problem will be magnified. Traffic is a key problem. The vast majority of staff will arrive by car and substantial reorganisation of the adjacent road network would be necessary to allow safe access to and exit from the site. The proposal acknowledges that mitigation will be required on Elvington Lane / A1079 and A1079/A64 junctions. However, this information is now superseded and the Council should look again at the proposal and commission a new independent and rigorous survey of the traffic in the area. Before the proposal can be supported there would need to be a number of reassurances.</p>	Murton Parish Council
670	ST6	Comment	<p>We are concerned that the cumulative impact of this site along with others in the area has not been assessed in terms of the environmental capacity of this part of York.</p>	
3254	ST6	Comment	<p>There are concerns for this allocation regarding, traffic, poor access, loss of property value and the need for landscaping.</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12336	ST6	Comment	The A1079 will be another bottleneck especially as it is planned for employment. Peak times will be at standstill especially if ST4 gains consent. Field lane is also at standstill now at peak times. Move the chicanes in Heslington and let traffic flow.	
12844	ST6	Comment	ST6 appears substantially smaller than ST5.	
12959	ST6	Comment	Concerned about this development for the following reasons: new housing should be subject to an Article 4 Direction for more family homes, increased traffic, roads are saturated, creating more work places will increase the housing demand and therefore should be allocated on the outer ring road.	
48	ST6	Objection	Site is important part of open land. Development will add to congestion and air quality problems.	Heslington PC
62	ST6	Objection	Site is important part of open and is visually prominent from A64. It would intrude into views of the city and would appear as extension of urban area. Proposals would generate substantial amounts of traffic leading to more congestion and air pollution, especially when considered alongside other proposed allocations in this area.	Fulford PC
238	ST6	Objection	Allocation would harm number of elements identified as contributing to special character and setting of York. Due to topography of site, it would be particularly noticeable in views from ring road. Reduce gap between ring road and edge of built up area. Damage relationship between York and villages. Serious harm to SA objective 14. Not possible to mitigate this harm so site should be deleted. Topography of site means it would be highly visible from ring road. It would reduce gap between urban edge and A64 and would also reduce gap between urban edge and villages. This would harm character and setting of York. The noted 'serious harm' could not be mitigated against; site should be deleted.	Historic England

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1353	ST6	Objection	Following discussions with Planning and other technical Officers Taylor Wimpey and Linden Homes submitted reps supporting development of the site as a comprehensive mixed-use scheme (site ref 181). This consultation (Preferred Sites) rejects a comprehensive mixed-use development and reverts to a proposed employment allocation at the southern corner of the site, adjacent to the A1079. Landowners remain willing to discuss the appropriate extent and mix of development in the context of the need for the Local Plan to provide more housing land, a greater range of small and medium sized housing sites and options for employment development to meet future as yet identified development needs. In the alternative, the site should be excluded from the green belt and identified as safeguarded land to provide flexibility in the longer term. Rep proposes alternative site boundary.	Jennifer Hubbard obo Grimston Bar Development Group, Taylor Wimpey and Linden Homes
2413	ST6	Objection	Congestion on A1079 will worsen with the addition of a prospective 1,000 people employed at (and additional good transport to) the site. Assuming they will use the P+R is naive - will they all live in the centre of town? Access to the site is a real concern. The site regularly floods. While this is not common land such as the Strays or Racecourse it is a 'green finger' on one of York's main approaches, providing a lovely approach to the city.	
2765	ST6	Objection	Object to Greenfield development outside existing built-up area.	
5671	ST6	Objection	Objection - development will add to congestion in this area and intrude on the open land setting on approach road into York.	
6519	ST6	Objection	Object to this site - traffic on A1079 is bad here already increase caused by development would be massive with 280-1000 jobs that will generate a lot of extra traffic. The recent Inspector's report on B&Q site nearby made it clear how unacceptable extra traffic in this area would be. The A1079 would be built up on one side all the way to A64 that would not be desirable. Affect on living conditions of residents in nearby cottages would be considerable.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
6521	ST6	Objection	Objection to development on the following grounds: impact on setting of the City and village of Murton; traffic on Hull Road/Grimston roundabout makes residential use untenable (see Inspector's comments re Sainsbury's/B+Q)	Cllr Mark Wartors
1353	ST6	Support	Supports principle of development in this location but not proposed single employment use; the site represents an opportunity to provide a viable mixed use residential and commercial development in a highly sustainable location and should be allocated as such. Failing this, the site should be removed from the green belt and identified as safeguarded land.	Jennifer Hubbard obo Grimston Bar Development Group, Taylor Wimpey and Linden Homes
4039	ST6	Support	No objection to this site as long as access is via the Osbaldwick Link Road.	
6152	ST6	Support	Strongly support the general approach of prioritising housing development on the Brownfield sites available so support the inclusion of this site	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
65	ST7	Comment	The Parish Council welcomes the reduction in size of the proposed development, but suggests that it should be one of the last sites to be developed within the Plan period primarily due to the current infrastructure issues there are at present, most importantly access and the increase in traffic levels that such a development would have on Stockton Lane and Murton Way / Outgang Lane. The area is generally low lying and is drained in part by Tang Hall Beck. The Beck capacity is limited and a full scale drainage assessment should be carried out in conjunction with the various authorities inc Foss Drainage Board and the Environment Agency. The Parish Council is concerned about residents converting gardens to hard standing and that the SFRA has played no part in housing proposals locally. National issues such as Brexit should be taken into account in the development. Additional traffic generated at Monks Cross may have an impact on traffic issues around ST7 and surrounding roads. The new plan for ST7 is clear that green wedges should be incorporated into the development and that Minster views must be protected.	Heworth Without Parish Council
259	ST7	Comment	Yorkshire Ambulance Service request that specific text is included within the allocation to make provision for a spoke facility (specification given)	Yorkshire Ambulance Service (through Johnson Mowat)
1069	ST7	Comment	Concerned about this allocation due to the following issues, lack of primary school provision, lack of secondary school provision, increased traffic, lack of infrastructure and lack of employment.	
3077	ST7	Comment	Supports inclusion of Strategic Green Space on site.	
3254	ST7	Comment	There are concerns for this allocation regarding, traffic, congestion and the demolition of old schools and development of new schools.	
5634	ST7	Comment	This is a huge development with big implications for infrastructure and local services. Not convinced they are proportionate or workable given the size and capacity of the roads and the pressure on existing services.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
6519	ST7	Comment	Welcome reduction in size of this site and housing numbers though extremely concerned about future coalescence with Osbaldwick village - would welcome some safeguard to stop this happening beyond lifetime of the Plan.	
12248	ST7	Comment	Fear for overuse of Stockton Lane / Malton Road roundabout, when any new estate traffic comes into town along Stockton Lane.	
12251	ST7	Comment	Concerns regarding proposed access from south of site. Would not want to see land removed from businesses on the Osbaldwick Link Road Industrial Estate for the purposes of road widening. A preferred route would be through the field to the west of Industrial Estate.	
12957	ST7	Comment	I support high quality frequent and accessible public transport however concerned about new routes or upgraded route through Derwent Valley Light Rail these upgrades will cause issues with cyclists, pedestrians, loss of green field, loss of wildlife and destroy habitats.	
12959	ST7	Comment	Concerned about this development for the following reasons: new housing should be subject to an Article 4 Direction for more family homes, increased traffic, roads are saturated, creating more work places will increase the housing demand and therefore should be allocated on the outer ring road.	
13124	ST7	Comment	Support the reduction in size of this allocation from 113 ha to 34.5 ha and from 1800 homes to 845. Also support proposal to pull the site away from the existing edge of Heworth Without to create a separate 'garden village'. Changes will help to protect key views to the Minster (fundamental to the setting of York) and support the proposal to protect the Millennium Way footpath linking York's historic strays with a 50m green buffer. Pleased that Heworth Without will be protected by a green wedge from Stockton Lane to Bad Bargain Lane to safeguard the character of the area. However, local residents continue to have significant concerns about the proposed development and opposed to the level of housing planned. Key challenges will be to ensure appropriate access routes are in place and local congestion is not made worse. Also a further challenge will be to ensure an appropriate level of services are provided with sufficient education and community provision.	Cllr Nigel Ayre (Heworth Without Liberal Democrats)

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
238	ST7	objection	Some potential for development to east of York and the extent of this site is a big improvement on last draft. However, this site is prominent in views from ring road, it would reduce gap between ring road and edge of York (from 1.3km to 575m), encroach into countryside, this swathe of countryside recognised as important to setting of city. Relationship between York and villages very important to special character and setting of York. Prominent views of site from ring road. Important swathe of countryside for setting of York. This free-standing settlement within the ring road is not in keeping with current pattern of development in York. 'Serious harm' to SA objective 14 has been identified - suggested amendment could mitigate against this, notably by moving the eastern edge away from ring road/limiting scale of development.	Historic England
659	ST7	Objection	New boundary proposed - rep supports the principle of development in this location but objects to the undeliverable boundary. Instead, it states that the boundary in the 'halted' local plan (publication ref 933) be reintroduced and allocated for residential development. In view of the exhaustive discussions about vehicular access in the recent past it was with considerable surprise that the LPPS reverted to allocating a site without sufficient vehicular access. Unless the allocation is extended to Stockton Lane in the north and an adopted road in the south the allocation cannot be included in assessment as delivering new houses.	Persimmon Homes

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1675	ST7	Objection	<p>New boundary proposed. Whilst we welcome the inclusion of this large strategic site east off Metcalfe Lane we object to the reduction in the scale of the site from earlier consultation documents. We do have concerns regarding the amended site and its remoteness from the existing urban area. This site has significantly reduced in dwelling numbers. we do not agree with the justification of the reduction of the site from previous drafts of the Local Plan. This approach does not fit with the existing urban form. The decision to reduce site ST7 and remove it from the existing urban area appears to be without any technical evidence base. There are no sustainable development reasons to remove the development from the edge of the main urban area. Proposed alternative boundary includes a site heavily influenced by the landscape and visual opportunities and constraints, and by the landscape strategy and recommendations as set out in the landscape and visual appraisal previously submitted by HS2 Landscape Partnership (January 2014). It was developed as part of an iterative process to minimise perceived loss of visual amenity or harm to existing landscape features and character, in order to maximise the opportunities provided by the site's landscape setting. The result is a development with the potential to fulfil a housing need in an area largely previously identified in the councils Preferred Option Plan, but which has improved access, does not impinge on the setting of any Conservation Areas and which provides significant planning gain in terms of improved public access, strong green infrastructure and the creation of a new purpose designed, defensible Green Belt. This ST7 alternative has the potential to make a better connection to Stockton Lane making better use of public transport links to the City Centre. This ST7 proposal has the ability to deliver a viable “garden city” sustainable urban extension which provides for circa 750 dwellings.</p>	Johnson Mowatt obo Taylor Wimpey

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
2412	ST7	Objection	Original proposal was for 113.28 ha now 34.5 ha (reduction of 69%) whereas homes proposed dropped from 1800 to 845 (reduction of 53%) indicating more dwellings attempted to be crammed into reduced site area. Cramming of proposed houses compared to previous Plan. Education and community provision stated as being provided early in schemes phasing - no indication as to how this is to be achieved. Flood assessment is confusing. New school provision needs to be explained as to how this will take place.	
2765	ST7	Objection	Object to Greenfield development outside existing built-up area.	
2994	ST7	Objection	This allocation causes concerns for, inadequate access, busy roads, lack of infrastructure, lack of medical facilities, lack of schools and more.	
6521	ST7	Objection	Objection to development on the following grounds: land is green belt (see Inspector's comments re 1994 Southern Ryedale Local Plan Inquiry); development would compromise open land to the extent that it would become little more than urban fringe infill over time; no confidence can be given to assertions that the surrounding land will be kept open to 'frame' ST7 as a garden village without a legal status granted to the land that a future CYC of a different political make up can not subsequently allocate for development; traffic on Hull Road makes residential use untenable (see Inspector's comments re Sainsbury's/B+Q); drainage limitations; lack of local school space; lack of natural/semi-natural public open space.	Cllr Mark Warters
9697	ST7	Objection	Although an improvement on previous proposals it is crucial that vehicular access is prevented from Bad Bargain Lane that can already be overloaded at busy times. Doubt whether a good public transport provision can be established. Will there be sufficient demand for additional services. Also doubt shopping facilities will be viable. Traffic likely to overload more distant junctions. There should be no N-S access across site other than for buses.	

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12215	ST7	Objection	Concerned about the impact of further development in flooding/water table and dampness of the environment on existing properties. It is inevitable that any local development built higher than the natural ground level will move damp air to the lower lying existing properties . Would like to know what measures are going to be put in place to ensure that any development east of Metcalfe Lane does not increase water levels through Osbaldwick thereby putting properties more at risk.	
12282	ST7	Objection	The Derwenthorpe development has already swallowed up a huge area of Green Belt, has destroyed irreplaceable wildlife habitat in this area and increased pressure on roads and infrastructure. Further development [at ST7] will compound these problems	
12299	ST7	Objection	This area was "Green Belt" and was protected some years ago. The infrastructure of schools in the existing area cannot sustain 845 houses!	
12300	ST7	Objection	Destroys a green area - Do not Build.	
12392	ST7	Objection	I am concerned that this new proposals a first step towards progressing with the original plans but in a more phased approach.	
12414	ST7	Objection	Objection to use of land due to it being Green Belt. These were put in place to protect and preserve farm land. There are also issues with, congestions, roads, loss of habitats and wildlife as well as the loss of the rural setting.	
12425	ST7	Objection	While this development has been reduced in size there are still concerns for local transport infrastructure and the poor access to the sites and the impact this will have on the surroundings.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12475	ST7	Objection	New boundary proposed, removing green wedge. Reflects halted publication plan boundary (ref 933). Proposal suggests scheme will aim to deliver upwards of 15% of trips to be undertaken using public transport - this appears to be a low target. A natural expansion of settlement would not have same issues with closer connection to existing services and facilities. Current proposals create an island divorced from the settlement with no real link and the green wedge will serve no real purpose. NPPF provides guidance on local green spaces and these may be designated anywhere where the space is demonstrably special to the local community - this has not been demonstrated. It would be recommended that the proposals be amended to remove the green wedge and underlying green belt and instead propose a true expansion of the settlement.	AAH Planning
13030	ST7	Objection	The development of this strategic site conflicts with three of the five key purposes of Green Belt, namely to: check the unrestricted sprawl of large built-up areas; assist in safeguarding the countryside from encroachment; and preserve the setting and character of historic towns. Do not believe that there is a reasonable prospect the infrastructure which will be needed to serve this site can be delivered within realistic timeframes. Disagree with the Council's conclusion that the site is suitable and deliverable for the scale of housing proposed in York. The approach that the Council has adopted of seeking to preserve the setting and character of York lacks transparency and is at the expense of the other purposes of Green Belt. There is a risk that if this site is not delivered the Council will be unable to demonstrate a sufficient supply of deliverable housing land. The evidential basis to justify the selection of the site through the emerging Local Plan has not been provided by the Council.	Turley Assoc

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13090	ST7	Objection	<p>New boundary proposed. Evidence demonstrates that the allocation boundary needs to be expanded to deliver a minimum of 975 homes. This is in association with the delivery of a Sub-Urban Garden Village design philosophy and the provision of substantial community infrastructure. Importantly, the increase in land area would not have an impact on coalescence with the existing urban edge and surrounding settlements. The indicative master plan identifies the site's potential to: retain existing landscape features, achieve access to the site for pedestrians, cyclists and vehicles, providing easy access to public transport(including bus routes provided through the site) and services which exist within the locality, deliver sustainable drainage systems, provide 10.31ha of public open space distributed evenly throughout the site and provide ecological mitigation through the retention of the existing features and through compensatory provision for any loss of the existing SINC within the site. Agree with CYC's conclusion that the site does not fulfil any of the five Green Belt purposes. The site is located in a highly sustainable area adjacent to the City of York. There is an abundance of services and facilities located within walking and cycling distance to the site in the settlement areas of Osbaldwick, Burnholme, Heworth and Tang Hall. The representor envisages that a planning application will be submitted by Summer 2018, following the adoption of the Local Plan. Currently envisaged that first dwelling completions on the site will take place in 2019/20 following the submission of an outline planning application, subsequent reserved matters applications and initial site infrastructure works. The potential size of the site offers the opportunity for three builders to develop the scheme simultaneously. Therefore, it is anticipated that the development will deliver a yield of at least 90 homes per annum with the potential to deliver up to 120 homes per annum. The build out of 975 homes achieved in 2030/2031. The site is achievable for residential development now as there is a realistic prospect that the site can deliver new homes within the next 5 years and indeed within the first 5 years of the adoption of the Local Plan.</p>	Paul Butler Planning obo TW Fields

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13182	ST7	Objection	<p>Propose alternative boundary to include additional land currently to the south of Bad Bargain Lane. Approx 41 ha. Suggested allocation could accommodate 784 dwellings with a density of circa 32 dph. Object to the land allocated as green wedge to west of ST7. Artificial buffers will make access to facilities more difficult and is against established good practice. Various elements of technical work has been undertaken which demonstrates that there are no constraints that would prevent the development of the site coming forward for residential development. It is anticipated that the suggested allocation could accommodate 784 dwellings with a density of circa 32 dwellings per hectare. The indicative layout includes land for the provision of a new primary school and playing fields, as well as a community hub, public open space, SUDS, pedestrian/cycle linkages together with areas of open space and landscaping. As noted within our overarching representations the objectively assessed need identified by the Council is insufficient and as such additional land will be required in order to meet the Council's housing needs. It is considered that the existing site boundary of proposed allocation ST7 should be expanded to include our Client's land interest to the south and west, to assist in meeting the shortfall in proposed allocations. Furthermore, the level of developable areas identified by the Council for proposed allocations, together with the proposed densities are not considered to be deliverable. When this is considered across the authority, this further exacerbates the shortfall in provision of housing allocations. The site is considered to be available for development now as all landowners have made the land available for development and there are no legal constraints that would prevent the site coming forward. The site is considered to be achievable for residential development and there is an excellent prospect that the site can be developed in the short term.</p>	Barratt & David Wilson Homes

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
659	ST7	Support	Supports the principle of development. Concerned about the lack of frontage to the public highway and the access serving the site. Allocating a site without highway access for one site is odd but introducing a number of sites is bizarre. This allocation has been reduced in size, relocated away from public highways, will require land not allocated for access and servicing and brought additional landowners into the delivery equation. The site should be allocated for residential development in accordance with the boundaries of ST7 in the halted Local Plan to make a deliverable site and thus contribute to meeting the City's widespread housing needs.	Persimmon Homes
1675	ST7	Support	Support for the principle of development in this location. Note objection on grounds of site size/boundary.	Johnson Mowatt obo Taylor Wimpey
1751	ST7	Support	Support this site for development - the most acceptable outcome for the local community. The latest revised plan for site ST7 is much more acceptable than former proposals mainly due to the significant reduction in the size of the site and number of houses to be built but also the proposed access via Outgang Lane appears much better than directly via Murton Way. Also important that the 55 acres (see plan submitted) is designated as Green Belt land.	
3852	ST7	Support	The new 'garden village' approach to delivery of housing demand is a significantly improved proposal. The site should fund other infrastructure in area such as schools, shops, doctors etc as nearby facilities are at capacity. Existing drainage/sewerage systems on bad Bargain Lane already at capacity - the new site should have new stand alone drainage infrastructure. New roads to access this site should constructed only off Stockton Lane and Outgoing Lane - not from Bad Bargain Lane. They should be provided before development of the site and no construction traffic should use Bad Bargain Lane.	
5410	ST7	Support	Support site and urge expansion as there is plenty of land and good road connections for a minimum of 1200 homes.	
7432	ST7	Support	Support development of this site	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12149	ST7	Support	Supporting site ST7, due to concerns that land will be wasted, more housing is needed and people need to live in the area.	
12249	ST7	Support	The area recommended for housing is much more acceptable than the last plan, as it does not front on to Stockton Lane. The amenity / green space along Bad Bargain Lane would be a valuable asset to E. York. The reduction in housing units will have less impact on the existing area.	
12475	ST7	Support	Supports principle of development in the area. Note objection to proposed boundary.	AAH Planning
13090	ST7	Support	Support the principle of the proposed allocation of the site.	Paul Butler Planning obo TW Fields
13182	ST7	Support	Support principle of development in this location, given the sustainable nature of Osbaldwick. Note alternative boundary proposed.	Barratt & David Wilson Homes

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
80	ST8	Comment	Members of Wigginton Parish Council do not object to further development but the necessary infrastructure must be addressed before development commences. See rep for further comments in relation to site, covering the following issues: schools; housing mix and type; upgrades to transport infrastructure (strategic network and local roads); public transport; congestion and parking; pedestrian safety; sewerage and drainage; employment, training and development; retail facilities; environmental issues; impact of construction on existing residents and businesses.	Wigginton Parish Council
259	ST8	Comment	Yorkshire Ambulance Service request that specific text is included within the allocation to make provision for a spoke facility (specification given)	Yorkshire Ambulance Service (through Johnson Mowat)
1069	ST8	Comment	Concerned about this allocation due to the following issues, lack of primary school provision, lack of secondary school provision, increased traffic, lack of infrastructure and lack of employment.	
1355	ST8	Comment	Welcomes the reduction in sites to the north of York given detrimental impact the site will have on the A1237.	Julian Sturdy MP
1914	ST8	Comment	Concerned about the impact this development will have on traffic congestion on an already congested section of the outer ring road.	
3254	ST8	Comment	There are concerns for this allocation regarding the need for new schools and increased traffic.	
12161	ST8	Comment	The A1237 and A64 are significantly over burdened - any development in Huntington & Haxby areas will require further development of roads to both the north and south of the A1237/A64 double roundabout junction.	
12170	ST8	Comment	The proposed housing numbers at ST8 do look rather large. This may be a suitable site but there seems too many houses for the local road capacities.	
12487	ST8	Comment	There is no employment allocation in this area and will increase traffic especially the A1237, also concerned about schools for new residents.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12919	ST8	Comment	This development will contribute to existing traffic and congestion issues, this would be helped by the duelling of the bypass.	
13066	ST8	Comment	What is the strategic roads and transport plan and associated air pollution impact assessment, especially for the northern ring road and A64 to take pressure off the linked minor arterial routes into York? This Plan must be identified and costed first to test feasibility of housing and employment growth. large part of housing proposals for York are likely to impact on traffic volumes on northern part of current ring road which struggles to cope now. Roads such as Huntington Road are already taking too much traffic, especially HGV traffic and cycling is a perilous activity. This is not an environmentally/cycle friendly city. Employment proposals will add pressure and the combination of developments is potentially going to make living and working here unbearable.	
13070	ST8	Comment	Appreciate that housing growth must go somewhere, however, large planned estates that will add to congestion of the ring road - these estates will inevitably pour traffic onto the road at peak times because of alternative routes. How will this be managed?	
238	ST8	Objection	This allocation is likely to harm several elements which contribute to special character and setting of York. Would reduce gap between ring road and built up area, enclose western edge of green wedge that is centred on Monk Stray, open area either side on Monks Cross link road contributes to character of area. Would result in significant harm to SA Objective 14. To mitigate impact, development needs to be pulled away from northern ring road and Monks Cross Link Road.	Historic England

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
527	ST8	Objection	The site should be rejected on green belt grounds. Green Belt/environmental assets will be adversely affected, reducing separation between Huntington and Earswick, changing the rural setting of the city and bringing housing development close to the ORR. The introduction of housing on the site will blur existing defined permanent/recognisable boundaries. Monks Cross Link Road is already regularly congested, with queuing to North Lane roundabout on A1237 - this is a totally impractical site access. Improvements to the Link Road will not address this because of congestion on the ORR. Small scale improvements are inadequate solutions. Also, public transport networks are not readily available to the site.	
1045	ST8	Objection	This site is far too big, cannot take any more building in Huntington, at saturation point. No more houses in Huntington.	
2412	ST8	Objection	Site has reduced by 29% (55.28 ha to 39.5 ha) whilst dwellings reduced from 1200 to 875. Concerned about limited educational facilities in area. Planners acknowledge the site will 'exacerbate congestion in area'. But does not appear to provide a solution to the problem.	
2416	ST8	Objection	Site is in close proximity to the already highly congested northwest portion of the northern ringroad, for which no provision for the increased traffic seems to be forthcoming. Southeastern portions are comparatively fluid. Any housing policy must address the issues of how people are to get to and from their homes as it is unlikely that commuter flows will diminish.	
2484	ST8	Objection	Objects to development of the site on the grounds of likely increase to existing local traffic congestion and congestion on A64 and A1237.	
2513	ST8	Objection	This site along with ST14 will add great pressure to roads at rush hour	
2765	ST8	Objection	Object to Greenfield development outside existing built-up area.	
2994	ST8	Objection	This allocation causes concerns for increased traffic, poor access, lack of infrastructure, full schools, full medical facilities, lack of a community centre and lack of general facilities.	
3182	ST8	Objection	Objects to development due to impact on traffic congestion on the ring road, and until the ring road is dualled.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
4429	ST8	Objection	Any traffic increase in this area will put further pressure on the ring road and its junctions - additional load following the proposed stadium and Vangarde Shopping Park. Traffic levels from the stadium have not yet been proven so to add additional stress with this development will require an upgrade to the full northern length of the A1237 to cope with shoppers, sports fans & extra residents. Would like to see the calculations for increased use of the A1237 and what proposals to mitigate there are.	
5922	ST8	Objection	Against any development outside the ring road. Site should only be considered after dualling of ring road and improvement of junctions as almost gridlocked already	
6286	ST8	Objection	Note objection on the grounds of the site's proposed housing use/impact on already congested A1237, however rep suggests support for the site if it were instead developed as an employment site.	
6547	ST8	Objection	There is no mention of any new school associated with this development and present school is overflowing. Traffic generated at school times is horrendous and not improving. New Lane and North Moor Road are at standstill at school times. Residents of Woodland Way concerned about possible cut through to the new development and would prefer the top of Woodlands Way to be blocked off owing to the narrow road and parked vehicles. The buses are also full.	
7196	ST8	Objection	The A1237 is already gridlocked all day as well as Haxby Road , Wigginton Road and area around Monks Cross. How can 3000+ homes be built in this area (including this site) where roads cannot cope with existing traffic. Doctors and schools are already full in the area, building more homes without more roads, schools, doctors, dentists is madness. Infrastructure needs sorting first. It is impossible to park in Haxby and businesses are closing (i.e. HSBC, Jack Fulton)	
12128	ST8	Objection	Objecting to ST8, due to poor congestion and traffic issues.	
12168	ST8	Objection	Objecting to ST8 due to concerns over traffic and congestion, drainage, parking and not enough places in schools.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12208	ST8	Objection	Greatly concerned about the traffic growth along Brockfield Road and Brockfield Park Drive. Apart from the impassable Highthorn Road, is the only route between east and west of the City between the City Centre and the Outer Ring Road. No account was taken of this when the old Sessions factory site took place, relatively recently. Traffic is noisy, polluting and dangerous - esp rat runs. Traffic calming does reduce speed, except for impatient drivers, cyclists and scooter riders. Situation around shops / shopping areas particularly bad. Must be a traffic alleviation plan to prevent the residential area becoming inhabitable. The proposal to include 900 houses to the east, 100 to the west plus increased business along Jockey Lane is unsustainable without investment in new road infrastructure. Dualing of the ring road would be the favoured option and/or a new road linking H146 through to the head of New Lane with Huntington Road.	
12219	ST8	Objection	A1237 is not able to cope with the volume of traffic. Mill Lane junction at Wigginton and York Road Haxby cannot take the extra traffic from further housing developments. Traffic at any time of day between Rawcliffe and Monks Cross roundabouts is so slow you could walk faster. Until a suitable northern relief road/bypass is built or A1237 dualled, no more development in Area 6.	
12241	ST8	Objection	Huntington & New Earswick are already overpopulated with far too many new builds. Infrastructure, drains, schools, surgeries etc cannot cope. Build further out from Strensall, Skelton & Wigginton.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12277	ST8	Objection	Object to this development for a number of reasons: The development will have a significant impact on the current rural nature of the area and will change the feel of the area around Earswick / Huntington / New Earswick; the development will effectively urbanise the whole area as it removes large green space that characterises the area and the current infrastructure in the area does not have the capacity to absorb these additional dwellings. Traffic on the Monks Cross Link Road (MCLR) and A1237 is frequently already at a standstill. Significant development of the MCLR and A1237 would be required (dual carriageway etc.) to absorb extra volume. The site should not be developed without equivalent investment in this infrastructure. Even if investment in infrastructure is undertaken, the significantly increased traffic combined with the urbanisation will have lasting detrimental impact on the nature of the area.	
12300	ST8	Objection	Destroys a green area - Do not Build	
12474	ST8	Objection	Site is earmarked for 968 houses and plan states access will be from Monks Cross Link Road only - how will this be controlled? Concerned about 'rat runs' being created when A1237 is heavily congested. Recent local development has seen a great increase in amount of traffic along New Lane already. Appears no provision of new school/medical facilities. Earswick only amenities are the village hall and veterinary practice. Huntington Village School and Robert Wilkinson School, Strensall are full to capacity and at peak times all roads in proximity of these schools are log jammed. A new school is needed. 968 homes could mean up to 2000 motor vehicles, and a need of up to 200 school places. Infrastructure needs new investment (roads, drainage & sewers). Where are the new residents going to work? Will they travel beyond York for employment? Bus services are limited (no bus survive along New Lane in evenings and Sundays and limited linkage to anywhere other than city and Acomb)	
12529	ST8	Objection	Development will place even greater strain on already pressured road. This development should only go ahead if improvements are made to the roads in order to reduce traffic and congestion.	
12651	ST8	Objection	This influx could cause issues with loss of green space, wildlife, fresh air, traffic and congestion and lack of infrastructure and concerned for the loss of local wildlife.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12848	ST8	Objection	This development will cause a much denser urban effect among other issues with: loss of character, increased traffic and congestion, increased pollution and reduced air quality, noise pollution, public transport and lack of schools.	
12881	ST8	Objection	Concerned about the A1237 and congestion as well as issues with pollution and infrastructure.	
13030	ST8	Objection	The development of this strategic site conflicts with three of the five key purposes of Green Belt, namely to: check the unrestricted sprawl of large built-up areas; assist in safeguarding the countryside from encroachment; and preserve the setting and character of historic towns. Do not believe that there is a reasonable prospect the infrastructure which will be needed to serve this site can be delivered within realistic timeframes. Disagree with the Council's conclusion that the site is suitable and deliverable for the scale of housing proposed in York. The approach that the Council has adopted of seeking to preserve the setting and character of York lacks transparency and is at the expense of the other purposes of Green Belt. There is a risk that if this site is not delivered the Council will be unable to demonstrate a sufficient supply of deliverable housing land. The evidential basis to justify the selection of the site through the emerging Local Plan has not been provided by the Council	Turley Assoc
13047	ST8	Objection	Strongly object to this site especially the size and density of development that would destroy the unique and historical rural character and setting of York. Traffic on A1237 and minor roads in the area is already very bad, this would make matters worse> This is green belt land and should only be built on under special circumstances - there are none.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13104	ST8	Objection	Alternative boundary proposed, reintroducing land to the north of North Lane (8.55ha delivering circa 250 homes) increasing overall and annual rates of delivery. Comment objects to the principle of separating urban extensions from the existing urban area. The re-instatement of land north of North Lane will align with existing built development to the west and the strategic site can be appropriately contained by the A1237. Similar to the required considerations of the proposed ST8 site, a landscape buffer could be incorporated between the edge of the proposed extension and the A1237. Access to the land north of North Lane would be from North Lane, with no new direct access to the A1237. This aligns with one of the planning principles of the proposed ST8.	Redrow Homes and Linden Homes
13106	ST8	Objection	Alternative boundary requested. Support ST8 in principle but object to the exclusion of land to the west between the allocation and Huntington. Consider that the approach to separate an urban extension with such a large buffer is not an appropriate plan-led approach. Do not believe that this is justified by council reasoning. It would be more appropriate to reduce the buffer in order to make more efficient use of land. Consider that this buffer would not fulfil green belt purposes.	Johnson Mowatt
13125	ST8	Objection	Objects to the proposed scale of development, suggesting levels closer to 400/500 would be more than a fair share for the Huntington area as a whole. Note impact of significant recent developments on traffic, drainage and future flood risk.	Councillors Runciman, Cullwick and Orrell - Huntington and New Earswick Liberal Democrat Cllrs
13154	ST8	Objection	Very concerned about extra traffic on Malton Road which will affect residents around Elmfield Grove, Terrace etc. The park and ride buses are now too full to pick up residents en route from Monks Cross. This will only worsen.	
77	ST8	Support	Section 4: This consultation - agree that the site, identified as part of the package of sites in Area 6, represents the views of residents of the parish.	Strensall with Towthorpe PC

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1668	ST8	Support	Support the proposed development. Land interest will ensure the provision of a deliverable and viable development proposal, which delivers the number of homes prescribed by CYC as a minimum, alongside each of CYC's proposed 'Planning Principles'. The site will provide the opportunity to help meet York's current and future housing needs. The historic and landscape character of this area of the City will be preserved as key views across the site can be maintained and strategically placed open space alongside new landscape will deliver permanent future boundaries to the site. Separation distances between the site and surrounding areas will remain substantial through the provision of strategic greenspace in order to ensure that the setting and character of this area of the City is respected. Pedestrian and cycle connections will be provided throughout the site, with connectivity to the existing settlement area of Huntington and retail/commercial area of Monks Cross. There are no technical or environmental (built or natural) constraints that would preclude the development of the site.	Barratt & David Wilson Homes
5410	ST8	Support	Fully support this site for residential development. However, believe it should be much larger in area and increased to 1400 homes to cope with housing demand. More housing should be built on suitable green field sites like this instead of cramming flats onto brownfield sites.	
9655	ST8	Support	Proposal for ST8 under present plan proposes an acceptable development in principle but does not reflect the effect on local amenities, schools or services. Essential that the northern ring road is dualled. Do not allow further development without proper consideration of the residual affect, this should be common sense.	
12295	ST8	Support	Good to see sites evenly distributed	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12691	ST8	Support	There are benefits relating to this site however its size must be limited and transport infrastructure must be improved before development takes place. The A1237 and feeder roads cannot cope now and housing development will only make this worse. Add to this the community stadium and multiplex cinema the area will become constantly gridlocked making York less attractive and affect the economy	
12692	ST8	Support	There are benefits relating to this site however its size must be limited and transport infrastructure must be improved before development takes place. The A1237 and feeder roads cannot cope now and housing development will only make this worse. Add to this the community stadium and multiplex cinema the area will become constantly gridlocked making York less attractive and affect the economy	
13103	ST8	Support	Support inclusion of ST8. Site is deliverable with national housebuilder onboard. Attached indicative masterplan - proposal allows for externalised open space to the east of the site. Concerns re site specific text - inconsistencies re 'strategic greenspace' and provision of 'new green wedge'. Wording needs to be made clear. A Technical Report provides detailed information relating to baseline conditions, site constraints and opportunities; suggested mitigation; and summary of residual effects in relation to the following matters - heritage, ecology, highways and transportation, noise quality, air quality and drainage.	Johnson Mowatt obo Redrow Homes
13104	ST8	Support	Support inclusion of ST8 in principle. Note amended boundary proposed	Redrow Homes and Linden Homes
13106	ST8	Support	Support the principle of ST8 as an urban extension. Would like to see alternative boundary implemented to reduce buffer with Huntington.	Johnson Mowatt

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13125	ST8	Support	Supports the principle of housing development on this site, contributing Huntington/New Earswick's 'fair share' of housing provision to the Plan. Housing could be built next to Monks Cross Drive leaving a green corridor between the development and Woodland Way/Lea Way that would have the advantage of taking extra traffic away from Huntington roads and give residents affected some green areas between their homes and the development. It is also not appropriate to have general employment land so close to established residential areas.	Councillors Runciman, Cullwick and Orrell - Huntington and New Earswick Liberal Democrat Cllrs

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
77	ST9	Comment	Section 4: This consultation - the proposed development will result in an increase in traffic using Moor Lane / Cross Moor Lane / Usher Lane / Haxby Moor Road to avoid using the A1237 - concern about use of Haxby Moor Road between Haxby and Strensall which includes a Grade II Listed bridge (Old Humpy) which is narrow and has a 7.5 tonne weight limit on it and the route past a school.	Strensall with Towthorpe PC
80	ST9	Comment	Members of Wigginton Parish Council do not object to further development but the necessary infrastructure must be addressed before development commences. See rep for further comments in relation to site, covering the following issues: schools; housing mix and type; upgrades to transport infrastructure (strategic network and local roads); public transport; congestion and parking; pedestrian safety; sewerage and drainage; employment, training and development; retail facilities; environmental issues; impact of construction on existing residents and businesses.	Wigginton Parish Council
259	ST9	Comment	Yorkshire Ambulance Service request that specific text is included within the allocation to make provision for a spoke facility (specification given)	Yorkshire Ambulance Service (through
841	ST9	Comment	Development phasing should be more clearly stated - infrastructure and amenity improvements will be implemented in advance of the site's completion. Note that any further expansion plans must include details of how services and infrastructure improvements would be made.	
1340	ST9	Comment	Only agree to 720 homes if Yorkshire Water Services (YWS) are consulted on this planning application. Why are YWS not a statutory consultee? (many gardens flood in Haxby/Wigginton) 700 extra homes in Usher/Moor lane will require serious sewerage/surface water consideration to hopefully not overload the system.	
1355	ST9	Comment	Concerned about the site being saturated with water, flooding, loss of green open space, busy roads, drainage, electricity pylons and power lines. Flooding issue must be addressed if the site is to be considered as an allocation in the Publication draft Local Plan.	Julian Sturdy MP

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1914	ST9	Comment	Concerns about the impact this development will have on traffic lack of infrastructure.	
2477	ST9	Comment	This development should not go ahead until infrastructure improvements are made. Infrastructure improvements would apply too, sewage, surface water, drainage, roads, rail, schools, medical and employment.	
3619	ST9	Comment	Site for 735 homes will be extremely difficult to access both during and after construction. Suggestion is made of a possible road link to east of Usher Lane direct to Towthorpe Road (but there is a railway to cross). Mention of a reopening of Haxby Railway Station - this is unaffordable and bus services are now much improved. There is an acknowledged drainage problem associated with the site	
5587	ST9	Comment	Comment notes that existing congestion/air quality concerns will be exacerbated by development. Infrastructure should be in place in advance of commencement. Also identifies other amenity/service deficiencies, namely: need for bus route modification; parking; reopening Haxby station; additional local amenities; upgrading sewerage/drainage; construction traffic will impact on already congested routes (Usher Lane/the Village, Wigginton).	
5597	ST9	Comment	Agrees with provision of additional housing for those in housing need, subject to the following considerations: drainage and sewerage upgrade in Haxby/Wigginton prior to commencement; upgrade to ring road (dualling); addressing local congestion, parking problems and public transport underprovision; additional local healthcare and school spaces (primary and secondary).	
5814	ST9	Comment	Where is the long overdue Haxby railway station?	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5846	ST9	Comment	Concerns raised in relation to development on the site: sewerage and drainage - development must not progress before new provision is installed and in full working order. Under no circumstances must new property connect up to the existing sewer and drainage system; traffic congestion - upgrading and dualling A1237, and Haxby/Strensall roundabout; need for improved public transport options, both bus and rail; impact on residents from additional traffic on Moor Lane; Air quality - monitoring should be put in place to establish impact during peak periods, and estimates made of cumulative effect on air quality of ST9 (based on 2 cars/household); Development must be self sufficient in amenities/services, including provision of a primary and secondary school; development should provide a mix of dwelling types, including provision of affordable housing; Note concern that employment land should also be provided within the site. Further comments to note - Cemetery extension is shown incorrectly - plan should be redrawn to include proposed cemetery extension. Queries health/safety of new residents living under power lines. Specific protections which will retain community character/protect natural and green space, must be written into the masterplan/neighbourhood plan. Potential sites of archaeological/historical interest on or near site.	Haxby and Wigginton Neighbourhood Planning Group
5848	ST9	Comment	Proposed dwellings need to be a mix of housing types plus a reasonable percentage of affordable homes. Further, the heritage value of the site's ridge and furrow land should be assessed prior to development.	
9323	ST9	Comment	Development would generate access problems and traffic congestion, and create deficiency in school spaces.	
9339	ST9	Comment	Notes need for housing in York area. pleased that issues re drainage, schools and shops re ST9 are being addressed. Raises further issues, namely: additional pressure on local and citywide health services; likely increase to existing local traffic congestion; lack of parking; highway safety/disabled access; bus route modification; local policing; impact of development on village feel.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
9389	ST9	Comment	Urgent need for pre-construction infrastructure investment: sewerage, road access avoiding existing routes through Haxby to Ring Road, parking in original Haxby, local shopping, new school in a new area to reduce existing rush-hour traffic problems.	
10010	ST9	Comment	ST9 should not be developed until the A1237 is upgraded.	
10890	ST9	Comment	Concerned about whether infrastructure will be in place. Concerns for, schools, doctors, dentists, utilities, parking/ road use and shops.	
11088	ST9	Comment	Concerned about this site for the following reasons: capacity for this site is too high, lack of affordable housing, need for provision of school, doctors, services, roads, drainage, traffic, parking and the need for general infrastructure improvement before development.	
11089	ST9	Comment	Too many houses are proposed for this site. There are issues with the access point, lack of car parking, poor public transport, no railway, not enough school places, lack of houses for local people and lack of affordable housing.	
12153	ST9	Comment	Commenting that no new properties should be built until adequate parking spaces are provided in Haxby.	
12276	ST9	Comment	The provision of a regular rail service from a railway station at Station Road which could be developed and funded as some sort of "planning gain" may go some of the way to alleviate access into York, but would create its own traffic problems as Haxby sprawls so much beyond walking distance to a station. A local circular bus service connecting estates to the station and the York-bound bus routes may be the answer - again funded by "planning gain".	
12345	ST9	Comment	York/Haxby desperately needs more housing especially affordable. However, concerned about the pressure on existing infrastructure (e.g. ring road) and amenities (doctors, schools) if no further investment is made in these.	
12442	ST9	Comment	Concerned about the need to upgrade infrastructure and the increase in traffic this development will cause as the A1237 is already busy.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12444	ST9	Comment	This development would cause a massive increase in parking problems and traffic. There are no traffic wardens. Buses and large vehicles have problems on the main street of the village.	
12484	ST9	Comment	Improvements to the roads should be made before development of the site takes place, including improvements to the A1237, Usher Lane and Oaken Grove. Development here will cause flooding issues and generate extra traffic.	
12490	ST9	Comment	Before planning permission is given, the A1237 should be upgraded and a Haxby railway station introduced.	
12534	ST9	Comment	Before any development takes place the following issues should be considered: sewage, surface water, traffic and congestion and transport.	
12537	ST9	Comment	I have no objection to this development as long as improvements are made to infrastructure and encouragement given towards cycling and walking.	
12540	ST9	Comment	Concerned about issues with: lack of facilities e.g. GP's , lack of parking and road infrastructure. The A1237 is grid locked and dulling is essential.	
12547	ST9	Comment	Notes that existing amenities and infrastructure in village are already stretched, and that the consultation document does not set out how the additional impact of development will be addressed.	
12550	ST9	Comment	Notes that infrastructure should be in place in advance of development. Supports reduced scale of development.	
12557	ST9	Comment	Haxby has seen very little development over last 25 years and there are hardly any 1st time buyers housing in the area. There are a lot of 3/4 bed homes with retired couples. Many homes have 2 cars as children have no where to move out to. If the rail station was to re-open then this would be a great benefit to the community.	
12605	ST9	Comment	Worried about the sewerage drainage system. How will this development help the situation? Clearly the system cannot cope now.	
12621	ST9	Comment	While accepting that there is a national housing need and that it is appropriate to have housing in Haxby current issues in Haxby need to be addressed first. Issues include, infrastructure, drainage and sewage.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12622	ST9	Comment	Necessary infrastructure should be in place before development takes place. This includes a new access road further North from the B1363 and other infrastructure to support new residents.	
12624	ST9	Comment	It is agreed that housing is necessary in York to meet the housing need. However, there are issues with roads being at full capacity which should be dealt with before development and a new bus service should be introduced along with a new cycle lane.	
12630	ST9	Comment	No mention of the effect the increased population might have on Haxby and Wigginton health centre. Also concerned about traffic management and sewage treatment and the power lines appear to make part of the site unusable.	
12633	ST9	Comment	This site should not be developed until issues with, traffic and congestion on Usher Lane, full health service, drainage, car parking, and full schools are resolved.	
12705	ST9	Comment	If this land is to be released for development it is vital that aspects of infrastructure are put into place at the time of development. Essential that new highway is provided to avoid unacceptable increases in traffic passing through Haxby & Wigginton and would be best achieved by incorporating a new road going east linking the site to Towthorpe Road. Better public transport links are a must. A rail halt would be good at this junction also.	
12748	ST9	Comment	This site will need an urgent upgrade to the A1237 and access road to Sutton Road, also drainage works for flooding issues and an upgrade and investment to sewerage provision.	
12749	ST9	Comment	Concerned that developers will not provide the correct infrastructure for the site including access, affordable housing, jobs, roads and retail. There are also issues with, road links, traffic, and Crookland should be retained and maintained as a wildlife corridor.	
12751	ST9	Comment	We are not against houses being built here but the access is totally un acceptable due to issues with, traffic and decreasing in quality of life.	
12755	ST9	Comment	There are a number of considerations for this site, drainage, lack of parking, keeping the local shops, traffic and congestion, the local schools are full and the health centre is full.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12760	ST9	Comment	Before this development takes place access to the site should be improved.	
12763	ST9	Comment	Housing is necessary, particularly for first time buyers. This number of houses is too many and could cause problems with, drainage, schools are full, the GP surgery is full, access, traffic and narrow roads.	
12764	ST9	Comment	This development must trigger new, local services, a primary school, shop, medical centre and dental centre. New drainage and sewage disposal is needed before development. Construction traffic should be routed along Wigginton or Haxby, Usher Lane and Moor Lane, all of which are at capacity. There will be issues with, traffic, reduction in air quality, lack of parking, buses and lack of employment.	
12770	ST9	Comment	This development must trigger new, local services, a primary school, shop, medical centre and dental centre. New drainage and sewage disposal is needed before development. Construction traffic should be routed along Wigginton or Haxby, Usher Lane and Moor Lane, all of which are at capacity. There will be issues with, traffic, reduction in air quality, lack of parking, buses and lack of employment.	
12778	ST9	Comment	Concerned about a number of issues with this site including: drainage, sewerage, roads and public transport, traffic and congestion, lack of infrastructure, full schools, loss of open space, increased density and decrease in quality of life.	
12783	ST9	Comment	Concerned about this site due to issues with: surface water and drains, traffic, access, parking, the health care centre cannot cope and schools are at capacity.	
12787	ST9	Comment	I have concerns regarding, full sewers and drains, over loaded traffic and transport in need of upgrading, air pollution, strained schools and full doctors and dentist. Would make more sense to build a new village.	
12804	ST9	Comment	There are a number of issues if this development were to go ahead: access road (Usher Land and Station Road), narrow roads, lack of parking, traffic a hazard to cyclists and school children, speed limits, the new train station may increase traffic., surface water and flooding. The train station could be moved to the A1237.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12824	ST9	Comment	Increased housing would generate even more congestion in Haxby and Wigginton with local roads, Outer ring road and main East/West arterial road the A64 would be catastrophic. Appropriate and effective transport infrastructure is a fundamental requirement for economic growth and success of every village, town or city. York's setting presents unique challenges for transport infrastructure in the city and its location results in the transport network coming under increased strain. The A1237 is in desperate need of dualling - there has been a 10% increase in journeys on the road since 2012 and average speeds of less than 20 mph. The A1237 is no longer fit for purpose with drivers now choosing to divert their journeys away from the road via the city centre or through outlying villages such as Haxby, Wigginton, Strensall and Skelton. Congestion on this road is acting as a noose to the city choking growth and disincentivising inward investment. However, York is still a good place to do business though the congestion of the A1237 has a wide ranging regional impact beyond York. If we are to rebalance our economy to make it work upgrading of the A1237 is key to achieving that goal. Possibly an additional 1000 more cars is completely unacceptable and unsustainable and proposal to build on green belt should be removed from the plan.	
12831	ST9	Comment	The increase in population and housing in Haxby would be far greater than the village amenities are about to sustain as well as issues with congestion. I am confused as to why Poppleton is not being extended as it had better infrastructure.	
12840	ST9	Comment	Concerned about spoiling the ethos of the village of haxby, increased traffic and incidents that have happened in recent years and lack of infrastructure.	
12844	ST9	Comment	Has enough care been taken to ensure that there are buffer green spaces between adjacent/ close proximity new sites and between existing sites? If not there maybe over crowding consequences.	

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12850	ST9	Comment	Before development takes place on this site there needs to be a radical improvement in infrastructure. There are currently problems with: drainage, flooding, increased traffic, congestion, lack of parking, power lines causing health and safety issues.	
12903	ST9	Comment	It is essential that infrastructure is improved including: drainage, transport, health care, education provision and over facilities.	
12919	ST9	Comment	Concerned about increased traffic, the significant impact on existing infrastructure, increased traffic and congestion especially on the A1237, increased train services, road safety, struggling bus services, lack of parking, a new station should be built, lack of local facilities, doctors and schools are full and struggling. This development should contribute to infrastructure to the surrounding villages and contribute to solving all the above issues.	
12926	ST9	Comment	Concerned about many different issues with this site, including: increased traffic and congestion, traffics impact on business, air quality, noise, vibrations, decreasing quality of life, flooding, drainage, power lines across the site, lack of capacity in schools, lack of capacity in health care facilities, impact on amenities and business, lack of parking and the need for open green space. Upgrades to roundabouts and dual northern ring road should take place before development begins.	
12930	ST9	Comment	The current levels of facilities will not meet the requirements for this scale of development. There are issues with: congestion, lack of parking, extra traffic and a general lack of facilities.	
12933	ST9	Comment	Before any development takes place there should be improved made for these concerns, local infrastructure, the A1237 is at capacity, increased traffic, public transport links, rail links, medical provisions, education needs and adequate provisions for power and water services.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13032	ST9	Comment	Haxby & Wigginton Cemetery is surrounded by fields and affords the tranquillity and quietness it deserves. Whilst sufficient space has been identified for any further expansion at the eastern boundary the northern boundary is earmarked for development. This boundary needs a quiet buffer of the whole field and maintain the tall mature trees that give the old part of the cemetery its seclusion. We urge that this important part of Haxby is preserved and plays a very important part of the infrastructure of both Haxby and Wigginton. Moor lane is a busy lane to Strensall and used by farmers with heavy machinery, the main entrance to the Cemetery is off this lane close to a bend. Additional traffic would spoil the character that this lane has enjoyed for many generations.	Haxby and Wigginton Cemetery Committee
13044	ST9	Comment	Re: provision of open space to properties on Cyprus Grove - what criteria has been used to designate this as open space and not residential purposes? What contact if any has been made with land owners in respect of this designation?	
13055	ST9	Comment	Appreciate the need for housing growth, however, 700+ additional homes at this site will exacerbate the existing infrastructure related problems that exist in this part of York. The two main roads in and out of Haxby are busy and the ring road is often jammed from Monks Cross to Clifton Moor. Even if the ring road is dualled I question if the single carriageway roads (York Road and B1363) would be able to cope with the additional traffic. A station in Haxby has been discussed for as long as I can recall but if located on Station Road this could cause more problems than it resolves with a narrow road, limited parking and Ralph Butterfield School traffic to consider. CYC should build on brownfield sites rather than greenbelt. I would propose a much smaller number of houses (100-200) so local infrastructure can be assessed fully.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13066	ST9	Comment	<p>What is the strategic roads and transport plan and associated air pollution impact assessment, especially for the northern ring road and A64 to take pressure off the linked minor arterial routes into York? This Plan must be identified and costed first to test feasibility of housing and employment growth. large part of housing proposals for York are likely to impact on traffic volumes on northern part of current ring road which struggles to cope now. Roads such as Huntington Road are already taking too much traffic, especially HGV traffic and cycling is a perilous activity. This is not an environmentally/cycle friendly city. Employment proposals will add pressure and the combination of developments is potentially going to make living and working here unbearable.</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13131	ST9	Comment	It is imperative CYC consider overburdened infrastructure and services in Haxby & Wigginton and take action towards alleviating several problems. A holistic approach will be expensive but most cost affective in long term. Moor Lane and Usher Lane are used as rat runs - access through Haxby & Wigginton must therefore be controlled and suggest an access road onto B1363 Helmsley Road to York Road from Cross Moor Lane Haxby. The ring road itself is strangling any employment growth opportunities. Land to north of York has always been known as flood plain, therefore, subject to flooding - new housing developments will make existing drainage facilities worse. Air quality has been an issue particularly along main arterial routes in and out of York especially York Road, The Village and Main St Wigginton. More housing will have its effects on educational requirements and there will be a need for primary school provision. Parking is extremely limited - more spaces are needed together with encouragement for cycle use and walking. The new stations at Haxby and Strensall are still awaited - cases are proven. Bus route improvements and cycle lanes will help alleviate current problems. Issues of pylons, aging population and care all need consideration. York has other brownfield sites that should be considered first. Do not object to housing but housing numbers should be revised downward.	
13134	ST9	Comment	Homes are needed but could numbers be reduced? More homes means more people, cars pollution, road congestion and accidents with old and young children. Parking in the village is also a problem.	

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13147	ST9	Comment	<p>Welcome designated greenspace - does not appear to join with existing green corridors. Will there be wildlife/species survey, archaeological survey before any building commences? (as per SA framework 8 and 14). Who will manage green space equitable for recreation, dog walking and habitat? Will local road infrastructure be improved before building vehicles start on site? (SA 6) There is already congestion at junctions in the village as well as on the ring road. Traffic will only add to emissions and decline in air quality. (SA 7 SA 12). Plans to develop ST14 will only add to congestion on ring road and village roads. Water supplies, drainage infrastructure and sewerage system is currently over capacity with surface water affecting certain houses (SA 10 SA 11). Diverse housing and affordable property for low income youngsters is required. (SA 13). Will all properties be accessible by design?</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13166	ST9	Comment	<p>The design, quality, type, mix and construction of any proposed housing must take account of the character of the Ward's existing housing and its social and demographic mix. Green open space should be provided. Concerned about the impact development will have on a number of existing issues with services and facilities, including: the local shopping area, conservation area, lack of on and off street parking, ration of food and drink too retail outlets, lack of sustainable transport, low capacity minor roads as capacity, congestion and traffic, access, primary schools are at capacity, secondary school provision is also limited, health care centre is at or near to capacity, flooding and poor drainage, surface water, poor sewerage system, removal of trees, hedgerows and drainage ditches, non porous roads, footpaths and housing, open space proposed on clay sub soil, lack of elderly people facilities and services, cemetery at capacity, replacement library, lack of meeting space and social halls, opticians practice at or near to capacity, loss of allotment land, lack of bus services, a new halt rail should be provided and concerned about the loss of hedges, trees and shrub lines. There are also concerns for air quality where there are heavy traffic movements, this should be monitored. Concerned about the National Grid power lines that run through ST9. It is disappointing that no employment land has been allocated in the haxby and Wigginton area. Greater access to employment is needed. There is a shortage of industrial units. Transport and traffic is also a concern especially on the flowing routes: junctions at Moor Lane in Wigginton, Haxby Moor Road at New Bridge/ West End, Wigginton Roundabout at the B1363/ A1237 junction, Usher Lane, Station Road, York Road, The village roundabout junction, Moor Lane The Village junction, B1363, A1237 Haxby and New Earswick roundabout, the A1237 Wigginton Roundabout and Towthorpe Road.</p>	Cllr Cuthbertson (ward councillor Haxby and Wigginton)

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13189	ST9	Comment	<p>The design, quality, type, mix and construction of any proposed housing must take account of the character of the Ward's existing housing and its social and demographic mix. Green open space should be provided. Concerned about the impact development will have on a number of existing issues with services and facilities, including: the local shopping area, conservation area, lack of on and off street parking, ration of food and drink too retail outlets, lack of sustainable transport, low capacity minor roads as capacity, congestion and traffic, access, primary schools are at capacity, secondary school provision is also limited, health care centre is at or near to capacity, flooding and poor drainage, surface water, poor sewerage system, removal of trees, hedgerows and drainage ditches, non porous roads, footpaths and housing, open space proposed on clay sub soil, lack of elderly people facilities and services, cemetery at capacity, replacement library, lack of meeting space and social halls, opticians practice at or near to capacity, loss of allotment land, lack of bus services, a new halt rail should be provided and concerned about the loss of hedges, trees and shrub lines. There are also concerns for air quality where there are heavy traffic movements, this should be monitored. Concerned about the National Grid power lines that run through ST9. It is disappointing that no employment land has been allocated in the haxby and Wigginton area. Greater access to employment is needed. There is a shortage of industrial units. Transport and traffic is also a concern especially on the flowing routes: junctions at Moor Lane in Wigginton, Haxby Moor Road at New Bridge/ West End, Wigginton Roundabout at the B1363/ A1237 junction, Usher Lane, Station Road, York Road, The village roundabout junction, Moor Lane The Village junction, B1363, A1237 Haxby and New Earswick roundabout, the A1237 Wigginton Roundabout and Towthorpe Road.</p>	Haxby and Wigginton Liberal Democrats
63	ST9	Objection	Object to ST9. In terms of transport, ST9 has no access to York/Leeds except by road through Haxby and Wigginton, development on this scale would force some 1500 cars a day onto country lanes and local village streets that are already congested.	Haxby Town Council

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
75	ST9	Objection	Suggests that ST9 should be deleted due to the high risks of congestion on A1237, damage caused to business by congested transport links and the improbability of effective road infrastructure being funded.	Skelton P.C.
502	ST9	Objection	Objection to ST9 - in green belt and infrastructure will not cope with increased demands on roads, doctors surgeries and schools	
549	ST9	Objection	Haxby already has straining infrastructure, development of this site will place further strains. There are existing drainage issues that have seen two applications refused previously on this site. Development would lead to increased congestion locally and on to the by-pass. Noise and pollution would result. School place pressures. Where will demand for these houses come from? Character and setting of village ignored. The rural villages of York should not be destroyed without understanding the unique features of these communities.	
551	ST9	Objection	There are concerns for this site due to, lack of parking, congestion, overloaded drains, full schools, cost of upgrading infrastructure and increased demand for housing.	
574	ST9	Objection	Use of this site would result in over development of Haxby, drainage issues already a problem, green space should be provided for visual acceptability, cause of additional road congestion, no direct route to ring road that would need to be duelled, infrastructure/services issues including school places and health centre pressures	
715	ST9	Objection	Objecting to ST9 Land North of Haxby due to issues with, infrastructure, doctors, nurserys, primary schools, secondary schools, roads, shops, parking, congestion, air pollution, provisions for cyclists, flooding and sewage.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1392	ST9	Objection	<p>Haxby and Wigginton already has around 3000 properties and has traffic problems and full schools. The only way out of the new site will be Moor and Usher Lanes, neither of which is large enough to cope. Schooling - briefest of mentions of new school, will we get a new school? There are well documented drainage issues and properties on Usher Park Estate have sewerage problems during heavy rain - will the pumping station on Landing Lane be large enough to cope? Numerous housing plans have not come to fruition due to drainage problems to north of Haxby. New occupiers of additional homes will want to use facilities of village/town centre, where will they park as the village already has problems? Understand need for affordable housing but would question if land north of Haxby is correct place to locate them.</p>	

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1528	ST9	Objection	<p>Object to the identification of strategic open space within the allocation. Dispute the 'Further Considerations' section 'Commentary' sub-section statement 'The strategic open space is required to address the significant shortage of open space in the Haxby and Wigginton Ward which is the most deficient ward in the city' as after reviewing the evidence base which is assumed to have led to this conclusion, it is clear that Haxby and Wigginton is not the most deficient ward in the City. The Council commentary indicates that the Haxby and Wigginton Ward has a shortage across all open space typologies. This is not true. The Local Plan indicates that there is a requirement for all but one type of strategic open space typology. This justification is not accurate, as there is no mention of a requirement for Natural/Semi Natural space or spaces - the typology provision likely to help better integrate the allocation within its surrounding landscape character. It has also not been recognised that given the rural location of the site it may not be best placed to provide provision across all strategic open space typologies. The Local Plan is unsound in this minor regard. To make the Local Plan sound the following is recommended: The strategic open space designation be deleted; The quantum of open space should be determined at the application stage through the application of the Council's open space policy, and the requirement to provide a policy compliant level of open space can be written into the planning principles section relating to the allocation and suggest the policy should explicitly require the submission of a masterplan to guide the development of the site. Request the deletion of the reference to a local park.</p>	DPP obo Linden Homes and Barratt Homes and David Wilson Homes
1908	ST9	Objection	<p>Before homes are built in the Haxby area, plans need to be made to deal with the traffic (including dualling the A1237), parking, infrastructure and service requirements needed to support the additional residents and protect existing residents' amenity.</p>	

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1947	ST9	Objection	There are issues with this allocation due to it being such a large scale development. There are also issues with, lack of services, lack of capacity, issues with the road network, lack of parking, water, sewerage, health service is under pressure and concerns for funding infrastructure.	
2310	ST9	Objection	Before homes are built in the Haxby area, plans need to be made to deal with the traffic, parking, infrastructure and service requirements needed to support the additional residents.	
2411	ST9	Objection	I consider the proposed development on Green Belt land North of Haxby and Wigginton would be a grave error which would increase the risk of flooding of existing low-lying developed areas in Haxby and Wigginton, and depending on the point of drainage discharge, even Strensall, New Earswick, Huntington and Clifton.	
2412	ST9	Objection	Site has increased in size from 33.48 ha to 35 ha and dwellings reduced from 747 to 735. suggesting that more houses are being crammed into limited site sizes. Report states site has a high water table and concerned existing drainage system could not cope with additional 735 homes.	
2421	ST9	Objection	Impact of development will cause Haxby's roads to come to a standstill. No plans in place to set out how the site will be accessed. Further issues raised regarding insufficient shops/services/drainage to accommodate additional growth proposed. This amount of building is not needed in the area.	

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2456	ST9	Objection	<p>Object on following grounds:</p> <ul style="list-style-type: none"> *Schools - too few local primary schools, and Joseph Rowntree has few places. A new primary school would be essential *Drainage - drainage in Haxby/Wigginton is poor at best. New drains would need to be laid and ditches cleared on a regular basis. *Medical provision - Haxby/Wigginton Practice has an excess of 20000 patients and already stretched - there would need to be a full consultation with the medical staff *Traffic congestion and parking - there is not enough parking in the village for the present population. Haxby is already congested causing trouble for busses and large vehicles. Station lane is parked up on both sides near the school. Several additional car parks required if development goes ahead. 	
2484	ST9	Objection	<p>Objects to development of the site on the grounds of: likely increase to existing local traffic congestion, air and noise pollution, lack of local amenities, drainage under capacity, lack of employment in York for new residents, congestion on A64 and A1237.</p>	
2523	ST9	Objection	<p>The infrastructure cannot cope now, this increase in housing will make this worse. Concerned about traffic, buses taking forever, buses are often at capacity with school children, lack of parking and doctors surgery's are full.</p>	
2586	ST9	Objection	<p>Infrastructure issues with developing site include:</p> <p>Road congestion (not being able to get out of Haxby & not being able to out of or to York), Road pollution will be created in traffic queues affecting children walking to school, Drainage system overloaded now, Parking for shopping problematic.</p> <p>Services - school is full now, GP practices over subscribed, no library, no provision for local businesses. Historical and natural environment (field systems) would be affected.</p>	

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2638	ST9	Objection	Haxby does not have sufficient facilities for a 20% increase in housing from further development. The roads are already congested and the outer ring road comes to a standstill in Haxby area during peak periods. Extra traffic from ST9 would increase the problems. Access to York city centre via Haxby Road or Wigginton Road will result in unreasonable extra traffic on these roads. Parking in Haxby is a problem with no extra capacity. Improvements to the outer ring road roundabouts has already taken place and congestion still takes place. Pupils over 11 years will attend JR School placing more pressure on roads in this area. Water courses in Haxby are at capacity additional surface water run off will increase the risk of flooding to others.	
2643	ST9	Objection	Totally against proposed use of green belt land. If developed there should be no vehicular access across open space that goes through Larch Way and Lowfield Drive which should be for foot & cycle access only. Services such as school, medical, transport, rail station should all be in place before any development is carried out	
2664	ST9	Objection	The infrastructure of roads, drainage, traffic congestion, schools and doctors services cannot support this number of extra homes. Roads flood due to poor drainage and traffic congestion at Usher lane/Station Road is dangerous.	
2765	ST9	Objection	Object to Greenfield development outside existing built-up area.	
2766	ST9	Objection	The building of 735 new homes would seriously impact on local infrastructure and services such as ; drains, access roads, sewage systems , health centre and parking implications. The character of the village will be changed.	
2775	ST9	Objection	Haxby-Object to proposed development at Haxby. The drainage capacity is already overwhelmed. Parking is an issue and the Health Centre is very busy already.	
2940	ST9	Objection	Objects to development of the site on the grounds of: likely increase to existing local traffic congestion and impact on local amenities.	
3086	ST9	Objection	Objects to development of the site on the grounds of likely increase to existing local traffic, and associated safety problems, particularly on Usher Lane.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
3103	ST9	Objection	Objects to development of the site on the grounds of: likely increase to existing local traffic congestion, and difficulties exiting Usher Lane; lack of parking; lack of local amenities; drainage under capacity - potential flooding problems;	
3130	ST9	Objection	Objects to development of the site on the grounds of: likely increase to existing local traffic congestion; lack of parking; lack of local amenities; drainage under capacity.	
3210	ST9	Objection	Concerned about this allocation due to issues with, declining employment and increasing development, increased commuting, increased air pollution, lack of infrastructure, lack of capacity in schools and lack of capacity at the doctors, flooding and poor drainage and lack of parking.	
3254	ST9	Objection	This development should not go ahead as the village is too small.	
3256	ST9	Objection	New drainage would need to be installed before any development took place; Sewerage system is totally inadequate in the village. The WTP at Strensall is at or above capacity. Suggest that it would not be possible to connect to the current public sewer network, but a separate discharge route would be required for any development site to be enhanced or a new facility provided; Schools - a new primary school to the north of Haxby would be required and expansions of secondary schools eg. Joseph Rowntree, would be required. Traffic congestion / safety around schools would be an issue; Mix of housing - must address the needs of local people; Bus routes - apart from one route (No. 1) , no frequent bus routes. A new bus route or terminus would be required to serve the sites. Environmental issues - especially in relation to ST9, there are ancient shrub-rich hedgerows and patches or avenues of mature trees which must be saved, as well as footpaths / bridleways and Strensall Common is not far as the crow flies; Electricity power lines will need diverting underground; Medical Services in the area are fully stretched; New local facilities are mentioned and their provision would be very important; Public open space - good provision is needed and good to see that it is proposed; Protection of archaeological features is important (eg. medieval strip ridge and furrow)	

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3257	ST9	Objection	There are a number of concerns in relation to this allocation, the issues are as follows: housing site capacity, loss of character, lack of infrastructure, increased traffic, poor access, lack of road safety, lack of health and safety, lack of employment opportunities, lack of capacity in schools, lack of capacity at the health centre, poor drainage, surface water, sewage, loss of green space and Green Belt and loss of community.	
3272	ST9	Objection	Objects to development of the site on the grounds of: likely increase to existing local traffic congestion, and difficulties exiting Usher Lane; lack of parking; lack of local amenities; drainage under capacity - flooding problems;	
3370	ST9	Objection	Objects to development of the site on the grounds of: likely increase to existing local traffic congestion; lack of parking; lack of local amenities; drainage under capacity. A 20% increase in housing is not acceptable and will alter the total feel of the area.	
3404	ST9	Objection	Commenting on ST9 Land North of Haxby; Haxby is already at capacity, concerns for congestion, parking problems, overloading drainage systems, schools and doctors are full, would affect traffic on Moor Lane and Usher Lane and concerns for cyclists and pedestrians safety.	
3444	ST9	Objection	Increased population, parking, congestion, roads, poor drains, full schools, full GP Practices, lack of facilities, lack of employment, no railways station at Haxby, reduction in current residents house prices and lack of investment.	
3546	ST9	Objection	Objects to development of the site on the grounds of: likely increase to an already congested local transport network; lack of local amenities (schools/doctors); drainage under capacity; site is green belt and should remain as such.	
3588	ST9	Objection	ST9 is totally unacceptable unless Haxby Station is re-opened, the drainage and sewerage issues are sorted and the A1237 is dualled.	
3606	ST9	Objection	Additional housing will increase significantly the volume of traffic on Usher Lane. Road is narrow and becomes congested towards junction with Station Road and safe speed limits are exceeded. Road calming measures must be imposed and improvements to junction of Station Road/Usher Lane for safety of pedestrians who frequently cross here to access school and shops	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
3632	ST9	Objection	Additional housing will increase the strain on existing infrastructure including roads (especially York Road), high water table, drainage of surface water, sewerage system, schools, health centre. New Train station ? There are no plans for more businesses in Haxby therefore more people will be travelling through to get to their place of work.	
3651	ST9	Objection	Too many houses proposed, will just become a commuter belt site. No amenities, village already at crisis point - drainage, schools, transport, health etc.	
3719	ST9	Objection	This allocation causes concerns for, increased traffic, poor drainage, full schools, full doctors, flooding and general lack of capacity within the local village.	
3773	ST9	Objection	This allocation causes concerns for, congestion, lack of parking, funding, full drains, full schools, full doctors, loss of quality of life and lack of new local facilities.	
3854	ST9	Objection	Huge pressure on services sewerage, schooling, traffic that will need massive contributions from either developers or CYC with additional population (2500) and vehicles (1000). Access into the green part of site would be from Larch Way that is already a traffic hazard - emergency service access is an issue.	
3956	ST9	Objection	Commenting on ST9, expresses concerns for ; increased congestion and schools and doctors are at capacity	
3984	ST9	Objection	Number of new homes proposed is too high. However, a build of 250 new homes may be acceptable if the required infrastructure improvements take place. These should include improvements to drainage, sewerage, road layouts and junctions and radical increases to school places and capacity of GP surgery.	
4048	ST9	Objection	Concerned about this development due to issues with, pollution, noise, congestion, road safety, increased traffic, increased vehicles and the proposals for a rail halt.	
4129	ST9	Objection	Facilities in Haxby already overstretched, no parking, overloaded doctors surgery, parking/traffic issues on Usher Lane, poor drainage, site absorbs surface water, no capacity at existing schools, no jobs in Haxby.	
4149	ST9	Objection	There are concerns for this allocation due to issues with, loss of green field land, roads and extra traffic and congestion.	
4151	ST9	Objection	Haxby is already overstretched for essential facilities - schools, medical support, police, drainage and parking. Where are all the new residents going to work?	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
4158	ST9	Objection	Objecting to ST9 Land North of Haxby, due to concerns for; loss of green belt, facilities and services are at capacity, schools and health care facilities are full, inadequate drainage system, the sewer system is at capacity, Usher Lane and Moor Lane are incapable of absorbing increases in traffic, concerns for safety of pedestrians and cyclists, development would change the character of the village, suggests an increase in the size of the burial ground, lack of employment opportunities in Haxby and suggests new development would be un sustainable.	
4159	ST9	Objection	Object to the allocation ST9 (735 dwellings) - contrary to paragraphs 158 & 182 of NPPF and to policy YH9 of the Yorkshire and Humber Plan (RSS).	
4200	ST9	Objection	Commenting on ST9 Land North of Haxby; there are issues with congestion, poor air quality, traffic will effect safety of children, concerns over Ralph Butterfield School, issues with parking, traffic issues around the ring road, Monks Cross and Clifton Moor, access issues, loss of ridge and furrow on the land and possible roman remains, environmental concerns around Deer and Newts, overhead power lines could affect future residents, schools and health care facilities are at capacity, development might affect the "village feel" and the quality of life of residents and the commitment to affordable housing should not be compromised.	
4201	ST9	Objection	Haxby cannot accommodate such a large increase in population, generating hundreds more cars - traffic already queues up York Road and onto the B1363. Extra traffic greatly impact on air quality and the atmosphere. The A1237 cannot cope now with the volumes of traffic. Suggested access off Usher Lane would have little use. Not enough parking, doctors surgery and schools at capacity. Reject the Councils view that the site has access to services and transport routes and therefore scores positively in relation to health, education and transport. Agree the site scores negatively in terms of land use as the site is green belt.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
4285	ST9	Objection	People need houses, but everyone needs a sense of history. Build with good architects. A mature oak tree transpires 40,000 gallons of water from the ground. Ridge and Furrow fields are disappearing. The cemetery needs to expand. Prizes for Councils who design with flair.	
4317	ST9	Objection	Objecting to ST9 Land North of Haxby, due to concerns for; congestion (A1237), schools and doctors being at capacity, drainage problems, concerns for the health and safety of cyclists pedestrians and horse riders, not enough leisure facilities, Brownfield land should be used before green field land, parking issues.	
4321	ST9	Objection	There are concerns for this site mainly in relation to the scale of the site. However, there are also issues with, increased population, lack of amenities, pressure on schools, pressure on medical facilities, lack of funding, lack of infrastructure, increased traffic, congestion, parked cars, road safety, poor access, narrow roads, impact on local services, issues with drainage, pollution, lack of leisure facilities, lack of capacity in the hospital, loss of Green Belt and loss of character.	
4322	ST9	Objection	Objecting to ST9 Land North of Haxby, due to concerns for; congestion (A1237), schools and doctors being at capacity, drainage problems, concerns for the health and safety of cyclists pedestrians and horse riders, not enough leisure facilities, Brownfield land should be used before green field land, parking issues.	

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4379	ST9	Objection	Currently a surface water flooding problem which regularly causes the sewers to back up in heavy rain. The whole SE corner of the site is flagged up as a flood risk on the Environment Agency website. When the fields flood, it takes a long time to clear. The planned area will maximise the traffic passing through Haxby & wigginton. Traffic is currently clogging up the area, exacerbated by the inadequacy of the A1237. Flyovers are needed to replace the roundabouts on the A1237 before this development can be considered. The recent expansion of Strensall and the use of Usher Lane as a rat run to avoid the A1237 is already overloading the road. Any access to ST9 is out of the question. If the site is continued to be considered, the open space should be continued across to Usher Lane and possibly used for allotments for which it would be ideal. Secondly, all the trees on the site should be protected and the green access path from Crooklands Lane preserved. Access to Usher Lane should be prevented.	
4385	ST9	Objection	This is an unacceptably large development. Issues with this site include, loss of green field land, detracting from the rural setting, increased traffic, lack of road infrastructure, congestion, lack of parking, negative impact on current residents, loss of open space, and lack of visibility of the views.	
4396	ST9	Objection	Objecting to ST9 due to concerns for, drainage, congestion and traffic especially on; Usher Lane, Moor Lane, Haxby Moor Road, the A1237 and A64, rail station, bus services, pollution, schools are at capacity and other existing services and facilities, property values, quality of life, loss of green belt, safety and where all new residents and employees might come from.	
4410	ST9	Objection	Object to the site due to existing congested roads, parking problems, the need to upgrade the A1237, schools and doctors surgery at capacity, and poor drainage / sewage - the infrastructure is struggling to cope.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
4429	ST9	Objection	Should only go ahead after the required improvements to the A1237 & B1363, due to the size of the site and number of years to complete. Current infrastructure cannot support long term building work. Major changes required to A1237 and its roundabouts - also Tesco roundabout and Haxby roundabout.	
4455	ST9	Objection	Concerns regarding building north of Haxby. It will impact greatly on traffic flow and drainage, which is already problematic. This area has seen great expansion over the past 20 years and the current infrastructure cannot cope with any more.	
4465	ST9	Objection	ST9 - survey on my house said it was liable to flood. Traffic at top of Usher Lane (school parking and at the studio) is a concern.	
4481	ST9	Objection	Fully support the response of Haxby Town Council - Haxby is 'at capacity' in regard to parking problems, drainage, schools, and GP practice. A rise of over 20% in the number of houses is unsupportable. Unless infrastructure improvements are made before additional housing, the Plan would be totally unacceptable. Big improvements to the A1237 would be needed (dualling & roundabout improvements) and improvements to reduce congestion in the village & parking. Drainage could be a major issue. Pylons would need relocating. A new primary school and an extended bus service would be needed.	
4687	ST9	Objection	Commenting on ST9 Land to the North of Haxby, the number of houses proposed is too many, concerns it will change the character of the village, increased strains on infrastructure, suggests a smaller development would be better, increased traffic and congestion, schools are under pressure and should build new schools before sites are developed, health centre struggles with current population, sewage system in Haxby is inadequate, issues with surface water run off, lack of green space.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
4690	ST9	Objection	Haxby and Wigginton have now a population of approx 12,000, bigger than many local towns but there are significant problems: lack of open space, over 40 unadopted snickets, appalling drainage and limited community facilities. Very limited employment in Haxby and surrounding area. lack of affordable homes. Usher Lane and Moor Lane have little scope for widening, dangerous junctions, congestion of the northern Ring Road. If development were to go ahead, it would be essential to provide a new school, new roads east and west of the sites, linking to the B1363 and Towthorpe Lane, dualling of the Ring Road, resolving of the drainage / sewerage system, access to Council services for new communities, new medical services and staffing, pedestrian and cyclist safety improvements, consideration of health issues near power lines, respect given to ridge and furrow medieval field systems and the preservation of Crooklands Lane.	
4717	ST9	Objection	General objection to ST9. Haxby cannot accommodate a further 784 households. With so much that would need finance to bring the area up to scratch, it would be cheaper to build a new village elsewhere. Insufficient parking already in the village. Traffic is a major problem on York Road and dualling the Ring Road will not prevent the level crossing on York Road being a bottleneck.	
4832	St9	Objection	Haxby has quadrupled in size in last 38 years with no additional infrastructure . The roads are congested and traffic is often at a standstill and there are continual parking problems in the village and even buses struggle to navigate the village. The drainage system is overloaded and struggles to cope. Schools are oversubscribed and the demolition of Oaken Grove School some years ago hasn't helped. Given that 784 homes will probably equate to approx 1000 children, where will they go to school? GP surgery is unable to cope with growing numbers of patients. Before considering any more development in Haxby, the Outer Ring Road should be dualled, new roads to Sutton Road and Towthorpe Road should be constructed, Usher Road traffic issues should be resolved and the current drainage issues should be solved.	

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5260	ST9	Objection	This development would spoil and further damage the nature and character of Haxby as a conserved village.	
5291	ST9	Objection	Objects to development of the site on the grounds of: likely increase to existing local traffic congestion; lack of parking; lack of local amenities.	
5315	ST9	Objection	Objects to development of the site on the grounds of: likely increase to existing local traffic congestion and parking; lack of local amenities; drainage under capacity, lack of employment in York for new residents, congestion on A64 and A1237.	
5316	ST9	Objection	Objects to development of the site on the grounds of: likely increase to existing local traffic congestion; lack of parking; lack of local amenities.	
5329	ST9	Objection	Objects to development of the site on the grounds of: likely increase to existing local traffic congestion; lack of parking; lack of local amenities; drainage under capacity.	
5330	ST9	Objection	Strongly opposed to the development of 784 houses in the Haxby area	
5340	ST9	Objection	Objects to development of the site on the grounds of: likely increase to existing local traffic congestion (esp Usher Lane); lack of parking; lack of local amenities; drainage under capacity.	
5364	ST9	Objection	Object as not a good choice for development. Local transport routes already congested with air quality and safety being big issues. Sewerage and drainage, surface water flooding are problems in many parts of Haxby/Wigginton. There are a shortage of childcare places from playgroup to primary school. There would be a need for a new primary school if this development went ahead. The GP struggles to cope. Parking in Haxby & Wigginton Retail Centre is an issue. Housing especially Social and affordable housing is required. Development would take place over a Roman hoard. Much investment would be required to make this site acceptable. Suggest increasing ST14 and reduce ST9.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5379	ST9	Objection	<p>Haxby has already been overdeveloped, access, infrastructure, parking, sewerage, capacity at health centre, schools are all problems now. Any new development should be on a completely new site away from suburbs with its own new roads, sewers, shops, schools, and medical centre. Properties on Usher Lane already have high levels of standing water, whilst properties on Towthorpe Road had gardens and garages flooded on Boxing Day. Off West Nooks water table is so high water stands in many places during winter. There are only 3 roads connecting Haxby and the planned new development (A64, A1237, And York Road) - none can take more traffic. They come to a standstill and result in poor air quality and increased dangers to cyclists and pedestrians. Dualling of the A1237 and A64 has been promised for decades - no new development should take place until this has happened. A new station is unlikely, and new timetables will mean level crossings will be closed more frequently. Junctions in Haxby are already a problem (Usher Lane and Station Road). Access roads to and from the new development would feed into Usher Lane and Moor lane both country lanes with increased traffic levels and increasing speeds.</p>	
5381	ST9	Objection	It would be worth checking that the Haxby Health Centre has sufficient capacity	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5384	ST9	Objection	<p>Roads in and around Haxby are already gridlocked at busy times. Delays due to railway level crossing exist and will get worse when new railway timetables are introduced. Wigginton Road already backs up at traffic lights near Mill lane. Expected additional 1500 cars from proposed developments. High schools are all within the ring road meaning all this traffic needs to cross the ring road. Investment in road infrastructure is essential. There are local shops but parking is inadequate. There is no railway station. Buses will be ineffective due to road problems highlighted above. Both sewerage and surface water drains in Haxby and Wigginton are well beyond capacity. Many drains are too shallow without sufficient fall to deal with heavy rain. Major investment would be required to ensure adequate capacity to cope with additional homes. The provision of additional open space is welcomed. However, this does not address the very real issue with the local infrastructure. The 3 primary schools are beyond capacity since Oaken Grove Primary School was closed. The Health Centre in Haxby has a list of 20000 already and is struggling to cope with demand.</p>	

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5386	ST9	Objection	<p>Concerns raised regarding effects of additional traffic on Moor Lane and Usher Lane southbound, particularly Usher Lane as this is a well walked route towards Ralph Butterfield Primary School. This traffic would also cause increased air pollution on a key pedestrian route. Need to ensure the Countryside Rights of Way Act (2008) is complied with when considering development in the area (Crooklands Lane is bridleway). Need to consider alternative modes of transport to reduce road traffic, including: New station north of Haxby with sufficient parking to encourage residents from Strensall and Earswick etc.; extending existing Haxby & Wigginton bus routes to pick up in the new development; Cycle routes that connect with existing cycle routes to the city centre, and new road north of Haxby connecting the A64, B1363 and the A19. Housing should understand and balance the current Haxby demography (25% or more of residents are single occupants aged over 65) with the need to increase growth there by encouraging smaller families /starter houses. Concern over proximity to overhead electric cables. The strategic open space is welcomed. Concern that increase in housing will increase demand for school places in the area. Need to ensure the development is part of the Haxby / Wigginton community rather than becoming a small self-sufficient 'sub-village'. A careful mixture of facilities will be necessary to ensure that residents from the new facility will use the main Haxby facilities and vice-versa.</p>	
5388	ST9	Objection	<p>Object on following grounds; Ring road is severely congested - to allow a further 1000+ vehicles to add to this mayhem is unacceptable, Local roads are already busy in and around Haxby and Wigginton, local roads are in poor condition with poor drainage and flooding with potential rat runs making the situation worse, schools are full to capacity, doctors surgery are full, cycle lanes in the area are a disaster and drainage is a major problem for Haxby and Wigginton in general.</p> <p>The development is far too big for the infrastructure to cope and major upgrades would be required if development went ahead.</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5391	ST9	Objection	Extra 781 houses in Haxby would put an intolerable strain on existing roads in Haxby and Wigginton. Local schools are already full, health centre is full to capacity. Very little parking space in Haxby. Whilst homes are needed the two sites in Haxby are not suitable.	
5433	ST9	Objection	Building more houses will only add to the traffic in Haxby and Towthorpe Road that is already very busy and roads in a terrible state. More amenities are needed but at same time it would be a shame to lose the village feel that has a good community spirit.	
5477	ST9	Objection	Greatly concerned about ability of Haxby to absorb 750 new houses. Current infrastructure (roads, sewerage, local amenities, schools) are extremely stretched or not working properly. Roads where houses are to be built are already used as a rat run to Strensall to avoid the A1237 making Haxby busy at key times. Changes to road infrastructure in Haxby would be required if development went ahead. Drainage would need investment. Consider blocking off Oaken Grove half way down to stop a further rat run. A cul de sac would work and mean that only people needing to will use it.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5481	ST9	Objection	<p>Object to development of this green belt site. Haxby is a thriving community, the proposed population increase would destroy this community spirit. One of main aims of the Local Plan is to create sustainable communities, the proposed housing will destroy the existing community. There will be a loss of attractive countryside, this area contains lots of fields, trees and hedges and add to a pleasant rural environment and provides a habitat for wildlife. People use the country roads for cycling, running and walking. Fail to see how the development cannot have a significant adverse effect on this rural environment. One of main aims of the Local Plan is to protect the environment but it will be irreversibly lost. Current road infrastructure is totally unsuitable for accommodating a population increase of the proposed magnitude. many roads are already jammed and many of new residents would need to travel outside Haxby for employment, exacerbating the problem. Roads in the village centre are already dangerously busy with a lack of car parking. Without major road network improvements in Haxby the extra traffic generated by the development would not be accommodated. Current facilities would not be able to support extra people. Extra traffic would be created Oaken Grove which is already used as a rat run.</p>	
5545	ST9	Objection	<p>Protest against this site. A willing land owner does not automatically make a viable site. MOD land around Strensall camp would benefit from development in stead of land in Haxby that has suffered from over development and is simply full. It is impossible to park in the village. Growth is allowed but you do not provide the infrastructure to support it. Approx. 1000 additional vehicles will drive through the already congested roads. Main access to site is via Moor Lane and Usher Lane, name lane indicates the type of roads these are. Both roads join up with Crooklands Lane and the junction confuses drivers and often cause of accidents/near misses. continue to Strensall and the road provides no parking for residents so cars are parked on the road. The junction with Moor lane and road to Wigginton is also problematic. The report states 'the site scores positively in relation to transport objectives' you are wrong!</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5561	ST9	Objection	Objects to development of the site on the grounds of: likely increase to existing local traffic congestion/parking problems; drainage/flooding problems; lack of amenities; lack of truly affordable housing; poor access to choice of employment.	
5582	ST9	Objection	Objects to development on the following grounds: traffic congestion; lack of parking; drainage and sewerage issues; insufficient local amenities and services to accommodate additional residents.	
5588	ST9	Objection	No development along and/or requiring access to A1237 Northern Ring Road should be considered until it is dualled. Haxby and Wigginton are already over developed and existing underground services particularly drainage cannot cope at present. All utilities especially telephone cables and gas services are in serious need of upgrade. ST9 - no way Usher lane and Station Road could cope with addition of many more houses not to mention devastating affects these additions would have on already overstretched facilities in Haxby.	
5594	ST9	Objection	Objection to development on the following grounds: traffic congestion; poor air quality; lack of parking; drainage and sewerage issues; insufficient local amenities and services to accommodate additional residents.	
5617	ST9	Objection	Comment identifies existing amenity/service deficiencies likely to be exacerbated by development, namely: need for bus route modification; highway safety; parking; minimising car usage through reopening Haxby station, integrated bus services and improvements to footway and cycle routes (incl those connecting with the city centre); upgrading sewerage/drainage. Further, site is likely to be difficult to access - Usher Lane/Station Road junction? Comment notes that infrastructure should be in place in advance of development. New development could be partly offset by providing amenity space to the north of Windsor Drive - new woodland could help retain water and help address flooding.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5647	ST9	Objection	Comment notes that infrastructure should be in place in advance of development. Also identifies other amenity deficiencies, namely: lack of primary school space; need for bus route modification; highway safety, esp Usher Lane/Station Road junction; parking; reopening Haxby station; additional GP staff; development to be of sustainable design and construction; upgrading sewerage/drainage.	
5664	ST9	Objection	Objects to development on the following grounds: further congestion on the ring road; lack of parking in town centre.	
5672	ST9	Objection	Objects to development of the site on the grounds of: likely increase to existing local traffic congestion; lack of parking; under serviced bus route; lack of local amenities; sewerage under capacity. 735 homes will almost form a community of their own, and will alter the village feel. Haxby already needs more green space.	
5673	ST9	Objection	Haxby has already outgrown its facilities (shops/schools/health care provision) and public services further urban sprawl into valuable green belt land will cause it to lose its unique character and put too much strain on its struggling sustainability. Haxby has inadequate drainage and sewerage provision and has significant problems with flooding and surface water (Yorkshire Water acknowledges drainage provisions for Haxby inadequate). Proposed access roads are little more than country roads incapable of absorbing huge increases in traffic and are used by pedestrians and school children making their way to school - potential 1000 additional cars will make them busy and unsafe. Proposals for 'more active' forms of transport are laughable. There are no cycle lanes in Haxby and even no footpaths in areas under discussion. Green belt and agricultural land should be protected. Haxby has congestion problems now and outer ring road needs to be dualled. Very little employment opportunities in Haxby therefore new residents will need to commute. causing more congestion. High transmission lines cross site.	

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5680	ST9	Objection	<p>Object to these proposal due to lack of/insufficient infrastructure.</p> <p>Roads- A1237 is main link road to Haxby - section from Wigginton roundabout to Haxby/New Earswick for most part is a car park that impacts on rest of ring road. Extra housing means extra cars and will make situation worse. Public and sustainable transport not feasible for everyone.</p> <p>Schools - Ralph Butterfield School has insufficient capacity</p> <p>Doctors - Is there capacity at GP Surgery - already 2 week wait for appointment.</p> <p>Village - three are no cycle paths in village or room to generate them, also lack of car parking spaces. Haxby is a village ST9 will ruin what makes it unique and risk it becoming an inner city urban sprawl coalescing with Earswick.</p>	
5692	ST9	Objection	<p>Objects to development of the site on the grounds of: likely increase to existing local traffic congestion; lack of parking; roads in poor condition; lack of local amenities; drainage under capacity - potential for flash flooding. A 20% increase in housing is not acceptable and will alter the village feel.</p>	
5707	ST9	Objection	<p>I object to the size of this development. There are also issues with poor infrastructure, increased traffic, the ring road, transport links, schools, shops, parking, lack of playgrounds and playing fields, loss of agricultural land, loss of green land and lack of parking. The ring road should be made to be a dual carriageway.</p>	
5712	ST9	Objection	<p>Strongly oppose the development of new houses in Haxby. The roads are already congested, parking is impossible, the drains cannot cope, the schools are full. Green Belts should stay as green Belt.</p>	
5722	ST9	Objection	<p>The facilities in Haxby are already overloaded - road congestion, full schools, long waiting for doctors appointments. Haxby is not capable of supporting another 700 households. Upgrading infrastructure must be done first.</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5724	ST9	Objection	The overall development (ST9 & H54) as far too big for Haxby's infrastructure to handle. It is already busy and there is existing pressure on schools, doctors, dentists, parking, drainage, traffic through the village, access to the Ring Road. The Plan does not adequately address traffic issues. It needs to consider congestion especially on York Road /traffic backing up from the railway crossing and the Ring Road. With an additional 800 houses, this will become a major problem. Traffic on Usher Lane is also a problem. Haxby is still, a village with a village infrastructure. Another 800 houses in total will mean at least another 1000 passing through the village. Haxby Station must be built before any development is considered. Infrastructure improvements needs to be undertaken before developments undertaken. Drainage is inadequate and needs improving. Why is development north of Haxby corridor necessary?	
5739	ST9	Objection	Object to houses to be built on this site as it will impact on roads, schools, drainage. Will cause more flooding on already overloaded system. Parking in the area is a big problem.	
5756	ST9	Objection	Against the proposal to build an extra 784 houses in total, in Haxby due to an increase in population	
5777	ST9	Objection	Strongly oppose any further house building to the north of Haxby. The services & facilities are already at saturation point, Usher Lane & York Road are already very heavily congested . The cumulative addition of 781 additional houses would cause gridlock on the roads, overwhelm local amenities & ruin what is left of Haxby's rural charm.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5796	ST9	Objection	<p>Object to this site and H54 as this would result in 20% + increase in population. And will affect Transport - two main roads into Haxby & Wigginton, these have problems coping now. Stationary traffic on York Road and Eastfield Ave is major problem. Proposed developments to north of Haxby will result in longer queues and there are problems with queuing at level crossing then again at junction of A1237.</p> <p>Road Safety - increase traffic raise road safety concerns in area.</p> <p>Air Quality - Stationary queuing traffic on York Road and Eastfield Ave will have impact on air quality.</p> <p>Parking - is a major problem in Haxby centre. Supermarket car parks are full with short term shoppers and attempts to encourage long stay car parking on Ethel Ward Playing Field car park have failed as too far to walk.</p> <p>Drains - problems exist with both surface water drainage and sewerage system. Serious historic flooding has occurred in Haxby and heavy rain overloads the systems in both central and northern parts of Haxby.</p> <p>Schools - 3 primary schools in Haxby & Wigginton are full.</p> <p>A full environmental impact assessment should be carried out before further development is carried out here.</p> <p>Unable to find selection criteria analysis for this site.</p>	
5814	ST9	Objection	<p>Object - Access via Usher Lane already a bottle neck/chicane, Haxby town centre already at capacity, site is north of Haxby and all employment to south bottlenecks already occur at peak times.</p>	
5826	ST9	Objection	<p>Development of this site would require significant upgrade of the Haxby Road / Ring Road roundabout potentially including grade separation, and much enhanced bus provision (maybe a secondary route via Wigginton Road and ST14?). Suggestion that additional site access could be achieved from east of Usher Lane is impractical Towthorpe Road is on the wrong side of the York- Scarborough railway line and Network Rails ambition is to close level crossings, not open new ones. A bridge or underpass at this location is unlikely to be affordable. A pedestrian /cycle accessed rail halt on the York-Scarborough line east of Usher Lane may be beneficial.</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5833	ST9	Objection	Objects to development on the following grounds: violates green belt boundary; will irreparably damage the character of the immediate neighbourhood; significant transport concerns - increased congestions on the ring road and traffic on Usher Lane/Moor Lane (note associated highway safety and air quality concerns); loss of amenity space; significant objection from local people.	
5848	ST9	Objection	Objects to development of the site on the grounds of: inadequate infrastructure (including need to dual the ORR); likely increase to existing local traffic congestion/parking; ongoing sewerage/drainage problems; safety/cost concerns re any power line remediation.	
5860	ST9	Objection	Haxby and Wigginton have been subject to massive incremental and piecemeal growth over a number of years with no planning of the infrastructure and other facilities are already inadequate and badly designed. The proposed scale of development is not viable and the considerable infrastructure issues that would result from it are being underplayed. Access to ST9 from Moor lane and Usher Lane - both are narrow roads used by walkers, joggers, cyclists, horse riders and agricultural vehicles not adequate to support additional traffic. Junction of Usher lane with Station Road at peak times is very busy and would not be able to be 'tinkered' to resolve congestion, pollution and safety issues resulting from extra traffic. Moor lane and Village junction has congestion and safety issues. There is very little employment in Haxby and new residents are likely to commute to work - to access the ring road traffic will need to use York Road in Haxby that has a gated level crossing. This whole area is affected by traffic, congestion and associated problems. Further issues with drainage, facilities (primary schools/JR school capacity, doctors, limited parking) . Crucially there is no room for expansion of this local centre.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5867	ST9	Objection	Haxby area is already over developed and Greenfield sites should not be used for building houses on. Haxby has evolved into a good place to live, surely now is the time to let the village/town mature in peace. Very few of the new residents of Haxby will work here or York even. Employment will not grow because of the proposed building merely put a massive strain on existing infrastructure. Access to the site via Usher Lane will be a nightmare as the roads are too limited and already congested. The ring road will need to be dualled. Already massive problems with drainage, sewerage, character of whole area would be changed and schools will be inadequate.	
5875	ST9	Objection	Concerned about proposals for Haxby, especially ST9. Although scale has been reduced from 2013 version housing proposed at 784 represents a massive increase. Concerns centre on supporting infrastructure and transport for development of this size. The knock-on impacts of a development of this scale have not been adequately addressed. There will be a massive increase in size and population of the town that is already busy. Even taking into account public transport improvements that could go ahead, an increase of this size can only result in a major increase in traffic volumes. Parking is already limited and couldn't imagine impact on York Road, Haxby and Mill Lane Wigginton. This would be impacted by other proposals in this part of city. The northern ring road is already a major embarrassment. Transport and communication implications should be central to any planning exercise - this proposal is negligent in this respect. Also air quality and general safety issues. CYC have a duty to ensure infrastructure is capable of supporting additional development - there are concerns surrounding drainage and central amenities such as schools, GP etc. An increase of 20% would place massive pressures on these. Haxby and Wigginton are unable to support sustainably development of this size.	
5922	ST9	Objection	Object to urban spread outside the ring road. Should only be considered after dualling of ring road and improvement of junctions as almost gridlocked already	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5966	ST9	Objection	Before any more housing is built in Haxby/Wigginton the drainage on Usher Lane needs attention. Congestion occurs now if all the housing is built the problem would be worse. We could have a flyover at York Road for traffic going into York. We also need another doctors surgery and school as they are struggling to cope.	
5981	ST9	Objection	This area is at full capacity . There are issues with, increased traffic, pollution, parking, schools, children, drains and general lack of capacity.	
6041	ST9	Objection	Appreciate that there is a huge housing shortage and that all areas should take their share, however, given the limited services in Haxby and seemingly no guarantee of new services and Haxby/Wigginton have grown by more than a third over the years this development cannot be supported. Before green belt land is considered for development, Brownfield sites should be utilised first. The impact on wildlife would be massive as their habitat is badly encroached upon already. Lowfields Drive area has been recognised as a flood plain by the Environment Agency - the water table is naturally high and combined with heavy clay soil surface water drainage is a problem. More than 784 houses are proposed for Haxby - this would have a huge impact on the infrastructure of the village. There's no room for expansion of existing shopping facilities and parking is very restricted now. The Health Centre is under pressure and has no room for further expansion. Primary and secondary schools are full and at least 600 new places would need to be created (is there funding?) Traffic is heavy now and the impact on the Outer Ring Road will be exacerbated by increase in cars and air pollution. The road will need to be dualled (is there funding?)	
6155	ST9	Objection	Object to the plan to build another 784 houses in Haxby. Reasons for objection are: The village centre cannot cope with the village population; Parking is a problem affecting residents; the roads are congested and there are not enough schools and open spaces	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
6201	ST9	Objection	Usher Lane cannot cope with extra traffic. Already traffic problems in Haxby - more houses more cars!!!! Car parking on road - large vehicles unable to pass. Inadequate Drainage causing frequent flooding sewerage problem	
6227	ST9	Objection	Site should be reconsidered (see comments on methodology and employment growth)	
6233	ST9	Objection	There would need to be major investments to the infrastructure before any houses could be built on access roads, schools, medical and sewerage systems to accommodate additional people. Where will funding come from to improve roads? Yorkshire water are not involved in the planning? Traffic problems are bad on these roads and 200 vehicles will compound the problem. Both sites are liable to flooding. They are no starters and CYC should look at Brownfield sites (Nestle and Vickers)	
6278	ST9	Objection	Haxby roads are already congested. Difficulties at junction of Usher Lane and Station Road. Often no parking at shops. Difficulties getting appointments at Health Centre.	
6286	ST9	Objection	Objects to development of the site on the grounds of: likely increase to existing local traffic congestion; parking problems; air pollution; congestion on A1237.	
6332	ST9	Objection	<p>Population growth in Haxby over last 45 years has seen it grow to Town status yet it has no town amenities whatsoever. No thought has been given as to how people from 700+ homes to north of Haxby are going to find employment or use two blocked exit roads, or provide new surface water drainage and new sewerage system. This is all before you ask/expect the developers to provide infrastructure to allow occupants to send their children to school and have a doctors surgery, let alone a cemetery extension, shops, bus service and widened roads.</p> <p>The whole of Haxby and Wigginton needs a new surface water drainage system and sewerage system. Access roads are at a limit and roundabouts on the ring road need attention now.</p> <p>Development should not be here, but rather on the Skelton/Wigginton border close to Clifton Moor and opposite Tesco.</p> <p>Infrastructure in Haxby & Wigginton needs improving further exit roads built and ring road dualled.</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
6377	ST9	Objection	Build houses on flood plain north of Haxby and Haxby and Wigginton will flood, not just surface water. Insurance and house sale concerns. Protection required for great crested newts west of Usher Lane (area of special Scientific Interest)	
6436	ST9	Objection	There isn't capacity in the infrastructure for more houses. Trying to move about Haxby and cross roads is difficult enough without more cars.	
6510	ST9	Objection	Suggests that ST9 should be deleted due to the high risks of congestion on A1237, damage caused to business by congested transport links and the improbability of effective road infrastructure being funded.	Skelton Village Action Group
7044	ST9	Objection	The ring road remains grossly inadequate (should always have been joined by slip roads not roundabouts) Inadequate traffic flow especially Wigginton Road that need traffic lights control or flyover. Extra people using these inadequate junctions will need traffic controls.	
7083	ST9	Objection	Objects to development of the site on the grounds of: likely increase to existing local traffic congestion, lack of local amenities, drainage under capacity; flooding; local congestion (during and after construction) and on A64 and A1237.	
7088	ST9	Objection	Concerned about ST9 and implications on Haxby. Infrastructure is not in place for such a large development. North of the city is devoid of suitable roads and roads are totally inadequate already, busy at peak times, ring road needs major works and roads leading to it are also heavily congested. Noise and pollution will result and also safety issues. Local roads (Moor Lane, Usher Lane , Mill Lane and York Road are busy with poor junctions) suffer from congestion. Local schools cannot cope with more children. Are thee really enough jobs for the new development? The character of the village will be harmed. Building near pylons is harmful and ridiculous. Wildlife will be affected. Flooding is a huge problem with surface water and drainage issues. The planned open space is on clay so certain facilities e.g. cricket pitches could not be built or maintained easily. The medical centre is overstretched. Parking is a huge problem in the village.	

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7140	ST9	Objection	<p>Although the new plan provides for more green space the current infrastructure of Haxby cannot cope. These are my observations;</p> <p>Traffic - York Road to A1237 at peak times is particularly bad during school terms. The A1237 cannot cope with traffic volumes now and 750+ new homes could equate to 1000 more cars. Local roads are clogged up making it difficult for delivery vehicles and buses. Yellow lines have only moved the problem.</p> <p>Facilities - long appointment times at the GP are experienced now. Schools are at capacity. Ongoing drainage issues in village. Library is currently in temporary accommodation - will new one be built following new developments?</p> <p>Consideration needs to be made to infrastructure e.g.. new roads, Haxby Station, public transport.</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
7168	ST9	Objection	<p>Concerned over plans to build another 700+ houses on land to north of Haxby - very close to the outer ring road (B1237) that gets extremely congested between Old Earswick and Wigginton Roundabouts on a daily basis. Air pollution in parts of York are above average - should these developments go ahead it will further increase pollution. Haxby Railway Station should be re-developed and would be appealing to residents to leave their cars at home to commute. The Road layout near the New Earswick site could create an increased risk of road traffic accidents. If the main access road into and out of proposed development were to be located away from Haxby Road there is a possibility the smaller roads would become thoroughfares and calming measures will need to be considered.</p> <p>Building a further 700+ homes in Haxby will put a tremendous strain on the two local primary schools - it seem ludicrous that this would expand and lose outdoor space for exercise. The primary school in New Earswick is smaller than average, more pupils registering fro the new developments is only going to add more pressure on a struggling school. The local secondary school (Joseph Rowntree) has higher than average numbers and will increase also on the back of new developments and will only be a matter of time before an accident occurs as pupils walk/cycle to/from school. It is difficult to get an appointment now at Haxby Health Centre, new residents from proposed developments will only add to the problems.</p> <p>New Earswick has a population of approx 2737 with minimal shops - the majority of residents will need to travel to get provisions & groceries.</p>	
7173	ST9	Objection	Haxby's roads are too congested and parking is always full near shops. There are drainage problems in Haxby, over subscribed schools and unless more infrastructure is provided Haxby cannot support any more housing developments	

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7178	ST9	Objection	<p>Object to increase in housing in Haxby on following grounds;</p> <p>Parking is virtually impossible at certain times and the new parking area near to playing fields is no use when pushing a loaded shopping trolley.</p> <p>Waiting times for an appointment at the local doctors surgery is too long now. The number of planned new homes for Haxby will generate around 3000 new patients - do not pass the buck onto the NHS.</p>	
7196	ST9	Objection	<p>The A1237 is already gridlocked all day as well as Haxby Road , Wigginton Road and area around Monks Cross. How can 3000+ homes be built in this area (including this site) where roads cannot cope with existing traffic. Doctors and schools are already full in the area, building more homes without more roads, schools, doctors, dentists is madness. Infrastructure needs sorting first. It is impossible to park in Haxby and businesses are closing (i.e. HSBC, Jack Fulton)</p>	
7557	ST9	Objection	<p>*Local Services - already Wigginton/Haxby struggles to support its current population with local services such as schools, library (recently closed) especially health centre and dentists. Particularly concerned about the increase in traffic that the developments will naturally cause especially around Ralph Butterfield School with parking/transport issues with young children but also elderly persons around the village. Local road junctions are already concerning and will become worse with any development.</p> <p>*Wildlife - concerned how developments will affect local wildlife (deer, hares, foxes, and birds may lose their habitats.</p> <p>*Flooding - already problems with drainage and flooding (especially at ST9) - before development takes place assurances need to be provided that present sewerage and drainage systems could cope.</p> <p>*Parking - there is a huge problem with parking in Haxby and Wigginton this would be worsened.</p> <p>*Air quality - an increase in traffic would increase air pollution and could lead to health problems.</p> <p>*Policing - currently insufficient policing of area</p> <p>*Accessing site - No.1 Bus on Mill lane - this is where expected construction traffic would access ST9 and H54? the terminus bus stop in this case would need to be moved.</p>	

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7885	ST9	Objection	Agree with Haxby Town Council's response to the Local Plan. Haxby is at capacity with congested roads, overloaded drainage system, (water run off and sewerage), full schools, GP surgery under pressure before new houses are built. The ring road needs to be developed to take more traffic. New local roads are required, drainage increased more schools and greater GP facilities needed.	
7886	ST9	Objection	Objects to development of the site on the grounds of: inadequate infrastructure; likely increase to existing local traffic congestion and impact on local amenities.	
7902	ST9	Objection	Concerned about the lack of capacity in Haxby. There are also issues with, increased housing, roads, lack of capacity in schools, lack of capacity in schools, noise, pollution, traffic, lack of local jobs, loss of character and pressure on hospital services. There are also concerns that neither the Local Plan or the Transport Plan indicate that this site is sustainable.	
8286	ST9	Objection	Objects to development on the following grounds: village is full to capacity; traffic congestion; insufficient local amenities and services to accommodate additional residents.	
9346	ST9	Objection	Objects to development on grounds of drainage, traffic and amenities.	
9388	ST9	Objection	Pleased to see reductions [in number of dwellings] applying in the new one [local plan]. It remains a great concern that the infrastructure to Haxby needs drastic action before a spade hits the ground. Anyone who lives here [Haxby] is well aware how woefully inadequate it already is.	
9403	ST9	Objection	800 Houses in Haxby will put enormous strain on existing infrastructure, services. What plans are in place for public transport, parking, medical services, education to account for this additional number of homes? Drainage, flooding risks need to be properly addressed. How will the more homes go along with employment growth.	
9408	ST9	Objection	This development should not go ahead until the following issues are resolved, congestion, lack of parking, lack of infrastructure, poor drainage systems and schools are full.	

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9413	ST9	Objection	Plan strongly opposed until sufficient regard has been given to the problems that will occur should these 784 dwellings be built without due regard to infrastructure problems it will create. One of the main concerns is traffic. On York Road desperate congestion and flow through occurs at all times of the day and night on this main arterial route into and out of the area.	
9486	ST9	Objection	I have seen how Haxby has become more overcrowded and adversely affected by traffic over the last 27 years. The addition of 735 houses in the village is bound to make these matters much worse. As acknowledged in the document, Haxby is currently the least well provided for ward in the whole of York for amenity space.	
9497	ST9	Objection	Haxby is already at capacity. GPs are beyond reach, schools overfull drainage continually problematic, parking in centre overstretched. The infrastructure should be addressed <u>first</u> i.e. Upgrade A1237 & overhaul drainage system.	
9516	ST9	Objection	Do not support ST9. The proposed ST9 development will increase the number of houses in Haxby by c. 20%. Haxby village is already very congested as are the roads leading to it. Doctors in Haxby are already stretched. The majority of Haxby residents need to commute to their place of work (as the plan does not offer increased local employment). Therefore, the plan will mean significantly more traffic in and out of Haxby as well as increasing congestion on the A1237 ring road junctions. Current public transport options are not attractive and expensive. Drainage is also a major concern.	

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9517	ST9	Objection	Do not support ST9. The proposed ST9 development will increase the number of houses in Haxby by c. 20%. Haxby village is already very congested as are the roads leading to it. Doctors in Haxby are already stretched. The majority of Haxby residents need to commute to their place of work (as the plan does not offer increased local employment). Therefore, the plan will mean significantly more traffic in and out of Haxby as well as increasing congestion on the A1237 ring road junctions. Current public transport options are not attractive and expensive. Drainage is also a major concern.	
9582	ST9	Objection	Object to what is proposed. All 'Brownfield' options should be used up before farmland is turned to. Local People already have serious flooding problems on their property. Roads and other facilities would need to be improved first.	
9583	ST9	Objection	Large development here would be a bad idea. Valuable Green Belt Land will be used-up when there are still brown-belt sites still waiting to be developed. Many households near the proposed site have serious problems with flooded gardens and even sewage coming up when there is heavy rain. Haxby already has a parking and traffic flow problem at busy times of the day.	
9587	ST9	Objection	Object to the proposed development at Haxby [ST9]. Insufficient consideration has been given to the existing sewerage problems. New housing will add to the problems affecting residents arising from parking in the main shopping area . The addition of a train stop will increase traffic in the Station road area with a high probability of pulling[-in] additional traffic from outside Haxby. If there is insufficient grounds for a new primary school, the additional traffic generated in the Station Road area at school times will become more chaotic and dangerous. No consideration given to the requirements for additional services.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
9609	ST9	Objection	<p>Strongly oppose the proposed plans. The plan to build 784 houses in ST9 is totally unjustifiable. These proposals would completely saturate and murder a community that is stretched to the limit at present . The Infrastructure cannot cope with the scale of these proposed plans which would see Haxby increase in size by a quarter. These are green field sites north of the A1237 bypass which must be preserved to stop the spread of York's Green Belt being eroded when there are plenty of brown field sites within the York Boundary which can be developed first. No further plans for building large developments should even be considered until the A1237 is dualled along its entirety. Significant parking shortages. Traffic congestion (notably at York Road). Any further traffic would create huge congestion on both sides of the level crossing. Traffic wanting to enter Mill Lane from the B1363 from the direction of York is directed into a middle lane which only holds seven vehicles. Any increase in traffic entering Mill Lane, Wigginton off the B1363 would cause the free flow of traffic along the B1363 to completely block the B1363 as it does at present and will result in a serious accident. The only main entrance to the proposed site is Usher Lane. To build a further 784 houses using this as the only entry / exit is not feasible. Shortage of facilities/amenities, namely: junior school; healthcare; drainage and flooding problems; lack of sports facilities.</p>	
9633	ST9	Objection	<p>The road system is not sufficient (Haxby, Wigginton, the Northern Ring Road A1237 being single lane)to deal with increased traffic nor are schools, shops, doctors, employment in Haxby, Wigginton, Towthorpe or Strensall. No more than 55 of current Haxby housing should be built whist current plans are for 20% extra compromising safety on roads, congestion, school class sizes etc)</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
9744	ST9	Objection	<p>Very concerned about planned expansion north of Haxby & to West of Wigginton Road, Why build on green space when Brownfield sites are available. Haxby and Wigginton Roads take forever to get out of as it is and the ring road is at almost constant standstill.</p> <p>Climate change will result in increased occurrences of flooding - why not build in areas on higher ground. How will drains and sewerage cope/ much of Haxby has problems with poor drainage and standing water at the slightest amount of rain as it. Would ask that reconsider rather than irrevocably damage this beautiful city and surrounding area.</p>	
9755	ST9	Objection	<p>Objects to development of the site on the grounds of: likely increase to existing local traffic and congestion; lack of parking; lack of local amenities/services; likely increase in air pollution.</p>	
9771	ST9	Objection	<p>Current infrastructure cannot cope with further houses. Roads are already inadequate and congested. Parking impossible and a further car park is required in village. Existing facilities are already stretched and massive increase will be detrimental to nature of town.</p>	
9837	ST9	Objection	<p>Objects to development of the site on the grounds of: likely increase to existing local traffic congestion, air and noise pollution, lack of local amenities, drainage under capacity, lack of employment in York for new residents.</p>	
9970	ST9	Objection	<p>Object to ST9. In terms of transport, ST9 has no access to York/Leeds except by road through Haxby and Wigginton, development on this scale would force some 1500 cars a day onto country lanes and local village streets that are already congested.</p>	
9974	ST9	Objection	<p>Opposed to housing growth in Haxby as all services and resources are at saturation point. Village unable to cope with existing level of housing.</p>	
10129	ST9	Objection	<p>Objecting to ST9 in Haxby, due to issues with; struggling facilities and services, congestion on the A1237, over loading sewers, not enough activities for young people, schools (Joseph Rowntree School) at capacity, health centre at capacity and a lack of parking</p>	

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10171	ST9	Objection	Commenting on ST9 Land to the North of Haxby, the number of houses proposed is too many, concerns it will change the character of the village, increased strains on infrastructure, suggests a smaller development would be better, increased traffic and congestion, schools are under pressure and should build new schools before sites are developed, health centre struggles with current population, sewage system in Haxby is inadequate, issues with surface water run off, lack of green space,	
10219	ST9	Objection	Objecting to ST 9 due to issues with; lack of parking, congestion (ring road) and schools are full.	
10303	ST9	Objection	Commenting on ST9 Land North of Haxby, there are issues with; over development, congestion, parking, traffic issues particularly in Strensall, Moor Lane, Windsor Drive, Wigginton and Clifton Moor.	
10311	ST9	Objection	Object to local plan proposals. Access to ring road is manic via Haxby or Wigginton. Heavy rain any you cannot flush toilets. Parking is bad in Haxby (we use the bus to avoid parking problems as so many others)> there are more appropriate sites within ring road that wouldn't add to congestion on ring road.	
10334	ST9	Objection	We don't want any increase in building houses in Haxby. The infrastructure is not in place such as roads, schools, drainage, doctors also an increase in traffic (possibly 1400 extra cars) in Haxby resulting in extra pollution and traffic density.	

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10388	ST9	Objection	<p>Heard Local Plan was cutting number of possible houses by half, however, this is not the case. Half the number would be devastating for Town of Haxby where it has actually increased with 784 new homes proposed. Haxby and Wigginton are already congested and with few facilities. Object on following grounds; Traffic congestion - level of homes could see 1000+ extra cars on village roads at peak times on already congested roads. As well as traffic queues road safety and air quality for residents and children in particular are concerns. Roads to north of village are narrow and busy and exits from proposed new estates would lead into Moor lane and Usher Lane both residential areas and minor roads both leading into centre of village or one of two exit roads. Exit roads from haxby and Wigginton are already a problem. Parking is also a problem in the village (especially in Usher lane and South and North Lanes). Proposed houses would be too far away for most people to walk for shopping/taking children to school etc resulting in more cars looking for parking spaces or driving through the village.. Haxby already has flooding issues and drains cannot cope with seasonal heavy rain. New residents would stretch existing facilities such as schools and health centre which would need extending or new ones built.</p>	
10389	ST9	Objection	<p>Noticed the housing proposals for Haxby are numerically identical to those in old plan. ST9 takes up less space with open space provision but has virtually same number of properties. Strong objection to new proposal, existing infrastructure in Haxby and Wigginton is not fit for purpose now. Drainage is inadequate. Roads unsuitable and overcrowded as ring road regularly blocked making difficult access to or from York Road to new Earswick. Amenities: schools and health Centre at breaking point. no new homes should be contemplated until existing infrastructure updated to cater for current residents.</p>	

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10396	ST9	Objection	Haxby does not have the capacity to cope with any more houses/residents. Roads and footpaths are in a poor state. Traffic and parking are issues. Drainage system is already overloaded. Flooding is common. GP surgery is under pressure (2 week for an appointment). Schools are full. Few employment opportunities. Impact on residents and village would be devastating.	
10419	ST9	Objection	Objecting to ST9 due to issues with; over development, over housed infrastructure, congestion in relation to ring road and rail lines, also issues with drainage and flooding, lack of employment opportunities, concerns about commuters, issues with full schools and failing facilities and buildings.	
10441	ST9	Objection	Haxby is at capacity and an additional 735 homes will put unbearable strain on the town. Roads are very congested especially at peak commuter times and CYC suggestion of preferred access via Moor lane is unrealistic and traffic will head to already congested A1237. Schools are at capacity and GP Surgery is struggling to cope with demand. Drainage is a problem in haxby and additional homes will add to this. Object to development of green belt land	
10493	ST9	Objection	Commenting on ST9, that infrastructure should be improved before development, A1237 should be improved, need improved motorway junctions, access to B1363 could lead to more congestion, need a bus service and links direct to the hospital, concerns over the sewage system and water pressure, gas and electricity concerns, new roads needed at Towthorpe East and Sutton Road B1363 also the site would need its own facilities such as a doctors and shops.	

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10550	ST9	Objection	Site is totally unsustainable for the number of houses planned. There is no infrastructure to support the plan. Document states there is access to services and facilities as well as transport connections. However, journeys to town take 45 minutes in rush hour, there are gridlocks in village to A1237 roundabout to level crossing. The A1237 is a car park between Clifton Moor and New Earswick Roundabouts. Appointments at local doctors have waiting times of at least 2 weeks. Areas with better transport links (i.e. Poppleton with train station and p&r) would be better option. Haxby & Wigginton have neither.	
10624	ST9	Objection	Haxby is already over developed, local infrastructure is inadequate and 700+ houses would add intolerable burden to local infrastructure including schools, shops and medical services. Existing drainage sewerage and flooding issues are already serious and will be exacerbated. Haxby is flat and has a high water table, the creation of an excellent system for drainage/sewerage/foul water would be very costly - residents are not confident this can be achieved. Haxby has serious congestion and increased levels could change the character of the main routes into town and create serious road safety issues. The ring road nearby is seriously congested and must be dualled before any development takes place. High transmission power lines cross the site and site is in middle of countryside There will be a need for more open space provision that developers will find difficult to provide. Roads and junctions will need to be improved within the area.	

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10682	ST9	Objection	Object to application for 735 houses at this site. Understand the shortage of affordable houses but ask how affordable these would be compared to existing houses. Understand there would be an area of green space in front of proposed homes, whilst this would help, I feel so many new houses in Haxby is unacceptable. Existing residents live in Haxby as it was a quiet village. The number of new homes is excessive. Haxby is already overdeveloped and access to services inadequate. Traffic and the ring road is huge problem and dualling would be a huge task causing more traffic delays and congestion. The option of walking and cycling is nice but not everyone wants to travel this way.	
10686	ST9	Objection	Object to Scale - 700+ house is too large a development in Haxby with loss of green belt (given tracts of brownfield land is yet to be delivered for housing e.g. York Central) Education - three schools in Haxby & Wigginton are essentially full - clearly a plan without details of school provision is not acceptable Drainage - this is a key issue in whole of Haxby and Wigginton and would expect more details at this stage particularly re: Landing Lane pumping station and rising main that connects treatment works regularly have issues. Transport - (Cars) respondent estimates at least 80% of professionals living in York work outside CYC boundaries these journeys are not practical by public transport yet the 3 roads joining the ring road are all choked in the morning. Transport - (Train) a railway station is long overdue in Haxby, however, its placement at existing site is not acceptable. to many locals.	
10815	ST9	Objection	Objects to development on the following grounds: local congestion and lack of parking; added congestion to the ring road; highway safety (Usher Lane/Station Road); flooding/drainage issues; lack of school space; insufficient amenities/facilities.	
10849	ST9	Objection	Number of houses still too many. Traffic / access issues. Need a decent drainage plan. Houses should be built over 10 years.	

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11000	ST9	Objection	Haxby residents have enough problems without adding to them. There are issues with, lack of parking, drainage, schools, G.P.'s, traffic and cars speeding through the villages. These issues will be worsened if new development takes place.	
11008	ST9	Objection	I feel Haxby is big enough. This development would could cause issues with, loss of character, loss of open fields, lack of parking and busy roads. The health centre is also very busy and this will be worsened by new developments.	
11018	ST9	Objection	The infrastructure cannot support this development. There are concerns for the roads and increased traffic, sewerage systems, schools and doctors. This development must not go ahead without assurances on these issues. There also needs to be progress made on re establishing a station before considering housing developments in Haxby.	
11021	ST9	Objection	I object most strongly to more housing within Haxby and Wigginton. The present infrastructure is unable to cope. There are issues with, drainage, lack of parking, health care, schools, roads and traffic.	
11028	ST9	Objection	Concerned about lack of infrastructure in the area, the loss of green space, the lack of use of Brownfield land and development leading to further congestion.	
11035	ST9	Objection	This site raises concerns for lack of capacity in Haxby, lack of infrastructure, drains, sewerage, lack of parking and lack of doctors.	
11044	ST9	Objection	These new developments should not even be considered due the current issues that would be worsened. Issues include, extra traffic, pressure on primary schools, the struggling drainage system and the general lack of infrastructure.	
11049	ST9	Objection	This proposal puts too much pressure on the infrastructure of Haxby to cope with such a large development. Concerned about issues with, loss of agricultural land, drainage, sewerage, traffic, density, not enough room in primary schools, reduction in quality of life, cutting down trees and loss of green spaces.	
11057	ST9	Objection	I say no to this development, due to concerns for the following services, schools, library, bank and education.	
11100	ST9	Objection	Concerned about the proposed development increasing traffic issues and parking problems.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
11360	ST9	Objection	Commenting that there may be issues with, sewage, disposal, transport, air pollution, parking, medical, services, over crowding schools, traffic congestion, narrow village roads, ring road congestion, housing density and flooding issues.	
11383	ST9	Objection	I would like to strongly object to this development as there are not enough facilities currently. There are also issues with: Lack of capacity in schools, health centre is at capacity, lack of parking, overloaded sewerage systems, over crowding and there are little to no activities for young people.	
12128	ST9	Objection	Objecting to ST9, due to poor congestion and traffic issues.	
12138	ST9	Objection	Commenting on ST9 Land North of Haxby, that infrastructure should be improved; roads, drainage and schools.	
12139	ST9	Objection	Objecting to ST9 due to concerns over traffic and congestion, drainage and general infrastructure.	
12148	ST9	Objection	Commenting on ST9, there may be issues with; infrastructure, HGV movement, speeding and road junctions.	
12155	ST9	Objection	Commenting on ST9 and its development would cause problems with, lack of capacity at the health centre and schools and parking.	
12157	ST9	Objection	There are concerns for this allocation due to issues with, increased traffic on Moor Lane, Usher Lane, lack of schools, drainage and sewerage.	
12168	ST9	Objection	Objecting to ST9 due to concerns over traffic and congestion, drainage, parking and not enough places in schools.	
12205	ST9	Objection	The sheer volume of houses proposed without the infrastructure is madness with the addition of 735 dwellings with 2000+ people into the local community with 1000 extra vehicles - the A1237 is already overflowing due to the failure to upgrade to a 4 lane road and is continually blocked with vehicles, never mind the area north of the Hopgrove roundabout on the A64 is bedlam in summer months. Lack of additional school places, doctors and dentists etc all required to meet increased demands are pure madness. Infrastructure and ability to sustain them, then think of more housing.	

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12219	ST9	Objection	A1237 is not able to cope with the volume of traffic. Mill Lane junction at Wigginton and York Road Haxby cannot take the extra traffic from further housing developments. Traffic at any time of day between Rawcliffe and Monks Cross roundabouts is so slow you could walk faster. Until a suitable northern relief road/bypass is built or A1237 dualled, no more development in Area 6.	
12220	ST9	Objection	Too much road congestion now, parking in Haxby is a nightmare, schools full, nightmare getting doctors appointment, drains a nightmare.	
12225	ST9	Objection	Further development at this scale in this area is unthinkable without further large scale infrastructure beforehand. The closure of Oaken Grove School a few years ago has put extra pressure on primary school places. Haxby & Wigginton Medical Centre is at breaking point. The Ring Road is at gridlock esp between Clifton Moor and Strensall. Tailbacks into Haxby. Dangerous junctions esp near schools, many rat runs, etc.	
12228	ST9	Objection	Object on the grounds of lack of adequate health care facilities, schools are at capacity, drainage is a problem, traffic gridlock/parking concerns, there is a need for a new playing field (but no space for one), there is a need for a new library.	
12257	ST9	Objection	Haxby does enjoy some amenities - shops, p[pubs, post office, schools etc.. However, the town is at capacity - queues in shops, inadequate parking, high classroom numbers in schools with no headroom, congested roads drainage concerns etc., all of which have been highlighted in previous responses to development plans. In (sic.) increase in the housing stock will severely impact on existing bottlenecks mentioned above.	

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12276	ST9	Objection	The 2 "preferred sites" in Haxby - particularly ST9 - appear to be well away from existing bus routes. Expect that the 735 new houses would generate more vehicular traffic than Usher Lane, York Road /Ring Road junction or Haxby can cope with.The current infrastructure is creaking. Currently, traffic queues at the the Haxby / Ring Road interchange, parking facilities in the village are inadequate and the access into the proposed development via Usher Lane is also unsuitable with a dangerous T-junction onto Station Road.	
12277	ST9	Objection	Object to this development for a number of reasons: The development will have a significant impact on the nature of Haxby and will effectively urbanise the Haxby and Wigginton area, removing large green space and agricultural land which characterises the area; the impact of this urbanisation will also impact Towthorpe as the development will be both visible and will generate additional traffic through a rural location and the current infrastructure in the area does not have the capacity to absorb these additional dwellings. Resources within the area (including doctors and education) are already stretched, and will not be able to absorb the additional demand generated.	
12280	ST9	Objection	Concerned about traffic congestion around rush hour leaving and returning to Haxby. The road network out of Haxby towards York can not accommodate the extra traffic associated with this development. York Road and Wigginton Road already suffer congestion during rush hour. A new road connecting Haxby to the A1237 to the west of the rail line and Westfield Beck, perhaps from Eastfield Ave. Opposite its Junction with [the southern end of] Briergate. Concerned about drainage problems around Usher Park Road and the impact area ST9 may have. Concerned about the impact on primary schools. Pleased to see the area reduced and the introduction of green space.	

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12291	ST9	Objection	ST9 would put extra pressure on the schools in the surrounding area. Far too many houses on this site. This would add an extra 1000 cars at least adding to an already badly congested area. There is limited parking in Haxby village already, it would not be able to support the extra cars. There are also poor public transport links in the area, meaning that using a car would be a necessity.	
12308	ST9	Objection	Sewerage and grey water drainage systems already stretched to limits - additional housing will only make matters worse. Extra housing = 1200-1500 additional cars on already busy roads York Road and ring road already over loaded at peak times now. Loss of green fields - previous housing estates have already used enough green field sites	
12310	ST9	Objection	Must try to save the green belt - site is too large and has too many proposed new houses. Haxby cannot cope with further development - lack of amenities, congested roads and parking in village and flooding and drainage issues	
12314	ST9	Objection	No more houses in Haxby! Haxby has dreadful parking as it is, drains are overflowing and schools are full now.	
12316	ST9	Objection	If schools are overcrowded as a result of future develop net this may have a negative impact on children's education. Drainage system in Haxby is already overloaded and development will lead to more traffic, parking difficulties and added dangers. Surely infrastructure needs to be taken into consideration before anymore building works take place.	
12317	ST9	Objection	Development of houses will spoil the small feel of the village environment. Usher Lane will become very busy with cars and vehicles. Schools will be affected and already have large class sizes.	
12318	ST9	Objection	Object to building of more local house due to build up of traffic, local schools being over populated and village environment changing for the worse as parking is an issue. Land around Haxby should be preserved as it is a beautiful area.	

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12321	ST9	Objection	The whole sprawl of Haxby and Wigginton is quite large enough, we do not want to become any bigger we want to live in a village environment not a town.	
12324	ST9	Objection	Haxby & Wigginton have already been spoiled by huge Barratt estates, the village has been replaced by a town resulting in long waits for doctors, already full schools, difficult parking near shops and would be worse if this development took place.	
12325	ST9	Objection	Concerned the existing infrastructure will be able to cope or whether enhancements will be mandated part of any development. For example the building/extension of schools; health centres; adequate parking in Haxby centre; dualling of northern ring road (or my preference of grade separation of the junction)	
12326	ST9	Objection	We do not want any more houses in Haxby. We have always had lovely green areas. Build more houses and you will spoil Haxby, make roads more congested and take away wildlife habitat.	
12331	ST9	Objection	Extreme congestion takes place in Haxby & Wigginton now around shopping area, the roads and schools are to maximum limits. More housing is not an option. Most houses have two cars so potentially 1600 and at least 1500 children that cannot be schooled in current facilities. Drainage and sewerage problems will arise from additional homes. A1237 already has severe queues. Strongly oppose extra housing being built. Also doctors will receive impact with possible extra 2400 people.	
12333	ST9	Objection	Cannot support this site unless transport infrastructure is significantly improved. As a minimum Haxby Station should be opened and dualling of the ring road should take place. Welfare, shopping and schooling facilities must be improved and increased to compliment and increase in residential housing.	

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12334	ST9	Objection	ST9 is not needed or sustainable, the road infrastructure, drainage capacity, village facilities, school facilities and impact on quality of life and house values would be seriously impacted. Routes in and out of Haxby (e.g.. Usher Lane) are extremely congested at peak times and exacerbated by the level crossings. If Haxby Station were to go ahead frequency of trains would be increased further affecting the situation. Possibly 1570 extra cars would be generated from the development that would increase congestion and pollution levels. The current drainage system in Haxby (especially along Usher Lane) cannot cope and has never been addressed. Additional homes would completely engulf already overloaded drainage system. Shops, schools, parking, public houses are already at full capacity. Local graveyard would also be surrounded hampering future expansion. Large proportion of new residents would look to work in Haxby/York - no indication the employment opportunities would exist.	
12339	ST9	Objection	Site will add unwanted traffic into Wigginton and Haxby that are too busy now - should be scrapped	
12341	ST9	Objection	Object - are plans in place for another doctors surgery/schools/dentists etc. Roads to be improved as already cannot cope? Affordable housing provision? Better facilities such as shops? Ring road to be upgraded? Congestion now and road infrastructure cannot cope! Drainage issues now and cannot cope with existing pressures.	
12342	ST9	Objection	Potential for twice possibly three times number of cars/house. Ring road is already congested and a car park at times. Schools, sewerage issues, rain water issues and green belt should be protected.	
12343	ST9	Objection	Concerned about congestion in Haxby (traffic already heavy and not enough car parking), drainage is inadequate and will bus services be extended?	
12344	ST9	Objection	Object to proposals - the outer ring road is congested, over prescribed health services, over prescribed education services, not enough places primary or secondary, drainage and transport links need to be improved, need more leisure facilities for children and young people, housing needs to include social housing.	

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12351	ST9	Objection	Objecting to this development due to the following issues: increase in population, over subscribed schools, lack of car parking, loss of character and increased pressure on roads through people commuting.	
12360	ST9	Objection	I am strongly opposed to further houses in Haxby due to issues with: lack of car parking, increased cars on the roads, pressure on the drains and services and traffic.	
12361	ST9	Objection	Concerned about housing development in Haxby for the following reasons: lack of local amenities, school places and doctors surgeries. There are also concerns for increased traffic and lack of infrastructure.	
12362	ST9	Objection	Objecting to this site due to issues with: lack of parking, difficulties seeing doctors and negative impact on quality of life.	
12363	ST9	Objection	I am against more housing for the following reasons: takes weeks to get a GP appointment, lack of parking, lack of space in schools and the loss of the Green Belt.	
12366	ST9	Objection	I would like to register my opposition to the proposed development of additional houses in Haxby. There are issues with the drainage system, flooding, loss of natural environment, congested roads and oversubscribed schools and doctors.	
12367	ST9	Objection	Haxby simply cannot take anymore cars on the road. There are also issues with, lack of car parking, lack of capacity in the health care centres, lack of shops, lack of capacity in schools and loss of green land.	
12368	ST9	Objection	We oppose the plan to build 784 new homes in Haxby at this and site H54. Parking in the village is almost impossible now, roads are too busy, the drainage system cannot cope and local schools are full. Access to and from the ring road is difficult and how would the new development reach either Wigginton Road or Strensall Road without causing further chaos. The ring road itself is another problem and overloaded since the day it opened needs to be dualled to avoid major disruption.	

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12370	ST9	Objection	This is a ludicrous and ill advised housing proposal (along with H54) In Haxby the drainage system is at maximum capacity and will not take any further loading. The prospect of up to 1500 vehicles leaving and returning daily will require a new road out to the B1363 Wigginton Road and to the A64 and traffic should not be allowed to rat run through the village Main St or Oaken Grove. Where will all the hundreds of parking places be allocated in the village and where will a new junior school be located? I suggest further development is made at Stockton on the Forest where no housing has been undertaken.	
12372	ST9	Objection	Haxby is already at capacity. Roads are already busy without the strain of more housing. The increase in the volume of people would sacrifice the safety on local roads. The increased population of cars will have negative impact on the already struggling parking issue.	
12375	ST9	Objection	I say no to any more housing in Haxby. Roads are congested enough and parking is a problem. This will affect the outer ring road which is a nightmare at the best of times. Find somewhere else for this housing.	
12380	ST9	Objection	Haxby is already stretched to the limit. There's at least a 3 week wait for a doctors appointment. Too much traffic and no parking at busy times. How is the village to support 2000-3000 people, the extra shops, schools etc will spoil the village. It will be like adding a small town to the village.	
12381	ST9	Objection	Objecting to this development for the following reasons: surface water flooding, poor drainage system, poor access, lack of capacity in schools and health centres and reduction in air quality.	
12391	ST9	Objection	This development should not go ahead unless the flooding issues can be fixed. There are also concerns for issues with, Lack of capacity in schools, roads are too busy and parked cars on the roads are dangerous and loss of Green Belt.	

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12393	ST9	Objection	The proposed development to the North of Haxby will put an unbearable strain on the local amenities and infrastructure. The A1237 is very often at a standstill between Clifton Moor and Strensall. There are also issues with: lack of parking, movement to employment sites, poor drainage system and flooding, doctors are at breaking point and the extra strain on schools and surgeries.	
12397	ST9	Objection	Any extension to Haxby is unacceptable as the settlement is already over developed. Concerned about issues with drainage, sewerage, flooding, congestion, transport, pollution, primary and secondary school provision.	
12399	ST9	Objection	I would like to raise my objections to the proposal of new houses in Haxby. Concerned about, traffic, access, pot holes, rain drains, speeding vehicles, heavy buses, lorries and farm vehicles and lack of parking. GP's and Dental Surgeries unable to expand their provisions. However schools could receive support and improvements.	
12405	ST9	Objection	The village cannot take this many people. There are issues with, full schools, congested roads and the ring road will need to be dualled. The village will become and awful place to live.	
12406	ST9	Objection	Disagree with planned housing for Haxby as it will spoil our lovely village and make the bypass un usable. There are also issues with, increased traffic, drainage and loss of quality of life.	
12407	ST9	Objection	Concerns over sewers and drains, traffic and transport, air quality, schools and other services such as doctors, open space,. Needs to be a mix of housing as well as affordable housing and housing for those with disabilities.	Haxby & Wigginton Neighbourhood Plan Steering Group

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12410	ST9	Objection	This would be an unacceptable impact on Haxby. Access onto Usher lane/Station Road junction would impact on existing capacity and highlight safety issues. Development would destroy valuable Grade 3a agricultural land and key views. This intrusion into open countryside would represent urban sprawl into a Greenfield/green belt site. Haxby is already over developed and will reduce the green corridor along Usher Lane and Moor lane. Access to local services is already inadequate. Existing drainage, sewerage and flooding issues in Haxby are already serious. There is limited capacity at local primary and secondary schools. Green space should be provided on Moor Lane and Usher lane if development is to be visually acceptable. Haxby suffers traffic congestion already any addition to this may change character of main routes into the village. Air quality from traffic affecting residents and school children should be considered. The A1237 is gridlocked at times an additional 735 dwellings will add to pressures. No explanation is provided on how the ring road will be improved and funding obtained. Schools, shops and medical services will be over burdened. The site is crossed by power lines and the public foul sewer network does not have adequate capacity. Rural development should be less than 30 pdha. This site is in the green belt and mature trees and hedgerows are likely to be removed to allow development.	
12412	ST9	Objection	Objecting to this development due to the following issues, increased traffic, increased need for local services, congestion, over flowing buses, loss of agricultural land and habitats and urban sprawl.	
12416	ST9	Objection	Concerned about over development, lack of infrastructure, poor access, lack of schools and medical services, issues with drainage, sewerage and flooding, congestion, powerlines, loss of the nature of the area and loss of open space.	
12419	ST9	Objection	The proposed size and number of dwellings for this site is unacceptable for the following reasons: Haxby is at capacity, congestion, increased traffic, lack of parking, pressure on facilities, poor drainage system, schools are full, the GP Practice is close to full capacity and issues with surface water.	

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12421	ST9	Objection	Concerned about issues with roads and schools not being about to support housing development in Haxby.	
12422	ST9	Objection	Concerned about issues with roads and schools not being about to support housing development in Haxby.	
12424	ST9	Objection	Concerned about this development due to the following issues, Haxby is too busy, over stretched local facilities, degraded standard of living, loss of character, unnecessary traffic, poor sewerage systems, concerns for electrical distributions, too many children for the schools, unsustainable, lack of diversity regarding housing type, lack of public transport, lack of local amenities and concerns for the A1237.	
12430	ST9	Objection	I object to the proposed building of houses in the Haxby area. There area concerns for, primary schools, secondary schools, roads, drains, flooding, lack of parking and the poor bus service.	
12431	ST9	Objection	We wish to express concern and disagreement with the proposed development of 784 houses in Haxby. The concerns are for the following issues, traffic, congestion, lack of parking, lack of affordable housing, flooding, schools, medical centres, footpaths, loss of character and loss of green space.	
12436	ST9	Objection	As a long standing resident of Haxby I confirm my objection to the potential expansion of this area. The construction of 735 homes will bring some 1000-1400 adults and up to 1400 young people. There is already an overburdened infrastructure (schools, transport, doctors and healthcare, shops and retails) Road routes into York via Haxby and Wigginton are tremendously busy and congested at peak times. Joining the A1237 ring road would cause even more congestion. School places would be insufficient. Open space would be over burdened and insufficient. Construction traffic would be a hazard. We recognise need for additional housing but development of this size without sufficient infrastructure investment would be foolhardy.	

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12437	ST9	Objection	Building these houses will destroy Haxby. There are issues with, lack of facilities, lack of parking, extra cars on the road, lack of room in schools, antisocial behaviour, flooding, drainage and loss of wildlife.	
12445	ST9	Objection	This development would cause considerable traffic congestion increase, sewerage and drainage problems and transport concerns.	
12446	ST9	Objection	Haxby is full to bursting point. There are problems with heavy traffic, congestion, lack of parking, environmental and noise pollution. The infrastructure is already struggling to cope without new development.	
12449	ST9	Objection	The infrastructure cannot cope and building on an already wet flood plane does not make sense.	
12450	ST9	Objection	The roads from Haxby to York are already severely congested, on school closed and three left will not cope. Parking cannot meet residents needs. There is already a two week wait before you can get a doctors appointment. The bus services are also being reduced.	
12451	ST9	Objection	Don't build any more houses in \Haxby - Haxby is already full to capacity and have overcrowding problems, local flooding and poor drainage especially around South Lane and Abelton Grove area. Parking is a real problem here.	
12452	ST9	Objection	Objects on grounds of traffic congestion - if additional properties are to be built there should be additional access and egress considered for the linear route from Haxby through to Wigginton. More homes will compound already problematic centre of Haxby.	
12453	ST9	Objection	Development proposed is far too large. Drainage already at capacity. No car parking spaces. Full schools and doctors surgery. Already congested roads. Will ruin character of village. No employment in area.	
12454	ST9	Objection	Haxby/Wigginton is at capacity for cars, parking, doctors, schools, traffic and knock on affect of additional cars is frightening with junctions and ring road at grid lock. Local roads are too narrow, unlit and where will lorries go?	

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12457	ST9	Objection	Object - additional homes will overload the facilities and roads in Haxby and Wigginton. Parking already a nightmare and congests roads through the villages. Schools and medical services are already overloaded. The drainage system cannot cope now. Additional traffic will bring the ring road to a halt. New housing will force the new traffic to pass through Haxby/Wigginton causing unacceptable congestion and gridlock.	
12458	ST9	Objection	Traffic - local roads too narrow. Flooding in Windsor Drive. Were discussions carried out with ambulance services? Some expansion is necessary but not this extensive. Affordable housing is necessary but can developers be trusted to help provide additional school places and additional facilities? Traffic - already too congested with narrow local roads. Local flooding is experienced extensively after heavy rain. Local facilities - schools, surgeries, hospital etc. cannot cope with demand now.	
12459	ST9	Objection	Affordable housing is necessary so some expansion is necessary. Can developers be trusted to help provide additional school places and other facilities?	
12460	ST9	Objection	The additional housing and population increase would place impossible strain on the already over capacity ring road. Usher Lane junction with Station Road would become even more difficult to cross for school children. Local schools already full. Insufficient parking in village.	
12462	ST9	Objection	Local facilities such as roads, sewerage etc are insufficient to support the new developments. There are sufficient brownfield sites within York area for development.	
12463	ST9	Objection	Agree with Haxby Town Council's response regarding roads, infrastructure, schools, doctors, access to village, car parking. Housing developments cannot be approved unless major improvements made to roads, drainage, and support facilities	
12464	ST9	Objection	More thought and planning needs to go into the needs of the community. All extra cars and people will put terrific strain on already very stretched resources.	

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12465	ST9	Objection	Unacceptable number of new dwellings proposed. Congestion on Haxby roads is very bad as it is.. All facilities under pressure i.e. Schools, doctor, dentists, drainage and sewerage.	
12466	ST9	Objection	Haxby/Wigginton cannot cater for any additional housing developments	
12467	ST9	Objection	Object - Doctors surgery - already difficult to book and appointment. Roads - too busy and damaged now Parking - already difficult Cyclists - no proper cycle paths Ring road - needs upgrading	
12469	ST9	Objection	Against any more houses being built in Haxby	
12479	ST9	Objection	Haxby/Wigginton is barely coping with volumes of traffic as it is, more houses will only make matters worse. Haxby/Wigginton has not got the services/infrastructure to support more people, cars etc. Roads and drains are not equipped to cope and it is almost impossible to find car parking spaces in the village now. Usher Lane will certainly not cope with more traffic and would lead to more accidents. Traffic congestion in and around Haxby/Clifton needs to be reviewed as it is.	
12480	ST9	Objection	Proposals would destroy the village feel of Haxby. There was to be no more house building on green belt land if this and other development in Haxby goes ahead this will no doubt bring about congested roads, then there's the parking problem, drainage issues, schools are overcrowded, road maintenance which is bad now and will only get worse. No more housing of these numbers in Haxby!	
12485	ST9	Objection	Haxby and Wigginton already have traffic issues this development will only cause further problems. Improvements to the A1237 should take place before development.	
12494	ST9	Objection	Objecting to ST9 as there are issues with, traffic, congestion, lack of parking, destroying the green belt, hospitals are over worked and under funded, lack of funding for local amenities and activities, local shops are not adequate and current local residents would not be able to cope with a spike in population.	

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12495	ST9	Objection	Objecting to ST9 as there are issues with, traffic and congestion, destroying habitats and wildlife, lack of amenities and suggests housing development be in a completely new area.	
12498	ST9	Objection	Objecting to Transport issues in the local plan as there are issues with, road being already too busy and congested and more development would cripple the city.	
12499	ST9	Objection	These developments should not go ahead due to issues with, traffic and congestion, lack of parking, un safe for cyclists, not enough road infrastructure, loss of the green belt, flooding and drainage issues, electric failure, schools at capacity, lack of green recreational space, concerns developers will not provide the correct infrastructure, health centres are full, will there be a train station in Haxby, sewage issues and lack of safe guards .	
12500	ST9	Objection	A dual carriage way North York by- pass and road direct between Haxby and New Earswick, a Railway Station should be developed at Haxby. There are issues with, flooding, increased travel times, lack of parking, rail crossing barrier causes traffic build up, will there be enough schools, Haxby health centre is at capacity and brownfield land should be used first.	
12502	ST9	Objection	Haxby is already over developed and further development would cause issues with, infrastructure, transport, parking, accesses being too narrow, congestion and traffic, lack of facilities, HGVs and over crowding of the shopping precinct.	
12510	ST9	Objection	Objects to development of the site on the grounds of: inadequate drainage/flooding problems; likely increase to existing local traffic congestion/parking problems; lack of amenities.	
12512	ST9	Objection	Objects to development of the site on the grounds of: inadequate drainage/flooding problems; likely increase to existing local traffic congestion/parking problems; lack of services (GP/schools)	

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12514	ST9	Objection	Objects to development on the grounds of: substantial traffic increase on Moor Lane, and associated highway safety issues.	
12517	ST9	Objection	Objects to development of the site on the grounds of likely increase to existing local traffic congestion/parking problems, and lack of provision of alternative sustainable transport options (bus/cycle network). Note also associated traffic safety issues (speed/junctions and turnouts). Any development proposed should contribute to improved road network, railhalt and access, library and community garden.	
12518	ST9	Objection	Objects to development of the site on the grounds of: inadequate drainage; likely increase to existing local traffic congestion/parking problems; lack of services (GP/schools)	
12519	ST9	Objection	Objects to development on the following grounds: lack of supporting facilities; traffic congestion (note additional impact on Mill Lane); under capacity, lack of amenities and facilities (school space/doctors); significant lack of parking.	
12520	ST9	Objection	New schools and parking should be built before development takes place. Where will the new shops be built as there is no room in the village. Haxby is already full to bursting point	
12521	ST9	Objection	This development is too many houses. The development must have its own drain network as Haxby's system is overloaded. Schools are already full. If all of these houses must be built then build a new village.	
12522	ST9	Objection	For the council to accept this development is unacceptable. This development will be highly negative as there are already issues with: inadequate infrastructure, roads are crowded and doctors and hospitals are struggling to cope.	
12523	ST9	Objection	No mention of improving Haxby or Wiggintons Road. There are issues with: congestion, overloaded health centre, the library is too small, lack of parking, there are not enough schools and the bus service is rubbish.	
12524	ST9	Objection	Concerned about issues with the increased pressure on GP surgeries, hospitals and the Haxby ambulance service due to this development.	

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12525	ST9	Objection	The proposed development is ridiculous. There are issues with: drainage, roads, traffic, sustainability of the development, over crowding, loss of the village status, schools and doctors are at capacity and the loss of quality of life.	
12528	ST9	Objection	The area for development must make more sense - comment suggests extending the site to the west.	
12530	ST9	Objection	Concerned about issues with: poor access, traffic and congestion, primary schools are at capacity and poor drainage.	
12533	ST9	Objection	There is no more capacity in Haxby as there are already issues with: congested roads, full schools, lack of parking, struggling doctors and Haxby is generally too big.	
12536	ST9	Objection	These developments have not been thought through as there are issues with: infrastructure, roads, poor drainage and sewerage systems and the health centre is at breaking point.	
12538	ST9	Objection	There are concerns about this allocation due to the following issues, access, poor junctions, congestion, lack of primary schools, poor education and poor drains.	
12541	ST9	Objection	This development will have a wide range of repercussions without investment in infrastructure including, traffic and access and other issues.	
12542	ST9	Objection	Object to ST9. In terms of transport, ST9 has no access to York/Leeds except by road through Haxby and Wigginton, development on this scale would force some 1500 cars a day onto country lanes and local village streets that are already congested.	
12544	ST9	Objection	Objects to development of the site on the grounds of: likely increase to existing local traffic congestion, lack of local amenities, local congestion (during and after construction) and on A1237. Issues should be addressed prior to commencement of development.	
12546	ST9	Objection	General objection on the grounds that existing infrastructure is already congested and cannot accommodate the scale of development proposed.	
12548	ST9	Objection	Current infrastructure will not support additional development - upgrades should be in place before development commences.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12552	ST9	Objection	Concerned about the increase in traffic in Haxby, Wigginton and whole of York that would result from 735 new homes. Haxby is already congested and there are parking problems. This will worsen and Oaken Grove which is already used as a through road will become even busier leading to increased noise, pollution and danger to children. (Area 6 with over 3000 new homes proposed will lead to further overloading of congested ring road and routes to York). No plans are provide to improve infrastructure of Haxby, Wigginton and York. Haxby Health Centre is already overburdened.	
12553	ST9	Objection	Usher Lane continues to be at risk from flooding during heavy rain, a relief sewer has only partially alleviated the risk. Usher Lane has a history of top water flooding and sewage back up due to overloading of pumping station. Extra pressure due to proposed new housing will mean more risk of our houses flooding. An increase of at least 700 cars will add to our already overburdened Haxby roads. Cross Moor Lane, Usher Lane, Haxby Moor Road are narrow and winding not suitable for increased use. Junction at Usher Lane/Station Road is hazardous at both peak and off peak times due to parked cars. Junction of Oaken Grove/Moor Lane and Moor Lane/Village will see a significant rise in traffic. Access to Strensall via Haxby Moor Road at narrow bridge is already a bottleneck at school times. To leave Haxby either the A1237 or railway line needs to be crossed - both see traffic queues at peak times. Prospect of Haxby Station may lead to increased commuters from outside the area. Additional homes will put pressure on already overburdened health service creating extra demand for children/babies provision, elderly, ambulance services opticians, dentists, chiropractors,. Haxby facilities are already busy with car parks etc.	

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12554	ST9	Objection	There would need to be cast iron guarantees before any construction could take place i.e. Yorkshire Water to provide sewerage and top water drainage completely separate from existing system. New road to Towthorpe to be built and new junctions. A new school must be built and doctors surgery within the development. Development to be high quality and compare favourably to existing elements of Haxby. 50 car parking spaces need to be provided via compulsory purchase if necessary. All new homes to have solar roof panels.	
13025	H5	Objection	Objects to proposed use of the site for market housing/care home	
12555	ST9	Objection	Proposal has too many houses too close to Haxby. The village is full to capacity now, Schools full, parking terrible, Usher Lane & Moor Lane would not cope with extra traffic. Area is very wet - drainage is already a problem.	
12569	ST9	Objection	Personally seen Haxby turn from Village to Town status. Usher Lane continues to be at risk from flooding during heavy rain, a relief sewer has only partially alleviated the risk. Usher Lane has a history of top water flooding and sewage back up due to overloading of pumping station. Extra pressure due to proposed new housing will mean more risk of our houses flooding. An increase of at least 700 cars will add to our already overburdened Haxby roads. Cross Moor Lane, Usher Lane, Haxby Moor Road are narrow and winding not suitable for increased use. Junction at Usher Lane/Station Road is hazardous at both peak and off peak times due to parked cars. Junction of Oaken Grove/Moor Lane and Moor Lane/Village will see a significant rise in traffic. Access to Strensall via Haxby Moor Road at narrow bridge is already a bottleneck at school times. To leave Haxby either the A1237 or railway line needs to be crossed - both see traffic queues at peak times. Prospect of Haxby Station may lead to increased commuters from outside the area. Additional homes will put pressure on already overburdened health service creating extra demand for children/babies provision, elderly, ambulance services opticians, dentists, chiropodists,. Haxby facilities are already busy with car parks etc.	

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12573	ST9	Objection	Too large a development and would overwhelm Haxbys amenities and transport links. Would destroy a valuable habitat for nature off Croockland Lane. Talk of improved amenities seems to be an afterthought.. Schools in the area already at capacity. We lost our Library and will take years to find a new site. Traffic is already heavy. Houses should be built on completely new sites that do not affect existing residents.	
12574	ST9	Objection	An extension to Haxby is unacceptable as it is already overdeveloped. Haxby has existing congestion issues, 735+ cars will make our roads intolerable and increase pollution levels. Accessing Haxby will be horrendous and altering roads will spoil the character of the village. Parking problems and traffic in the main street is a big issue already. Haxby has retained its village feel new development will be urban sprawl on a huge scale. Open space in the new plan will not make Haxby feel like a village - we already have open space around Haxby called the green belt and should be protected. Infrastructure and access to services is already inadequate. Drainage, sewerage, and flooding issues are already serious. Schools are full along with dentists and doctors.	
12575	ST9	Objection	Drainage - existing drainage system in whole of Haxby and Wigginton is already overloaded. Without major improvements additional building is bound to exacerbate the situation. Traffic - crossing the ring road is already excessively busy at peak times the potential additional 1000 cars from this development would cause chaos. Education and Health - the 3 primary schools and GP practice already have capacity issues that would be made worse by additional 1500 people from the development.	
12577	ST9	Objection	There is already congestion on Usher Lane exacerbated by parked vehicles. Additional congestion will be created by upwards of 1500 vehicles that would be unacceptable. Cycling will become a greater hazard. There are problems with the existing local drainage system an increase of 781 homes runs the risk of increasing this problem. Congestion of the A1237 to North of York will be increased by additional traffic with most residents likely to be employed in work inside the boundary of the congested ring road.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12583	ST9	Objection	I would like to lodge my objection to this development due to concerns with, more cars using my street, the lack of parking and the heavy traffic causing problems for the older community trying to cross roads.	
12584	ST9	Objection	The core objections, previously raised, still remain: 1) Infrastructure - cannot cope with existing levels in Haxby, let alone a further 881 houses - especially the traffic flows in and out of the town combined with rising levels of on street parking causing blockages along Main Street at the junction of Usher Lane & Haxby/Strensall Road. Overload at the local GP surgery: 2) Drainage & Flooding - Haxby suffers from inadequate drainage, leading to localised flooding in a number of areas. The number of houses proposed can only lead to raised water tables creating further flooding issues - need to learn from the other flood disasters about building on flood plains. There is little credibility in Yorkshire Water's Drainage Plans - cannot cure existing problems: 3) Green Belt - Green Belt was created to prevent creeping urbanisation - its existence is pointless if local authorities ride roughshod over its basic need / requirement.	
12590	ST9	Objection	Concerned about the levels of sewage, too much traffic (and risk of accidents with people crossing the road), difficult parking by the shops, lack of buses, difficulty getting Gp appointments and Haxby station should be re-opened.	
12592	ST9	Objection	Proposed number of houses is ridiculous. Often flooding in heavy rain. Parking is a nightmare. Children will struggle to secure places at secondary schools.	
12593	ST9	Objection	Whilst it is good that housing numbers have reduced, it is still not clear how the proposed number can be adequately catered for in Haxby. Haxby is heavily congested and parking is very difficult. Doctors, dentists and schools are over subscribed. Banks are closing. The A1237 being a single carriageway is often congested. Usher Lane is very busy, drainage and sewers are inadequate and there is often flooding. Houses should not be built before infrastructure is in place.	

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12594	ST9	Objection	Access on Mill Lane, Usher Lane & York Road already congested - 747 houses will cause gridlock. No allowance for rail access or Park & Ride. Local GP surgeries already overstretched. Poor air quality because of extra traffic. HGVs cause vibrations damaging houses. Already a problem with drainage and sewerage.	
12595	ST9	Objection	More housing is required but only in areas which can sustain such developments - which for this site is highly unlikely. Parking, road junctions, school places, sewers etc all inadequate.	
12599	ST9	Objection	Impact of development on the village will be huge, both during construction phase and once built. Massive increase in traffic. Should the development take place, a new link road to the B1363 will be needed as well as upgrading the B1363 and dualling the bypass	
12600	ST9	Objection	Drainage / surface water and sewerage - full to capacity and it floods. Access along Usher Lane and Moor Lane very poor due to volume of traffic. Amenities (doctors, dentists, schools etc) full to capacity- developers should pay full cost of provision. Major overhead cables - health and safety issues. Where is employment coming from? Don't see how upgrading 7 roundabouts will help traffic situation, needs to be a dual carriageway.	
12603	ST9	Objection	Excessive number of houses. Traffic issues for the community. Access to the ring road will decline due to the number of cars.	
12604	ST9	Objection	Haxby is at capacity. Roads are congested, suffer from parking problems, drainage system overloaded, schools full, GP practice overloaded, infrastructure must be attended to first. Keep off our Green Belt!	
12606	ST9	Objection	Strongly object to ST9 - no thought has been given to infrastructure and do not believe services (schools, doctors, drainage, etc) could cope with another 735 homes together with additional people and traffic. Part of access road would be through Wigginton - Mill Lane and The Village - this is already busy an increase in traffic would be intolerable - Haxby is at capacity.	

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12607	ST9	Objection	Haxby/Wigginton unable to cope with current housing levels i.e. Schools, dentists, doctors and traffic congestion, never mind new proposals.	
12608	ST9	Objection	The City of York Council needs to look at building 'new villages' not expanding those that are over flowing already.	
12610	ST9	Objection	Haxby is already over populated and there are further issues with, lack of infrastructure, poor drainage systems especially for surface water run off, heavy traffic, poor road structure and insufficient parking.	
12613	ST9	Objection	The development of this site would add to the existing problems in the area, schools are full, doctors are at capacity, parking is difficult, issues with drainage systems, traffic and congestion and public transport is unreliable. Brownfield land at Haxby should be used instead.	
12614	ST9	Objection	Concerned about the density of the site and how this site will add to existing issues, doctors and dentist are over subscribed, facilities in general are struggling, schools are full, York hospital cannot cope with more patients and the green belt should be protected. These considerations should be dealt with before development.	
12639	ST9	Objection	Haxby is already over developed and more development would cause further issues such as, loss of green space, the risk the power lines hold, traffic and congestion mainly on Usher Lane and Station Road, safety of pedestrians, inadequate provision for primary schools, transport and sewage issues.	
12673	ST9	Objection	Object to this proposal as it would overcrowd the villages of Haxby and Wigginton	
12678	ST9	Objection	Haxby & Wigginton cannot cope with such large developments due to insufficient infrastructure. Both proposals for the area are too large.	
12679	ST9	Objection	Infrastructure in Haxby is lacking - what is being done to address this? We cannot maintain or support a library. Education, drainage, traffic, parking & green belt are all concerns. What will be done to improve access routes especially Usher Lane that is becoming an overspill car park since restrictions imposed at Ryedale Court and at school start & finish times. York Road is congested at peak times not aided by the railway crossing and ring road. Drainage is an ongoing problem in Haxby. Education will suffer with classrooms already full. The green belt should be protected.	

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12680	ST9	Objection	Extension to Haxby is unacceptable as the settlement is already over developed. Appalled that the peaceful setting of the cemetery may be adversely affected due to noise and disruption associated with both construction and from completed homes including increased traffic noise. There is a proposal for open space to south of the allocation but not clear if it will be adjacent to the cemetery. Would be upset if the peace were to be disturbed by noise from play area/games area.	
12682	ST9	Objection	Object to this site. I feel the infrastructure require to make this plan work is excessive. Current roads on and off site via Moor Lane and especially Usher Lane are already at capacity. Parking outside homes on Usher Lane make car travel challenging. Neither York Road or Wigginton Road can be made bigger to improve traffic flow. Residents on Usher Park Road already have problems with drainage after heavy rain as current drainage/sewer systems are at capacity. Some of the children in the new homes will require school places. Medical Centre is working to capacity. CYC need to re-think choice of land or significantly reduce number of plots planned.	
12683	ST9	Objection	Object to this site. There has not been enough local consultation between CYC and residents of Haxby and Wigginton who are threatened with massive inappropriate development of new houses on precious green belt land. The impact of this development would be unsustainable and have disastrous consequences for the villages of Haxby and Wigginton. Infrastructure of Haxby is already under secure strain and without huge investment Haxby will not cope with such a dramatic increase in numbers of people requiring such things as access to schools, GP and medical services, local public transport, traffic access and suitable road systems, parking, drainage, shops, employment, entertainment. facilities for the young, old etc. Government recognises importance of landscape and green spaces (see George Osborne quote) - message is clear to make use of brownfield sites and regenerate existing housing estates before destroying valuable green belt land.	

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12684	ST9	Objection	Object to this site. Apart from huge concerns over sustainability the impact on the greenbelt around Haxby will be disastrous. Brownfield development areas should be exhausted first. NPPF Para 158 requires an adequate and relevant evidence base. Para 182 goes on to state policies have to be based on proportionate evidence and consistent with national policy. RSS was revoked except for policies YH9 and Y1C that relate to York Green Belt. YH9 states ' inner boundaries of green belt should be defined to establish the long term development limits that safeguard the special character and setting of the historic city'. To do this York would need to assess the urban capacity of the central core that could be achieved without significant adverse impact on the character and setting of the city. A long term evaluation would reasonably cover a period of 30 years. CYC have not done this. Haxby and Wigginton are outside the inner boundary and implication is that inner boundary should be first to be developed on a sequential approach. The proposals are not justified as required by NPPF.	
12686	ST9	Objection	The site is too large and will put great pressure on Haxby's existing services and road system as well as eating away at green belt. If it goes ahead the infrastructure needed e.g. Drainage, roads etc should be integral part of plans and precede or at least keep pace with development.	
12687	ST9	Objection	Why is Haxby being targeted for all these new houses on green belt land? We have no room for cars to park. Schools are full. Roads have long tailbacks in term time and are likely to get gridlocked. We are running at full capacity.	
12688	ST9	Objection	Agree with everyone saying no more houses in Haxby. Appreciate country needs more housing stock however infrastructure isn't here to support such a building plan especially not on green belt land. Roads are congested locally and on the ring road. With homes being built at Clifton Grain Stores ring road will be taking more cars. The roundabouts on the ring road are frequently jammed. Parking is difficult in Haxby and driving through the village is like an obstacle course. The doctors surgery and schools are full now.	

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12697	ST9	Objection	Proposed site is in Flood Zone 1 - general area of Haxby also appears to be in this low zone and has a high water table that will be exacerbated by huge number of proposed houses especially as underground infrastructure cannot cope now as there are small bore sewage pipes and inadequate rainwater drainage. Oaken Grove School was closed a few years ago resulting in other schools in area not being able to cope with all local children. Likewise Local Health Centex cannot cope with additional patients. There are too few car parking spaces outside local shops now. Public transport is inadequate. There is extreme congestion on York Road at peak times. Cars from the additional houses will greatly add to the problem especially if A1237 is not dualled.	
12712	ST9	Objection	Objects to development on the following grounds: additional traffic congestion; underprovision of services (doctors/schools space)	
12715	ST9	Objection	Objects to development on the following grounds: facilities in Haxby are already stretched; additional traffic congestion; drainage and flooding problems; little prospect of local employment growth.	
12716	ST9	Objection	Objects to development on the following grounds: lack of services; impact on parking and traffic.	
12721	ST9	Objection	Objection to development on the following grounds: traffic congestion; strain on sewers and drains.	
12722	ST9	Objection	Objection to development on the following grounds: traffic congestion ; schools already oversubscribed; increased strain on infrastructure; reduction of greenbelt land and detrimental effect on wildlife.	
12724	ST9	Objection	Objection to development on the following grounds: traffic and congestion/parking; flooding issues; scale of housing proposed.	
12725	ST9	Objection	Objection to development on the following grounds: traffic and congestion; flooding issues; lack of services.	
12726	ST9	Objection	Objection to development on the grounds of traffic congestion, particularly where investment in dualling the ring road is not made.	

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12731	ST9	Objection	Haxby is full, the drainage system is out of date, there are not enough parking spaces, roads are too small to carry the amount of traffic, schools are full, the GP Practice is under pressure. If more houses are built without investment in the infrastructure of the village first, then these problems will increase. Note that there could be a new road across to Towthorpe Road/Rail Halt - this is unlikely to happen.	
12733	ST9	Objection	The area of Haxby and Wigginton is already reaching saturation point. There are issues with: access, traffic, sewerage, water, electricity and lack of employment.	
12734	ST9	Objection	Concerned about the issues this development would cause, such as: overloaded infrastructure, flooding, overloaded drain systems, narrow roads, increased traffic flow, lack of car parking and strain on the road network.	
12737	ST9	Objection	Facilities are stretched to the limit. Concerned about a number of issues including, the loss of the villages identity, over crowded schools, not enough doctors, increase in traffic and strain on public services.	
12738	ST9	Objection	I object to building on this site due to issues with, traffic, the health centre is crowded, sewerage and lack of bus services.	
12739	ST9	Objection	I oppose to this development as there are a number of issues: increased traffic and transport, sewers, drains, air quality, electric pylons, full schools, doctors at capacity, dentists full, local transport, shops, lack of parking, cyclist safety, road users and Usher Lane and Moor Lane are too narrow.	
12740	ST9	Objection	This development would push Haxby beyond capacity, in terms of roads and medical facilities.	
12746	ST9	Objection	Totally disagree with the plans for a large village affixed to Haxby. Everything is at capacity. Should use Brownfield first.	
12747	ST9	Objection	It is too horrendous to contemplate. There are issues with, access, traffic, construction access and conditions.	
12750	ST9	Objection	Haxby is already a very busy town there are already issues with, lack of parking, poor drains and full schools.	

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12756	ST9	Objection	This development should be taken fully out of the Local Plan. There are already issues with, service and schools being at capacity, full GP surgeries and dentists, lack of parking, traffic and environmental damage.	
12758	ST9	Objection	Haxby is at capacity. Do not spoil what is already a great place.	
12761	ST9	Objection	There are concerns for this allocation due to issues with, lack of infrastructure, poor roads, increased traffic, poor access and over population.	
12762	ST9	Objection	Haxby is already over populated. There are issues with, the current road systems, traffic, access and congestion.	
12767	ST9	Objection	Haxby is already at capacity. There are issues with, the roads being at capacity, doctors are at capacity, lack of parking, surface water drainage is inadequate, schools are at capacity, infrastructure will be stretched even more and extra policing will be required.	
12769	ST9	Objection	Haxby is at capacity. The roads are already congested, drainage is poor, parking is bad and getting a doctors appointment can take up to two weeks.	
12771	ST9	Objection	Roads are congested already more traffic will exacerbate the situation there are also issues with, loss of the green belt and poor bus services.	
12772	ST9	Objection	If the development is built there would be issues with increased traffic, speeding, flooding, drainage, crossing the roads, increased population, strain on infrastructure, drains, roads, schools and the health centre.	
12777	ST9	Objection	Objecting to this development due to concerns for a number of issues: Haxby and Wigginton are at capacity, lack of parking, schools are full, doctors and dentists are over loaded, there is not provision for additional employment, increased traffic and congestion, pollution, flooding and drainage and sewage.	
12781	ST9	Objection	Concerned about this site due to issues with: access, drainage, infrastructure, Doctors, housing requirements, and existing transport infrastructure.	
12788	ST9	Objection	Objecting to this site due to issues with, lack of infrastructure, roads, schools at capacity, surgery at capacity, poor sewage and drainage systems.	

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12790	ST9	Objection	The proposal is on Greenfield, so it does not meet SA objectives 8, 9, 10, 14 or 15. There are also concerns for issues with: increased traffic along Moor Land and Mill Lane, flooding, drainage, congestion, damage to the air quality, lack of encouragement towards a sustainable low carbon economy, concerns for elderly residents crossing the roads, disruption and pollution construction might cause, strain on infrastructure, drains, roads, full schools and health services.	
12792	ST9	Objection	Objecting to this development due to concerns for, increased traffic, narrow roads, the impact on services, flooding and sewage.	
12793	ST9	Objection	objecting to this development due to concerns for: drainage, congestion, lack of parking and strains on medical services	
12794	ST9	Objection	Objecting to development here due to issues with: heavy traffic, flooding and drains, lack of parking and the strain on schools and surgeries.	
12795	ST9	Objection	Haxby is already built up with its amenities stretched to capacity, more housing will stretch services even further, such as doctors, schools, traffic, shops and sports facilities. There are also issues with, drains, the high prices of affordable homes and the loss of the lovely peaceful landscape.	
12796	ST9	Objection	I wish to object to this development due to issues with: lack of infrastructure, drainage, schools, doctors are all at capacity, lack of parking and traffic.	
12797	ST9	Objection	Opposed to proposals for the site. Concerned that the development of ST9 would cause more problems for Haxby and Wigginton including: busy and dangerous roads, lack of parking, loss of identity for the area, strain on infrastructure and transport.	FW Leighton (Construction) Ltd

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12821	ST9	Objection	Causes of concern are mainly drainage and access roads. Both of which are at present inadequate to the needs of an extra development of this size. Parking is already a problem in Haxby. Surface water too is along standing problem with a volatile water table. The new development will have access roads feeding into an existing narrow road system that is already clogged and slow moving. Possibly 900 additional cars will add to the congestion on a village road system. People will not walk or cycle but use their cars to get into the village. The two main access roads will struggle to take such a stream of additional traffic. Usher lane has a fair amount of residential parking and impedes traffic flow. Serious thought should be given to question of improving the network between ST9 and ring road. Questions of drainage and road access will need addressing before any start can be made.	
12822	ST9	Objection	Suggested developments in Haxby and Wigginton do not take into account housing infill and development already taken place over last 30 years. We have high density multi occupancy in a number of properties giving supported accommodation for older people as well as housing that now occupies many of the former gardens of larger properties. The villages are full and old road system will not cope, the drains wont cope with more effluent and rainwater, supermarkets are struggling at weekends with insufficient parking and customer queues. What is needed is a new village with access to the dualled stretch of the ring road.	
12823	ST9	Objection	Concerned that proposed development in Haxby will increase traffic volumes to a unsustainable level that will cause gridlock at peak times. Volumes already cause hold ups and tail backs in Haxby and Wigginton and on outer ring road. Drainage system in Haxby and Wigginton is under stress and cannot cope now. Development should not go ahead as it will cause major flooding unless there is a major overhaul of current system. Schools are at maximum capacity and new development should not proceed without a new school being built. Doctors surgery is at capacity. Currently Haxby and Wigginton served by a good selection of shops though parking is a serious issue. Development would see unacceptable levels of traffic .	

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12824	ST9	Objection	Strongly object to proposals to build on this site as villages of Haxby and Wigginton are unable to sustain any further increases in housing.	
12826	ST9	Objection	Object to proposed houses on green belt between Haxby and Strensall. There is not enough infrastructure in place to support this plan. Roads in Haxby and Strensall are overcrowded and getting onto the ring road is a nightmare at times. Drainage systems are not efficient. There will be overcrowding of local shops in Haxby. Not enough schools as it is. There must be enough brown field sites in York not to need this land.	
12830	ST9	Objection	Understand the need for houses to be built and agree that they should be provided the infrastructure is put in place first. York and Wigginton Roads are always busy with traffic queuing at peak times and cycle lanes are narrow with increased traffic levels this would put cyclists at further risk. The doctors surgery can hardly cope now and setting aside land for a new surgery may not result in one being built due to lack of finances to pay staff. Drainage is already a problem in the area. Traffic is already busy in the village and further housing will make it worse. A railway station would help ease this but would need to be located out of the village. There is a shortage of allotments - 8 year waiting list.	
12833	ST9	Objection	I am opposed to the building of 784 new houses on the Greenfield site to the North of Haxby. There are issues with: strain on infrastructure, increased traffic and safety of school children, poor cycle routes, schools are over subscribed and under funded, lack of buses, lack of parking, loss of wildlife, surgeries are over subscribed and under funded, flooding and drainage.	
12837	ST9	Objection	735 houses seems to be disproportionate to the size and capacity of Haxby and Wigginton. There are also issues with, traffic and congestion, lack of infrastructure and concerned that the proposed Haxby train station will never happen.	

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12838	ST9	Objection	There is no need for this amount of housing in Haxby and Wigginton. There are issues with: lack of jobs, strain on infrastructure, drains, roads, schools, the health centre, traffic, vibrations from vehicles, flooding, congestion, air pollution, road safety and noise pollution and vibrations from construction.	
12849	ST9	Objection	We are opposed to this development due to issues with: loss of green belt, traffic, lack of infrastructure and the burden on schools.	
12881	ST9	Objection	No more houses/development'. Concerned about the A1237 and congestion as well as issues with air and noise pollution, traffic, buses and infrastructure.	
12883	ST9	Objection	I have serious concerns regarding the proposed development, due to issues with: lack of existing infrastructure, additional strains on traffic, lack of parking, drainage, surface water, flooding and sewerage. This infrastructure needs to be improved to us	
12890	ST9	Objection	I think you should consider the unsuitability of this site for the following reasons: traffic and congestion, lack of school places, doctors are over worked, sewage disposal, drainage and flooding of the River Foss.	
12892	ST9	Objection	I am opposed to this development for the following reasons: increased traffic on Usher Lane, Station Road and York Road, access, negative impact on infrastructure and drainage issues.	
12893	ST9	Objection	Concerned about this development due to issues with: increased road traffic and pressure on sewers. Also rail services to surrounding villages seems worth exploring.	
12894	ST9	Objection	Concerned about this development due to issues with: increased road traffic and pressure on sewers. Also rail services to surrounding villages seems worth exploring.	
12900	ST9	Objection	Concerned about, building on the green belt, lack of infrastructure, drainage, schools are at capacity, lack of health care provision and increased traffic.	
12901	ST9	Objection	ST9 is not considered an appropriate or sustainable development due to issues with: stretched resources, over subscribed schools, doctors are under pressure, increased traffic, lack of parking, needs to be more encouragement for cyclists, traffic accidents, congestion and traffic.	
12906	ST9	Objection	Concerned about the lack of services and facilities in the area to support this development, including: schools, health care centres and roads.	

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12911	ST9	Objection	I urge the council to reject this development as traffic on this site will be busy and dangerous among other concerns, which include: increased traffic, reduction in air quality, concerns about air pollution and peoples health, schools are over subscribed, flooding, sewerage, loss of wildlife,	
12916	ST9	Objection	This is over development in the green belt and far too many houses. Many issues will be raised for consideration including: traffic problems on Oaken Grove, Station Road and Usher Lane, lack of parking, drainage, sewerage, doctors are over burdened, schools are full, lack of open space, lack of affordable housing lack of retirement housing. A more acceptable number for housing would be 250 max.	
12917	ST9	Objection	The area already suffers from existing issues, including: drainage issues, flooding, lack of allocation for new jobs, lack of employment would lead to more commuters, increased traffic, loss of character of the village, congestion issues as Clifton Moor and Haxby and Huntington roundabouts, vibrations to homes caused by traffic, harm to historic properties, reduction in air quality, schools are at capacity, health concerns for the site being under power lines, loss of green belt, loss of trees and hedgerows, loss of historic character and loss of cultural and historical value of ridge and furrow and the remains of a roman villa.	
12918	ST9	Objection	There is insufficient infrastructure in Haxby to support further building. There are issues with: drainage, sewerage, current roads need resurfacing such as Windmill Way, Windmill way is also a busy road used as a cut through, public transport is inadequate, lack of car parking, medical services are over stretched, the A1237 is in need of an upgrade and concerned that the primary school on station road is in need of repair and would only be worsened by more pupils.	
12920	ST9	Objection	This development concerns us for several reasons: pressure on school places, struggling to get doctors and dentists appointments, lack of parking, increased traffic, noise pollution and air pollution and facilities are stretched.	
12928	ST9	Objection	Concerned about this development due to issues with: current pressures on the health centre, lack of parking, drainage, loss of character, heavy traffic and loss of green belt.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12936	ST9	Objection	Concerned about the lack of services in the area including: sewage, surface water, roads, increased traffic (unacceptable), lack of parking and lack of employment.	
12938	ST9	Objection	A rise of over 20% in the number of houses in Haxby is completely unrealistic. A number of issues need to be addressed before development begins, as concerned about, the increased number of houses, lack of infrastructure, increased traffic and congestion, drainage issues and surface water, lack of parking, flooding and poor access to the site.	
12940	ST9	Objection	I am against wholesale development of the Haxby area. There area issues with, lack of infrastructure, congestion, schools are full, doctors are full, poor drainage systems, flooding and wholesale development. Increased housing will put more pressure on the village	
12943	ST9	Objection	Concerned about: increased housing, lack of employment, residents commuting to work, pressure on infrastructure, increased traffic, poor drainage systems and loss of rural character.	
12944	ST9	Objection	The ST9 development would mean an increase in environmental pollution, the sites would increase traffic, the site is too far removed from York, there is a lack of employment and there are sites much closer that would cause less pollution.	
12948	ST9	Objection	Concerned about this site due to issues with access and parking, local amenities, flooding, sewerage, ridge and furrow, loss of character and potential impact on air pollution. Note power lines over site.	
12951	ST9	Objection	Concerned about this site for the following reasons: poor main access, increase in traffic, increase in HGV's, vibrations from traffic currently would be made worse, traffic would cause children and elderly people to become unsafe, noise and air pollution, loss of quality of life, loss of amenity space and loss of character.	
12952	ST9	Objection	Concerned about this site for the following reasons: poor main access, increase in traffic, increase in HGV's, traffic would cause children and elderly people to become unsafe, noise and air pollution, loss of quality of life, loss of amenity space and loss of character.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12956	ST9	Objection	We do not have the infrastructure to cope, there will be a strain on schools, loss of the green belt and loss of rural character.	
12960	ST9	Objection	The roads in Haxby are already congested and this development will make it worse in addition the village would lose its village feels.	
12997	ST9	Objection	I will appear to our local plan because of this development. There are issues with lack of local facilities and poor road infrastructure.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13015	ST9	Objection	<p>Some of previous objections have not been fully considered or remain unanswered. Protecting agricultural land especially following Brexit should be of greater importance. Infrastructure and access to services are inadequate (including school space) and no details provided to address this especially medical provision and dental provision. Drainage, sewerage and flooding are still issues and no details are provided as to how these issues are to be addressed. Congestion is a serious issue, there is no way out of the area without using the ring road which is already inadequate due to being single carriageway. The road is at standstill and brings about environmental issues fro exhaust fumes and c congestion no better on B1363. Also difficult to see how ring road can be dualled due to number of roundabouts in close proximity. ST14 would exacerbate this even further. High transmission power lines health impacts should not be overlooked. Bus routes into city are good but inadequate to other communities. Will pedestrian and cycle access from site only be along Usher and Moor Lanes? Can CYC reassure residents roads will not be extended into Haxby from the site. Open spaces are important however previous development have not provided adequate management plans. Local road improvements will be difficult to place as often narrow lanes and cannot be upgraded. The proposal for a new rail station is a red herring, funding is clearly an issue and clearly not worth mentioning as gone nowhere over considerable amount of time. No specific mention is made in the plan as to how shortage of affordable homes. Referring to the PSLP document how can this site score positively in relation to health, education and transport given serious congestion in area, inadequacy of public transport and building on Greenfield site needs incontrovertible justification.</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13020	ST9	Objection	I Concur with points raised in Haxby Town Council Response - Haxby cannot cope with such major increases in homes, people and cars, it does not need or can cope with approximately 1500 additional cars. Parking is already an issue in Haxby. The majority of these additional cars would end up using York Road or Wigginton Road making a bad situation worse. Everyone knows about the inadequacies of the single carriageway (A1237) nearby.	
13036	ST9	Objection	Totally against any development to the north of Haxby, Development of ST9 will exacerbate the already busy main village centres to Haxby and Wigginton along feeder roads of York Road in Haxby and Sutton Road Wigginton. York Road has its problems with the level crossing it then meets the busy junction with the A1237 ring road. Sutton Road meets the A1237 but before then there is a small development close to the busy junction that causes congestion. These busy arteries can become stationary now without adding another potential 1400 cars. Moor lane and Usher Lane are country lanes not conducive to further use. Any development for York needs to be either near the ring road or near to a station e.g. Poppleton.	
13041	ST9	Objection	Not clear why this area has been selected. Infrastructure in North Haxby is under strain and cannot support additional house numbers proposed. Drainage and sewers are inadequate. There is no provision for future employment in Haxby so weight of commuter traffic will become impossible. Roads are busy now along Moor Lane and Usher lane with inadequate junctions especially Station Road/Usher lane/York Road. Roads not wide enough in village to cope with more cars. Parking around shops is limited. A1237 is massively inadequate to cope with additional traffic. Knock on effect of increase traffic will bring Strensall, Towthorpe and Earswick to a standstill. The schools are almost at capacity - transport to schools is difficult. Health Centre is at capacity. Village needs further dentists, opticians as well as doctors. Haxby and Wigginton is the most deficient ward in the city for open space the plan does not address this. Huge resources need to be committed to provide neighbourhoods ability to support these changes.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13045	ST9	Objection	Proposed house building in Haxby and Wigginton will have an adverse affect on the already over stretched facilities. Particular concerned about affects on surface water, drains and flooding, already inadequate sewerage system, transport and traffic in immediate area and more widely onto northern ring road. The location of the new development will mean everyone has to travel through Haxby (York Road) to get to their place of work.	
13047	ST9	Objection	Strongly object to this development with too many houses. Haxby is already becoming an urban sprawl into green belt and the area is over developed and becoming rapidly urbanised. This will exacerbate traffic problems in Haxby and on northern ring road. Traffic will also cross the grade II listed bridge. Development will generate more traffic. Plan says pump sewage to Stensall & Towthorpe waste works - this is already at capacity.	
13050	ST9	Objection	I am totally opposed to the building plans for the area to the north of Haxby (ST9) that is a natural habitat for all forms of wildlife (with many birds and animals including owls, foxes rabbits, deer and bats) - it would be a great shame if all this was to disappear.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13054	ST9	Objection	<p>Haxby and Wigginton cannot support further development due to road sizes, drainage, school places, air quality and residents quality of life. Moor Lane is far too small to cope with extra cars and both York Road and Wigginton Road are wholly inadequate to cope with the extra weight of traffic. The two exits from the ring road are already blocked throughout the day. The sewerage system cannot cope now on rainy days so will require upgrades. Primary schools are full and have no capacity therefore a new school will be required. Who will move to the new houses and where will they work? Government has to increase the amount of houses being built though CYC needs to take into consideration where new employment opportunities are coming from before houses are built. Transport links will need upgrading to provide access to employment areas. The environmental impact and air quality will affect current residents. Power lines are a concern as no-one should live within 500m of them as can cause serious health issues. Road structures, sewerage systems, infrastructure and facilities are all inadequate to deal with further development and will all need addressing if development is to go ahead.</p>	
13058	ST9	Objection	<p>735 dwelling on this greenfield site is excessive and unnecessary. Congestion in Haxby is bad enough on roads now. Mill Lane, Wigginton and Usher Lane, Haxby will take most of the new traffic, both of these are already heavily congested with traffic. The ring road between Wigginton Road and York Road is already mostly at a standstill and would be made worse by additional traffic from this site as well as ST14. Mention is made of a rail halt but how many years has this been said before? Alternative means of transport can be encouraged e.g. walking, cycling, public transport but on cold wet days these just aren't an option. The Drainage problems in Haxby are well known. The burial ground in Haxby is currently in a quiet green location - this would not be the case if surrounded by housing and the issue of expansion needs addressing. The Doctors Surgery cannot cope now and can take up to 2 weeks to get an appointment. Haxby is over developed now and all amenities and open spaces seem to be under strain.</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13060	ST9	Objection	Concerned about the proposal to build more homes at ST9. Object on following grounds; Increased traffic - already difficult to turn into Main Street from Moor Lane and Usher Lane (the main route for the new traffic). Parking - already at a premium. Haxby cannot cope with more traffic that would cause dangerous parking and congestion. School Places - increased pressure to find a school place. Dentists - already difficult to get a place. Doctors - 2 week waiting time now. CYC should look at brownfield sites in York for future development.	
13063	ST9	Objection	Concerns regarding this site around highways infrastructure and greenfield development. Highways infrastructure - this development would have a serious negative impact on traffic congestion on York Road, this route is also used by school children going to JR School on bicycle and foot with the threat of a traffic accident increasing. With increased car use. There are only 2 routes residents would use in/out of Haxby York Road and Wigginton Road both are single carriageway and would struggle to accommodate increased traffic flows and traffic through Haxby is already too heavy. Traffic on the A1237 (Ring Road) to the roundabout to south of Haxby is extremely slow moving. Greenfield Development - all attempts should be made to allow development on brownfield sites first. I'm not completely against development of this site but would insist it be the catalyst for re-instating the railway station at Haxby and dualling the ring road to south of Haxby. This would allow housing expansion without serious detriment to existing highway infrastructure and would boost local economy. Suggest using this development to alter road network in Haxby with reduction of cars through the village. Access to site should be via Moor Lane. Additional employment space should be considered to ensure existing services are not overloaded.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13064	ST9	Objection	Concerned about traffic, pedestrian safety on Usher Lane and access to overstretched health and education services. Ring road from Clifton Moor to Haxby roundabout is a no go zone between 3:30 to 6pm. With no capacity for any additional traffic. Haxby cannot accommodate an additional 700+ houses. Main access to site is planned via Moor Lane but if access via Usher Lane this will be used as main point of access. There are no crossing patrols on Usher Lane and this is already a very busy road for school children to cross.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13065	ST9	Objection	<p>Object - Roads - additional development will add to already congested roads at peak times such as York Road, Wigginton Road, Towthorpe Road and A1237 outer ring road. If the A1237 is dualled it could give rise to further developments and increase the problems. Usher Lane/Station Road junction is particularly dangerous. Double parking is a problem in Haxby, visibility for vehicular egress is restricted. York Road suffers heavy congestion and would suffer from any additional traffic. Usher Lane provides access to the countryside and used by cyclists, walkers, joggers, horse riding and dog walkers. Development would remove residents access to open fields and rights of way. Crooklands Lane is a much used bridleway worthy of preservation as a local amenity and environmental value. Would a train station alleviate problems on local roads? Further issues with local services and facilities, namely drainage and sewerage; lack of school spaces; Health services are at capacity. How will biodiversity and preservation of wildlife corridors be maintained. Land to north of Haxby is currently farmed intensively and we have the benefit of rich and varied wildlife with long established hedgerows and mature trees. National Grid Pylons - these should be taken into account if houses are to be developed in vicinity on health and safety grounds. Cemetery - extra space should be planned. Police - resources already low. Retail - the shopping area is already congested and does not lend itself to expansion. Employment - unlikely that new residents will work in the village and potential for more traffic and congestion. Air Quality - additional traffic will lead to the mean Nitrogen Dioxide objectives being exceeded at junction of Wigginton Rd/Ring Road with an impact on health.</p>	
13073	ST9	Objection	<p>Object to the scale of development proposed for this site. The village is out growing its facilities. There are concerns for: loss of green belt land, lack of facilities, public services, urban sprawl, insufficient school places and health care provision, drainage, sewerage, flooding, surface water, traffic, congestion, construction traffic, the burial ground, over head power lines and lack of sustainability.</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13076	ST9	Objection	The Haxby GP practice is already at breaking point. There are also issues with, lack of parking, drainage, schools are full, poor access, travel, and sustainability.	
13077	ST9	Objection	Haxby cannot cope currently with issues around, traffic, sewerage and these issues will only get worse with new development.	
13078	ST9	Objection	Concerned about issues with, the Gp surgery, traffic, drainage, car parking, lack of retail and poor access to the site.	
13079	ST9	Objection	Concerned about this development due to the following issues; medical facilities, lack of infrastructure, lack of funding, increased traffic, narrow roads poor access, lack of parking, road safety, impact on local services, drainage, sewerage, pollution, lack of affordable housing and loss of green belt land.	
13080	ST9	Objection	Concerned about issues with insufficient infrastructure, health care centre is struggling, issues with traffic, lack of parking, overcrowded schools, lack of facilities and lack of green space.	
13081	ST9	Objection	Concerned about congestion, lack of parking, full schools, overloaded drainage system, full GP practices, surface water, sewerage treatment and lack of local businesses and employment.	
13082	ST9	Objection	Concerned about this allocation due to issues with, loss of green belt, inadequate infrastructure, increased pressure on facilities, lack of parking, oversubscribed health care facilities and dentists, poor drainage, over subscribed schools, loss of a local centre, over stretched caring agencies and issues with public transport.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13116	ST9	Objection	<p>Object to ST9 owing to potential impact on flood risk, highways infrastructure and community and local facilities. Object not to principle of new housing but rather the single site approach to delivery and level of units proposed. Previous consultation generated 1013 objections (including 416 by petition) some were remedied by reduction in developable area, however, others remain namely that: single site approach would place unacceptable stress on existing highway network; existing drainage, sewerage and flooding issues in Haxby are already serious. It is acknowledged that in delivery of ST9 CYC would seek to reduce impact on highway network by encouraging or requiring the development to 1. provide access from Moor Lane to west of site and Usher Lane from west with appropriate junction improvements 2. Scheme should seek to minimise trips using Usher Lane/Station Road junction due to capacity and safety issues. Potential rail halt should be explored. 3. Optimise pedestrian and cycle integration, connection and accessibility in and out of site.</p> <p>Whilst these objectives are laudable they do not appear achievable. A preferred housing mix for ST9 cannot be accurately gauged it can be assumed 1.5 cars per home and indicate 1102 vehicles. Census profiling of Haxby & Wigginton indicates less than half travel by car to work (47.1%) this indicates of 1102 vehicles, 517 additional vehicles on the road. Highway infrastructure - Moor Lane identified as likely access to/from site, this is a single carriageway and no access to Wigginton Road. Moor Lane will require all vehicles accessing Haxby & Wigginton and York to south to enter the village and proceed east via The Village to Station Road/York Road junction or west to meet B1363 Wigginton Road. Congestion on these roads already problematic.</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13120	ST9	Objection	The majority of services in Haxby (and Wigginton) are either at or almost at capacity. As an engineer I made errors assuming infrastructure would be easily adapted /modified to meet new capacity. Existing infrastructure is clearly at capacity. Road network - frequent delays on Strensall, York and Wigginton Roads as well as Haxby Town Centre and school parking. Usher Lane/Station Road junction is a cause for concern if traffic is to be directed there from new developments. School places are at a premium. Mains water & sewerage services including flood defences/alleviation from River Foss - problems have not been addressed. Health services are already under pressure. Past experience suggests there will not be enough profit for developers to fund all these infrastructure improvements.	
13130	ST9	Objection	Moor Lane, Haxby is a <u>lane</u> & inappropriate to create major traffic problems leading to congestion. There is a lack of village parking, by-pass chaos, air pollution, drainage/surface water problems, schools full (primary and secondary), doctors surgery - squeeze on funding. Flood plain - vicinity of proposed building. Consider allocation in 3 areas of York with less impact on infrastructure and services.	
13132	ST9	Objection	Seen 50 years of continuous growth in Haxby & Wigginton - no need for any more houses on green field sites. Local infrastructure is already under pressure. No more houses.	
13133	ST9	Objection	Objecting to the scale of development proposed. Accept that more homes are needed for families without homes. The scope of the development is excessive and areas are ill served by roads. A reduced development would probably be acceptable together with essential complimentary infrastructure	
13148	ST9	Objection	Objects to development on the grounds of scale.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13162	ST9	Objection	This development would need a bus service. Development should take place on the South side of York. ST 14 should be developed before ST9. Concerned about the increase in density of the area. Drains and sewers would not be able to cope. Facilities should be included such as schools, doctors, dentists and other new facilities. There are traffic issues contributing to a further reduction in air quality. There are a lack of shopping facilities and a lack of parking in the area.	
13166	ST9	Objection	We believe the number of houses indicated for this phase is too large for the community, retail and business facilities in the centre of Haxby. If additional development at all is to be undertaken, it should cover a smaller area and include a much smaller number of houses.	Cllr Cuthbertson (ward councillor Haxby and Wigginton)
13173	ST9	Objection	This development cannot happen in Haxby as the roads will not take the pressure as they are already at capacity. Should the station be reopened it will take pressure off the roads	
13175	ST9	Objection	Objecting to ST9 Land North of Haxby, there may be issues with; lack of amenities, open space and facilities for young people, traffic congestion, lack of parking, inadequate, concerns that the Ralph Butterfield Primary School is falling down, issues with drains, lack of money for infrastructure and people find it difficult to get doctors appointment.	
13176	ST9	Objection	Welcome provision of housing in the area, but am concerned about the extra pressure on the infrastructure. The roads are very busy / clogged and parking is insufficient. Roundabouts are poor as they haven't been upgraded. They must be improved first, and developers should be forced to improve them before any development takes place.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13177	ST9	Objection	The ring road is already over capacity another 700+ homes will render it unusable. Health Centre will be stretched by potentially thousands of extra patients. Local parking already over capacity (North lane is frequently too constricted for emergency vehicles to move along). Yorkshire Water reports sewerage system is at capacity. The centre of Haxby has parking problems already. Walking is hazardous at Station Road/Usher lane intersection that would become busier should development take place.	
13187	ST9	Objection	Objects to development on the following grounds: likely to exacerbate existing congestion; drainage issues; lack of supporting infrastructure (school spaces).	
13188	ST9	Objection	Objects to development on the following grounds: further congestion/traffic; lack of supporting facilities (schools/medical facilities); potential flood risk - drainage already needs to be upgraded;	
13189	ST9	Objection	We believe the number of houses indicated for this phase is too large for the community, retail and business facilities in the centre of Haxby. If additional development at all is to be undertaken, it should cover a smaller area and include a much smaller number of houses.	Haxby and Wigginton Liberal Democrats
77	ST9	Support	Section 4: This consultation - agree that the site, identified as part of the package of sites proposed in Area 6, represents the views of residents of the parish.	Strensall with Towthorpe PC
1301	ST9	Support	General support for allocation for residential development on this site	Carter Jonas LLP

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1528	ST9	Support	Wholly support the allocation of the site and estimated development capacity of the site and confirm that this can be delivered in the plan period. Note - Object to the identification of strategic open space within the allocation. Dispute the 'Further Considerations' section 'Commentary' sub-section statement 'The strategic open space is required to address the significant shortage of open space in the Haxby and Wigginton Ward which is the most deficient ward in the city' as after reviewing the evidence base which is assumed to have led to this conclusion, it is clear that Haxby and Wigginton is not the most deficient ward in the City. The Council commentary indicates that the Haxby and Wigginton Ward has a shortage across all open space typologies. This is not true. The Local Plan indicates that there is a requirement for all but one type of strategic open space typology. This justification is not accurate, as there is no mention of a requirement for Natural/Semi Natural space or spaces - the typology provision likely to help better integrate the allocation within its surrounding landscape character. It has also not been recognised that given the rural location of the site it may not be best placed to provide provision across all strategic open space typologies. The Local Plan is unsound in this minor regard. To make the Local Plan sound the following is recommended: The strategic open space designation be deleted; The quantum of open space should be determined at the application stage through the application of the Council's open space policy, and the requirement to provide a policy compliant level of open space can be written into the planning principles section relating to the allocation and suggest the policy should explicitly require the submission of a masterplan to guide the development of the site. Request the deletion of the reference to a local park.	DPP obo Linden Homes and Barratt Homes and David Wilson Homes
2417	ST9	Support	This allocation is acceptable as long as the wet open space is shown special attention.	
2423	ST9	Support	Support for reduced site capacity (1651 to 735).	
5323	ST9	Support	General support for development	
5410	ST9	Support	Commend this site as housing is much needed in Haxby but should be extended to north of Wigginton adding maybe 300 much needed houses.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5651	ST9	Support	General support for the site on condition that transport network is upgraded, to include rail station and the complete segregation of bicycles from traffic.	
10297	ST9	Support	Completely agree that new houses are built on this land and more should be found to build even more houses particularly for first time buyers. Services such as schools and proper drainage are also essential.	
12281	ST9	Support	The proposal to create an 'Open Space' south of ST9 to include for formal pitch provision for football and cricket, children and young person's play space, allotments a and amenity green space / local park is a very welcome opportunity for the Haxby community	
12329	ST9	Support	Looks like developers would need to comply with anything concerning local residents, water drainage, schools , access, and generally improving Haxby/Wigginton. Shortage of housing is terrible I haxby, we need more homes to attract people to the area - as a businessman I find it difficult to attract workers. Type of housing should suit a wide range of families from smaller homes to much larger 5+ bed. House prices are too high in Haxby, we need more homes in Haxby to enable people including young children to one day have access to buying a home in Haxby without being priced out of the market.	
12486	ST9	Support	Support the local plan's proposal to provide additional housing to the North of Haxby and this will make little difference to the nature of Haxby while providing much needed housing.	
12543	ST9	Support	I am in full agreement of building more houses. It will be beneficial all extra shops, improved water and sewage and new schools.	
12566	ST9	Support	Haxby and Wigginton would be much improved by more diversity and a mix of people. I'm in favour of more houses in Haxby, preferably priced for those who might not be able to afford to buy elsewhere. We will need some help with roads, schools etc and a train station would make a big difference.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12644	ST9	Support	I support the building of homes to the North of Haxby. However more attention needs to be paid to the infrastructure supporting these homes, this includes: traffic, transport including a Railway Station, drainage, schools and medical facilities.	
12741	ST9	Support	Please build some houses, our children need them. Don't deprive future generations of housing.	
13156	ST9	Support	Support planning development- more affordable housing is needed in this area.	
13182	ST9	Support	Supports allocation in principle. Note concerns over open space within the allocation.	Barratt & David Wilson Homes
12834	ST10	Object	I am opposed to ST10. I do so on the following grounds: congestion, speeding, traffic and loss of the green belt.	
1069	ST11	Comment	Concerned about this allocation due to the following issues, lack of primary school provision, lack of secondary school provision, increased traffic, lack of infrastructure and lack of employment.	
659	ST11	Objection	Object to New Huntington Lane housing site not being allocated in the publication draft. This is a very sustainable location close to local facilities including substantial employment and commercial area as well as a park and ride. There are no issues which would preclude the development of the site. Inclusion of the site would add to the variety and location of new housing opportunities and thus assist in creating a more robust Local Plan.	Persimmon Homes

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1668	ST11	Objection	Object to the rejection of this site as a potential housing allocation. Our proposals have the potential to provide a high quality residential development of up to 250 homes (at 32dph), alongside the delivery of green wedges of 45m to 91m in width on the sites eastern and western boundaries, public open space and associated infrastructure. The site will provide the opportunity to help meet York's future housing needs. The proposals will deliver a development which respects the character of the surrounding area and provide a high quality residential development where people will want to live. Land at New Lane, Huntington represents a deliverable residential development site. The development proposals are situated in a suitable and highly sustainable location. The site is available now as it is under the control of a national house builder who is actively seeking to secure the sites allocation for residential development. The site can also be considered achievable as new homes can be delivered on the site within the next 5 years and indeed within the first 5 years of the Local Plan. There are no technical or environmental (built and natural) constraints that would preclude the development of the site.	Barratt & David Wilson Homes
13182	ST11	Objection	Objects to rejection of this site. Site could offer potential for circa 250 housing units and associated infrastructure improvements. Rep proposes mitigation measures to address CYC concerns raised in Preferred Sites document.	Barratt & David Wilson Homes
7432	ST11	Support	Support removal of this site on grounds of potential congestion on surrounding roads this would bring if developed	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13125	ST11	Support	Concerned about this site due to the following issues: increased traffic, loss of visual amenity and lack of parking. This is the most insensitive and inequitable proposal in the plan. This area has already suffered considerably with the Vangarde development with the loss of visual amenity and increase in traffic. Once the Stadium is completed there will be a further increase in traffic. Contrary to original consultation and against our advice there will be access to the retail areas from the west end of Jockey Lane meaning more motorists will use New Lane and there will be the impact of match day traffic and parking.	Councillors Runciman, Cullwick and Orrell: Huntington and New Earswick Councillors
1355	ST12	Comment	The removal of this site will be well received by residents.	Julian Sturdy MP
9559	ST12	Comment	Queries access to site, and need for roundabouts at either end of Copmanthorpe to accommodate additional traffic generated	
12954	ST12	Comment	Queries why ST31 has been included in the Plan whereas ST12, which 'would not encounter any problems' has been deleted.	
5410	ST12	Objection	ST12 should be brought back into the Plan	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
9381	ST12	Objection	<p>Object to proposed deletion of ST12. Certain previously proposed allocations have been modified or deleted - this does not mean these sites are unsuitable or inappropriate for development, rather that CYC now consider these sites or part of them are less preferable than those allocated. The site was assessed as part of CYCs rigorous site selection methodology in previous draft Local Plan documents (site ref 872) and CYC must at the time have satisfied themselves that the site is available, suitable and achievable at the time when the site is intended to deliver homes. CYC must accept that the site is a proposed housing allocation in the preferred options and it serves no or limited green belt purpose. The revised evidence base, primarily the alleged lower housing requirements sought to reduce allocations, one being ST12. The Site serves no or little green belt purpose and concludes that the site did not need to be kept permanently open and allocated as safeguarded land. We disagree with the reasons for removal of this site and show that the lack of a well defined boundary is not one of the 5 purposes of including land within the green belt. There is no need to create a transition between the proposed green belt and proposed housing. In any case, the western edge of the settlement is not rural and a master planned development could soften the boundary between urban form and green belt. The degree of intrusion into the open countryside has not changed from the Publication Draft. ST12 can bring a number of community, education and public benefits in addition to more traditional social and economic benefits associated with providing affordable and market housing.</p>	Linden Homes

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13027	ST12	Objection	Object to CYC's rejection of the site as a potential housing allocation. Site is in a highly sustainable location, and there are no technical or environmental constraints that would preclude the development of the site. Potential to deliver up to 250 homes at 32 dph (net). Landowner and developer interest confirmed. Homes can be delivered on site in the next 5 years, indeed within the first 5 years of the Plan. Rep supports boundary proposed at 'Further Sites' consultation stage (site 872). Should CYC disagree with reps stated view that additional land for housing development is required, rep considers that site should be allocated in place of the proposed site ST31, given ST31's deliverability concerns. Representation shows a different site boundary to that previously consulted on	David Wilson Homes
99	ST12	Support	Support for removal of site	York Cycle Campaign
1884	ST12	Support	I agree with the preferred sites in Copmanthorpe.	
2012	ST12	Support	Support for the removal of ST12	
2066	ST12	Support	Support for the removal of ST12	
2101	ST12	Support	Support for the removal of ST12	
2163	ST12	Support	Support for the removal of ST12. Number of housing proposed for Copmanthorpe in plan's previous iteration was excessive and would have overwhelmed local services.	
2275	ST12	Support	I agree with the preferred sites in Copmanthorpe.	
2322	ST12	Support	I agree with the preferred sites in Copmanthorpe.	
2387	ST12	Support	Copmanthorpe can and should provide its fair share of housing. We are pleased to see that the Council has rejected this site.	
2489	ST12	Support	Fully support the allocation of land to the west of Manor Heath and Wilstrop Farm to green belt - this is important to safeguard the environment within the village of Copmanthorpe. Local infrastructure and services would not be able to cope should this and other sites be developed for housing. The character of the village would be destroyed	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
2689	ST12	Support	Should this site be developed along with H40 and ST13 this would put enormous strain on health facilities, schools and roads within the village	
3035	ST12	Support	We would not be in favour of development of ST12 under any circumstances as this area is Green Belt and should be retained.	
8147	ST12	Support	General support for the removal of the site, and its retention as Green Belt.	
8352	ST12	Support	Supports removal of site, retaining the village as a separate entity and avoiding sprawl.	
8353	ST12	Support	I support the latest Local Plan for the development of Copmanthorpe.	
8359	ST12	Support	We give our support for the new draft Local Plan for Copmanthorpe.	
10966	ST12	Support	I support the deletion of this site and its redesignation as Green Belt. The number of houses suggested would have changed the character of the village irreparably. These developments would also have placed an unsupportable burden on the infrastructure of the village, its school, clinics and traffic capacity.	
12256	ST12	Support	The new plan is far better than the numbers originally planned at Manor Heath	
12289	ST12	Support	Do not want development on Manor Heath	
12354	ST12	Support	I find that the new proposals for Copmanthorpe are more acceptable and manageable, without putting pressure on health facilities, schools, roads and other infrastructure in the village.	
12355	ST12	Support	We would like to express our support for your recent decision to protect the Green Belt at this site and protect urban sprawl as this would destroy a valuable village community on the outskirts of York.	
12358	ST12	Support	I would like to register my support for the proposals that in the triangle between the A64 and the railway at the North East corner of the village.	
12359	ST12	Support	The Copmanthorpe Local Plan seems to be a satisfactory compromise between the need to increase York's housing stock without swamping an established community.	
12369	ST12	Support	The 2016 draft local plan is more acceptable with its proposal for up to 250 houses.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12374	ST12	Support	I support the new plan for housing in Copmanthorpe that proposes up to 250 houses in the village. Hopefully this new proposal will not put too much pressure in future years on the important health facilities, schools and roads as the previous 2014 draft plan would have done.	
12396	ST12	Support	If this development were to go ahead there would be issues with lack of infrastructure, additional traffic, noise, lack of schools, lack of buses, lack of medical facilities, libraries and overall concerns for social issues.	
12398	ST12	Support	I agree with the proposal for new housing in Copmanthorpe. If development were to go ahead this would cause issues with, loss of Green Belt, narrow and congested roads, lack of parking and additional traffic.	
12403	ST12	Support	The 3 sites identified suit the needs of Copmanthorpe and the Green Belt. If further housing was allowed it would affect the value of the existing houses.	
12411	ST12	Support	I agree to the new draft local plan for Copmanthorpe.	
12415	ST12	Support	The drafts for housing on the sites in Copmanthorpe mentioned appear to be fair. As there would be issues with lack of, schools, parking, doctors, roads, increased traffic and road safety.	
12417	ST12	Support	I am happy with the proposals made in the Local Plan for Copmanthorpe.	
12432	ST12	Support	I feel that the village infrastructure will cope much better with the reduced developments and we are also protecting the valuable Green Belt.	
12435	ST12	Support	I support the new draft Local Plan for CYC with reference to Copmanthorpe.	
12438	ST12	Support	I welcome the suggested reduction in the new building in the village. In my view 250 new homes would be manageable with the current resources in the village. Also retention of land as Green Belt is very desirable.	
12439	ST12	Support	The new Local Plan is preferable to the 2014 plan.	
12468	ST12	Support	Pleased that land at Manor Heath has been designated as Green Belt and would urge that this remains in the future.	
12492	ST12	Support	Supportive of the proposed development plans for companthorpe, specifically to limit development, which would put a stain on facilities and maintain the green belt.	
12496	ST12	Support	Supporting the new Local Plan for York that proposes 250 houses for Copmanthorpe.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12580	ST12	Support	Strongly supports the inclusion of land west of Manor Heath in proposed permanent green belt, preventing urban sprawl and retaining the character and quality of the village of Copmanthorpe.	Cllr David Carr
12641	ST12	Support	Supporting the new Local Plan for York that minimises development in Copmanthorpe	
12810	ST12	Support	Please keep Copmanthorpe an attractive place to enter and live in.	
12820	ST12	Support	Supporting the most recent draft of the Local Plan for Copmanthorpe, due to a reduction in allocations allowing some growth but also limiting pressure on facilities and roads in the village.	
12882	ST12	Support	We are particularly pleased that this site has been removed. We hope that this site remains removed to stop further expansion of Copmanthorpe into Greenfield land.	
1355	ST13	Comment	The removal of this site will be well received by residents.	Julian Sturdy MP
9559	ST13	Comment	Queries access to site, and need for roundabouts at either end of Copmanthorpe to accommodate additional traffic generated	
5410	ST13	Objection	ST13 should be brought back into the Plan	
10097	ST13	Objection	Strongly object to the deletion of ST13. Evidence base undertaken and submitted shows site is suitable, available and viable. Consider that exclusion from allocation for access and green belt are unfounded. Transport and Access appraisal re-submitted which concludes sites can be accessed safely and not reasons to preclude development. Concerns regarding access not previously raised as a showstopper. Consider PSC conclusion unfounded. Consider that the site is bound to north and east by development. Do not agree that development of site would extend the built edge of Copmanthorpe. ST13 is visually and physically well related to the urban area and development would not have an adverse impact on open countryside.	Shepherd Group Properties
12765	ST13	Objection	Objects to the removal of ST13 as this has been removed to conveniently to keep H29 and ST31.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
10966	ST13	Supp	I support the deletion of this site and its redesignation as Green Belt. The number of houses suggested would have changed the character of the village irreplaceably. These developments would also have placed an unsupportable burden on the infrastructure of the village, its school, clinics and traffic capacity.	
12415	ST13	Supp	The drafts for housing on the sites in Copmanthorpe mentioned appear to be fair. As there would be issues with lack of, schools, parking, doctors, roads, increased traffic and road safety.	
12417	ST13	Supp	I am happy with the proposals made in the Local Plan for Copmanthorpe.	
99	ST13	Support	Support for removal of site	
1884	ST13	Support	I agree with the preferred sites in Copmanthorpe.	
2012	ST13	Support	Support for the removal of ST13	
2066	ST13	Support	Support for the removal of ST13	
2101	ST13	Support	Support for the removal of ST13	
2163	ST13	Support	Support for the removal of ST13. Amount of housing proposed for Copmanthorpe in plan's previous iteration was excessive and would have overwhelmed local services.	
2275	ST13	Support	I agree with the preferred sites in Copmanthorpe.	
2322	ST13	Support	I agree with the preferred sites in Copmanthorpe.	
2387	ST13	Support	Copmanthorpe can and should provide its fair share of housing. We are pleased to see that The Council has rejected this site.	
2489	ST13	Support	Fully support the allocation of land to the west of Manor Heath and Wilstrop Farm to green belt - this is important to safeguard the environment within the village of Copmanthorpe. Local infrastructure and services would not be able to cope should this and other sites be developed for housing. The character of the village would be destroyed	
2689	ST13	Support	Should this site be developed along with H40 and ST12 this would put enormous strain on health facilities, schools and roads within the village	
3035	ST13	Support	We would prefer no further development in Copmanthorpe but if this is unavoidable approve of the proposed area as this appears to balance the village layout and keeps the majority of the Green Belt.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
8352	ST13	Support	Supports removal of site, retaining the village as a separate entity and avoiding sprawl.	
8353	ST13	Support	I support the latest Local Plan for the development of Copmanthorpe.	
8359	ST13	Support	We give our support for the new draft Local Plan for Copmanthorpe.	
12354	ST13	Support	I find that the new proposals for Copmanthorpe are more acceptable and manageable, without putting pressure on health facilities, schools, roads and other infrastructure in the village.	
12355	ST13	Support	We would like to express our support for your recent decision to protect the Green Belt at this site.	
12358	ST13	Support	Supports the retention of green belt land to the west of Copmanthorpe and would not support any development on the same.	
12359	ST13	Support	The Copmanthorpe Local Plan seems to be a satisfactory compromise between the need to increase York's housing stock without swamping an established community.	
12369	ST13	Support	The 2016 draft local plan is more acceptable with its proposal for up to 250 houses.	
12374	ST13	Support	I support the new plan for housing in Copmanthorpe that proposes up to 250 houses in the village. Hopefully this new proposal will not put too much pressure in future years on the important health facilities, schools and roads as the previous 2014 draft plan would have done.	
12396	ST13	Support	If this development were to go ahead there would be issues with lack of infrastructure, additional traffic, noise, lack of schools, lack of buses, lack of medical facilities, libraries and overall concerns for social issues.	
12398	ST13	Support	I agree with the retention of land to the west of Copmanthorpe as Green Belt - would not support development there due to green belt status and highway capacity.	
12403	ST13	Support	The 3 sites identified suit the needs of Copmanthorpe and the Green Belt. If further housing was allowed it would affect the value of the existing houses.	
12411	ST13	Support	I agree to the new draft local plan for Copmanthorpe.	
12432	ST13	Support	I feel that the village infrastructure will cope much better with the reduced developments and we are also protecting the valuable Green Belt.	
12435	ST13	Support	I support the new draft Local Plan for CYC with reference to Copmanthorpe.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12438	ST13	Support	I welcome the suggested reduction in the new building in the village. In my view 250 new homes would be manageable with the current resources in the village. Also retention of land as Green Belt is very desirable.	
12439	ST13	Support	The new Local Plan is preferable to the 2014 plan.	
12492	ST13	Support	Supportive of the proposed development plans for copmanthorpe, specifically to limit development, which would put a strain on facilities and maintain the green belt.	
12496	ST13	Support	Supporting the new Local Plan for York that proposes 250 houses for Copmanthorpe.	
12580	ST13	Support	Strongly supports the inclusion of land west of Copmanthorpe in proposed permanent green belt, preventing urban sprawl and retaining the character and quality of the village of Copmanthorpe.	Cllr David Carr
12641	ST13	Support	Supporting the new Local Plan for York that minimises development in Copmanthorpe	
12810	ST13	Support	Concerned about any further housing development in Copmanthorpe.	
12820	ST13	Support	Supporting the most recent draft of the Local Plan for Copmanthorpe, due to a reduction in allocations allowing some growth but also limiting pressure on facilities and roads in the village.	
12882	ST13	Support	We are particularly pleased that this site has been removed. We hope that this site remains removed to stop further expansion of Copmanthorpe into Greenfield land.	
80	ST14	Comment	Members of Wigginton Parish Council do not object to further development but the necessary infrastructure must be addressed before development commences. See rep for further comments in relation to site, covering the following issues: schools; housing mix and type; upgrades to transport infrastructure (strategic network and local roads); public transport; congestion and parking; pedestrian safety; sewerage and drainage; employment, training and development; retail facilities; environmental issues; impact of construction on existing residents and businesses.	Wigginton Parish Council
451	ST14	Comment	Queries the green belt assessment used to determine that ST14 is less likely to cause harm than the development of ST30.	DPP obo Linden Homes and Miller Homes

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1069	ST14	Comment	Concerned about this allocation due to the following issues, lack of primary school provision, lack of secondary school provision, increased traffic, lack of infrastructure and lack of employment.	
2412	ST14	Comment	Site has reduced by 65% (157.09 ha to 55 ha) whilst dwellings reduced from 2800 to 1348 (reduction of 52%) indicating possible cramming of houses onto a smaller site.	
2513	ST14	Comment	This site along with ST8 will add great pressure to roads at rush hour	
3210	ST14	Comment	Concerned about this allocation due to issues with, declining employment and increasing development, increased commuting, increased air pollution, lack of infrastructure, lack of capacity at the doctors.	
3619	ST14	Comment	No mention is made of a possible P&R near the A1237/B1363 roundabout. If this idea has been dropped access from the proposed garden village direct to roundabout would be affected.	
5597	ST14	Comment	The site would add to existing congestion on the ring road - without the dualling of the ring road this development would seem pointless.	
5846	ST14	Comment	Development at ST14 should precede ST9 and H54 given necessary investment in infrastructure; need for traffic plan covering Wigginton Road/A1237 ring road; Plan should be realistic about human behaviour and plan for the effects of expansion; ST14 should be self sufficient in amenities/services including the provision of a primary and secondary school.	
6177	ST14	Comment	Consideration of transport and possible archaeological searches necessary	
10010	ST14	Comment	No objection to the principle of development. ST14 should not be developed until the A1237 is upgraded.	
12112	ST14	Comment	Prior to adding any further development around the Clifton Moor area the transport infrastructure has to be considered. There are already concerns about traffic being at saturation point this could be eased by duelling the A1237.	
12148	ST14	Comment	Commenting on ST14, there may be issues with; infrastructure, HGV movement, speeding and road junctions.	
12153	ST14	Comment	Commenting that no new properties should be built until adequate parking spaces are provided in Haxby.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12261	ST14	Comment	During conditions of River Ouse in spate: 1) What measures are being taken to address the problem of surface water drainage. 2) Is the balancing lake at Rawcliffe to be incorporated into the surface water drainage system for the site. The balancing lake is currently over its design capacity and the Blue Beck drainage system is also compromised.	
12442	ST14	Comment	Accepts that new houses have to be built. Concerned about the need to upgrade infrastructure and the increase in traffic this development will cause as the A1237 is already busy.	
12527	ST14	Comment	Concerned that there are issues with: traffic on the ring road, inadequate infrastructure, poor water treatment works, poor drainage system, schools and medical facilities are already used by large numbers of people and there is a danger on narrow roads.	
12529	ST14	Comment	This development should only go ahead if improvements are made to the roads in order to reduce traffic and congestion.	
12657	ST14	Comment	Infrastructure for site delivery is likely to be long, complex and costly. Not of sufficient size to deliver required social and physical infrastructure. Site could only provide new homes at end of plan period due to long lead-in times. No certainty over delivery rates due to complexities of site including land ownership, viability and developer interest. Need to establish viability of site delivery. Site scores negatively in interim SA.	NLP obo Linden Homes, Persimmon Homes and Taylor Wimpey
12752	ST14	Comment	The development of this site cannot begin before upgrading, the ring road, access, schools, surgeries, dentists, water table and sewage.	
12896	ST14	Comment	I understand the need for housing but I am concerned over: increased traffic, child safety near to roads, pressure on education, doctors and dentists.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12919	ST14	Comment	Concerned about increased traffic, the significant impact on existing infrastructure, increased traffic and congestion especially on the A1237, increased train services, road safety, struggling bus services, lack of parking, a new station should be built, lack of local facilities, doctors and schools are full and struggling. This development should contribute to infrastructure to the surrounding villages and contribute to solving all the above issues.	
13040	ST14	Comment	Concerned about any increase in traffic this development will bring along A1237. Road needs dualling and roundabouts improved. Transport infrastructure needs to adequately support the proposed housing development as other nearby housing allocations will add to converging traffic onto the crowded ring road.	
13070	ST14	Comment	Appreciate that housing growth must go somewhere, however, large planned estates that will add to congestion of the ring road - these estates will inevitably pour traffic onto the road at peak times because of alternative routes. How will this be managed?	
13147	ST14	Comment	Plans to develop ST14 will only add to congestion on ring road and village roads in Haxby/Wigginton.	
13166	ST14	Comment	It is a particular concern that an additional settlement (ST14) eventually reaching 1348 dwellings is also proposed, adding a huge additional load for this already very congested section of ring road. Notes the need for a master plan to demonstrate how the impact of additional traffic can be managed, notably on B1363/A1237 junction and the York Road/A1237 junction, particularly at peak times.	Haxby and Wigginton Liberal Democrats
13189	ST14	Comment	It is a particular concern that an additional settlement (ST14) eventually reaching 1348 dwellings, is also proposed, adding a huge additional load for this already very congested section of ring road. Notes the need for a masterplan to demonstrate how the impact of additional traffic can be managed, notably on B1363/A1237 junction and the York Road/A1237 junction, particularly at peak times.	Cllr Ian Cuthbertson, Liberal Democrat Councillor Haxby and Wigginton

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
11128	ST14	Object	Whilst this Local Plan is much improved I still object to this site for the following reasons: congestion, lack of infrastructure, no public transport, rail improvements will only benefit some and the character of Skelton Village will be damaged by this development.	
63	ST14	Objection	This site would result in very high levels of congestion on the A1237 and surrounding roads and increase congestion from ST9 as traffic would circumnavigate the congestion created by ST14.	Haxby Town Council
73	ST14	Objection	Despite a reduction in housing numbers, there is still concern about the lack of provision of infrastructure, highways, drainage / sewerage, an increase in vehicle movements around the parish and surrounding areas. No provision has been made for the expansion / new burial grounds in the northern part of the City.	Rawcliffe Parish Council
75	ST14	Objection	Suggests that ST14 should be deleted due to the high risks of congestion on A1237, damage caused to business by congested transport links and the improbability of effective road infrastructure being funded.	Skelton P.C.
238	ST14	Objection	An incursion of this size in the open countryside around the historic city is likely to harm the special character and setting of York. At this stage it has not yet been made clear what impact the infrastructure necessary to facilitate this development may have on the elements which contribute to the special character and setting of the City - without this, this allocation has the potential to result in serious harm to SA obj 14. Note that site size and location has been amended since last draft which is an improvement in terms of impact on relationship on York and villages. It also considers the setting of Skelton village.	Historic England
386	ST14	Objection	The site's reduced capacity and the constraint of congestion on the ORR will be a major consideration, with necessary capacity enhancements unlikely to be fully funded from developer contributions. For this reason, the site's housing provision should instead be located within an expanded ST15.	York Green Party
454	ST14	Objection	Do not support ST14 as it will form massing of housing settlements in that part of outer York and unlikely to have critical mass for significant integral infrastructure.	CPRE

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
527	ST14	Objection	Monks Cross Link Road is already regularly congested, with queuing to North Lane roundabout on A1237. Improvements to the Link Road will not address this because of congestion on the ORR. Small scale improvements are inadequate solutions.	
1355	ST14	Objection	Whilst it would be preferable to have no development, the reduction in housing numbers is to be welcomed - any significant development in this area will have a major impact on congestion.	Julian Sturdy MP
1901	ST14	Objection	This site should be removed due to impact on A1237 where traffic from new homes would feed onto most congested part of A1237. Local roads are already struggling and villages such as Skelton suffer effects of rat running as traffic tries to avoid congested A1237. City of York Traffic Implications of CYC Local Plan PO June 2013 states ' the outputs from the modelling indicate that the additional demand on the network could be such that both existing traffic and traffic arising from new development is forced onto less suitable routes as it seeks to avoid congested areas ' - this is already the case! ST14 comes very close to Moor Lane if access is opened up this would be disastrous for Skelton's narrow lanes. This site would destroy an important part of the Green Belt and Skelton's Rural Setting. St14 would not be a free-standing settlement as it is also too close to Clifton Moor. Added to this Hambleton DC are suggesting a large new town be developed north of Shipton by Benningbrough - has CYC considered the implications of cumulative impact this site would have?	
1914	ST14	Objection	The site designation of ST14 causes concerns over issues with, increased traffic, lack of infrastructure, congestion and loss of Green Belt. There are also concerns for the combined effect this site will have with other sites.	
2416	ST14	Objection	Site is in close proximity to the already highly congested northwest portion of the northern ringroad, for which no provision for the increased traffic seems to be forthcoming. Southeastern portions are comparatively fluid. Any housing policy must address the issues of how people are to get to and from their homes as it is unlikely that commuter flows will diminish.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
2484	ST14	Objection	Objects to development of the site on the grounds of likely increase to existing local traffic congestion and congestion on A64 and A1237.	
2765	ST14	Objection	Object to Greenfield development outside existing built-up area.	
3182	ST14	Objection	Objects to development due to impact on traffic congestion on the ring road, and until the ring road is dualled.	
3254	ST14	Objection	The main objection is dependent on major road infrastructure. There are also concerns for this allocation regarding lack of local services including, shops, pubs, schools and other outlets, the need for water treatment, Green Belt boundaries should be larger and the need for landscaping.	
3588	ST14	Objection	ST14 is in the middle of nowhere what facilities will they have if any?	
4429	ST14	Objection	Should only go ahead after the required improvements to the A1237 & B1363, due to the size of the site and number of years to complete. Current infrastructure cannot support long term building work. Major changes required to A1237 and its roundabouts - also Tesco roundabout and Haxby roundabout.	
5315	ST14	Objection	Objects to development of the site on the grounds of: likely increase to existing local traffic congestion and parking; lack of local amenities; drainage under capacity, lack of employment in York for new residents, congestion on A64 and A1237.	
5480	ST14	Objection	The caveats on infrastructure changes required to deliver this site show that it should be removed.	
5533	ST14	Objection	Currently there is a problem with the smell on Shipton Road from the sewerage plant - how will it cope with an additional 1348 homes if it cannot cope now? Extra traffic from this and ST9 will impact on the Outer Ring road. We were flooded in 2000 and building extra homes must add to the threat of future flooding	
5634	ST14	Objection	This is a huge development with big implications for infrastructure and local services. Not convinced they are proportionate or workable given the size and capacity of the roads and the pressure on existing services.	
6286	ST14	Objection	Objects to development on the grounds of its impact on already congested A1237.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
6510	ST14	Objection	Suggests that ST14 should be deleted due to the high risks of congestion on A1237, damage caused to business by congested transport links and the improbability of effective road infrastructure being funded.	
7044	ST14	Objection	The ring road remains grossly inadequate (should always have been joined by slip roads not roundabouts) Inadequate traffic flow especially Wigginton Road that need traffic lights control or flyover. Extra people using these inadequate junctions will need traffic controls.	
7196	ST14	Objection	The A1237 is already gridlocked all day as well as Haxby Road , Wigginton Road and area around Monks Cross. How can 3000+ homes be built in this area (including this site) where roads cannot cope with existing traffic. Doctors and schools are already full in the area, building more homes without more roads, schools, doctors, dentists is madness. Infrastructure needs sorting first. It is impossible to park in Haxby and businesses are closing (i.e. HSBC, Jack Fulton)	
7902	ST14	Objection	Concerned about the lack of capacity in Haxby. There are also issues with, increased housing, roads, lack of capacity in schools, lack of capacity in schools, noise, pollution, traffic, lack of local jobs, loss of character and pressure on hospital services. There are also concerns that neither the Local Plan or the Transport Plan indicate that this site is sustainable.	
9744	ST14	Objection	Very concerned about planned expansion north of Haxby & to West of Wigginton Road, Why build on green space when brownfield sites are available. Haxby and Wigginton Roads take forever to get out of as it is and the ring road is at almost constant standstill. Climate change will result in increased occurrences of flooding - why not build in areas on higher ground. How will drains and sewerage cope/ much of Haxby has problems with poor drainage and standing water at the slightest amount of rain as it. Would ask that reconsider rather than irrevocably damage this beautiful city and surrounding area.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
9957	ST14	Objection	1348 houses on green field land will generate considerable pressure on roads, transport and schools in the area. Scant information is provided as to how these issues are to be tackled or how infrastructure is to be improved giving little confidence the plans are sustainable. More information is required.	
9970	ST14	Objection	This site would result in very high levels of congestion on the A1237 and surrounding roads and increase congestion from ST9 as traffic would circumnavigate the congestion created by ST14.	
10019	ST14	Objection	Do not agree with this site. How will the necessary dualling of the A1237 be funded? The development would add to the burden on existing local services. The site will threaten the separation of Haxby and Skelton with the built up part of York and add to urban sprawl. It will alter the image of York surrounded by countryside, into another Leeds, minus dualled roads. Wigginton roundabout will be a no go area because of increased congestion, which will put of shoppers Clifton Moor.	
10441	ST14	Objection	Badly chosen site: the ring road (A1237) in this vicinity is constantly congested, an additional 1348 homes will bring the road to a standstill. This is a large development on greenbelt land which I object to. Housing development of this size would require additional primary school provision and all secondary schools within reasonable distance are at capacity.	
11089	ST14	Objection	A1237 is already congested, the traffic will become horrendous. There are also concerns for the amount of Student flats being built.	
12108	ST14	Objection	I object to the number of houses proposed from this site. There are already concerns about the traffic issues and the impact on the environment. There are also a lack of shops.	
12128	ST14	Objection	Objecting to ST14, due to poor congestion and traffic issues.	
12130	ST14	Objection	Objecting to development on this site due to issues with; lack of infrastructure, traffic, congestion and health care facilities at capacity.	
12168	ST14	Objection	Objecting to ST14 due to concerns over traffic and congestion, drainage, parking and not enough places in schools.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12203	ST14	Objection	Major consideration needs to be given to the already saturated northern by pass and the effect the new homes would have on it. Rush hour traffic is already unbearable. Local Primary schools are overcrowded, with class sizes regularly over 30.	
12219	ST14	Objection	A1237 is not able to cope with the volume of traffic. Mill Lane junction at Wigginton and York Road Haxby cannot take the extra traffic from further housing developments. Traffic at any time of day between Rawcliffe and Monks Cross roundabouts is so slow you could walk faster. Until a suitable northern relief road/bypass is built or A1237 dualled, no more development in Area 6.	
12220	ST14	Objection	Too much road congestion now, parking in Haxby is a nightmare, schools full, nightmare getting doctors appointment, drains a nightmare.	
12225	ST14	Objection	Further development at this scale in this area is unthinkable without further large scale infrastructure beforehand. The closure of Oaken Grove School a few years ago has put extra pressure on primary school places. Haxby & Wigginton Medical Centre is at breaking point. The Ring Road is at gridlock esp between Clifton Moor and Strensall. Tailbacks into Haxby. Dangerous junctions esp near schools, many rat runs, etc.	
12259	ST14	Objection	Do not want to see any new "villages" being created outside the bounds of the York Outer Ring Road.	
12268	ST14	Objection	The current road infrastructure around this site could not safely or sensibly support a further 1348 homes. If this site is to be developed then the junction of Wigginton Road and the A1237 will need to be improved, as will the junction of Haxby Road and the A1237 as traffic typically backs-up between the A19 and Haxby Road during peak traffic times.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12281	ST14	Objection	The foul and surface water drainage systems currently serving Haxby are inadequate and seriously overburdened. If these new housing development proposals are to go ahead the drainage systems serving them running into and through the existing drainage systems must be reviewed and addressed before any new home development takes place. The current roads systems currently serving Haxby and the surrounding area can and do become 'gridlocked' especially at morning and evening rush hour and school start/leave times and when the level crossing barriers are down. Proposed development at ST14 and H46 will make the access and ring road situation much worse. Action must be taken to improve the capacity of the current access roads and the ring road and create new access roads to serve and take traffic from the developments and, ideally, before any new home developments take place.	
12291	ST14	Objection	The A1237 is already congested the majority of the time. It would make sense to move this site closer to the A64 as most of the people who will buy these properties will be looking to commute.	
12300	ST14	Objection	Destroys a green area - Do not Build	
12308	ST14	Objection	Sewerage and grey water drainage systems already stretched to limits - additional housing will only make matters worse. Extra housing = 1200-1500 additional cars on already busy roads York Road and ring road already over loaded at peak times now. Loss of green fields - previous housing estates have already used enough green field sites	
12310	ST14	Objection	Must try to save the green belt - site is too large and has too many proposed new houses. ST14 will no doubt spread and ruin surrounding green belt. Haxby cannot cope with further development - lack of amenities, congested roads and parking in village and flooding and drainage issues	
12325	ST14	Objection	Concerned about whether the existing infrastructure will be able to cope or whether enhancements will be mandated part of any development. For example the building/extension of schools; health centres; adequate parking in Haxby centre; dualling of northern ring road (or my preference of grade separation of the junction)	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12338	ST14	Objection	Size of proposed development is too large, especially taking into account other proposals in the vicinity. Infrastructure would not cope. Major concerns also re schools/doctors/dentists already at full capacity. Development should be halved.	
12339	ST14	Objection	Site is unspoilt countryside and should be avoided to preserve wildlife. Preferred option would be land to west of Haxby/Wigginton adjoining estate to protect old village and still keep green corridor into York	
12341	ST14	Objection	Object - are plans in place for another doctors surgery/schools/dentists etc. Roads to be improved as already cannot cope? Affordable housing provision? Better facilities such as shops? Ring road to be upgraded? Congestion now and road infrastructure cannot cope! Drainage issues now and cannot cope with existing pressures.	
12378	ST14	Objection	There are already sufficient new developments in this area west of Clifton Moor Retail Park and new development at The Grain Stores. The A1237 to the south of this proposed development could have over 1300 more vehicles using it and is already a nightmare constantly car jammed with long delays. Before developing in this area the infrastructure needs to be improved. There is insufficient school provision to accommodate 1348 households in this area.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12383	ST14	Objection	<p>Welcome the reduced site area to 55ha and 1300 dwellings but this still represents a significant intrusion into valuable green space separating Skelton and Wigginton. A formal green belt for York has yet to be established this infill development negates progress to this objective. Major sections of the northern ring road cannot cope with existing traffic flows and this extends to long periods throughout the day, not just restricted to peak times. Problems include access restrictions experienced by emergency services. Providing adequate road capacity for forecast future demand is essential to allow for future housing growth. Cycle lanes and P&R can help but their beneficial effect is only marginal. The documents do not refer to current/future estimated traffic demand and capacity - this is essential data. Once estimated this should be costed out and sources of finance identified. Our estimated increase to traffic is calculated at 1100-1200 extra vehicle movements (based on Del Monte CYC estimates) going both east and west on A1237 during peak hours. Rural roads are being affected - Skelton and settlements to the east already experience traffic seeking to avoid congested ring road in places these roads are too narrow to cope. Developments will exacerbate this problem. Roads in Skelton affected are Moorlands Road, The Village, and St Giles Road. Road infrastructure provision in the Plan proposals should recognise the issue and bring forward measures to ameliorate them.</p>	Skelton Village Trust
12406	ST14	Objection	There are issues with, increased traffic, drainage and loss of quality of life.	
12458	ST14	Objection	Traffic - local roads too narrow. Flooding in Windsor Drive. Were discussions carried out with ambulance services? Traffic - already too congested with narrow local roads. Local flooding is experienced extensively after heavy rain. Local facilities - schools, surgeries, hospital etc. cannot cope with demand now.	
12510	ST14	Objection	Objects to development of the site on the grounds of: inadequate drainage/flooding problems; likely increase to existing local traffic congestion/parking problems; lack of amenities.	
12530	ST14	Objection	This development would cause chaos with regard to traffic.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12542	ST14	Objection	This site would result in very high levels of congestion on the A1237 and surrounding roads and increase congestion from ST9 as traffic would circumnavigate the congestion created by ST14.	
12556	ST14	Objection	ST14 seems to exist in isolation neither adjacent to Wigginton Road or A1237 ring road and will sterilise the intervening land and/or lead to further development of that land. Development of this nature/size should take place east of Wigginton Road abutting Wigginton/Haxby.	
12718	ST14	Objection	Objects to development on transport/air pollution grounds - additional traffic generated is likely to increase journey times significantly for everyone in the area.	
12831	ST14	Objection	The increase in population and housing in Haxby area would be far greater than the village amenities are able to sustain as well as issues with congestion. I am confused as to why Poppleton is not being extended as it had better infrastructure.	
12881	ST14	Objection	Concerned about the A1237 and congestion as well as issues with pollution and infrastructure.	
13026	ST14	Objection	New boundary proposed (1). 65.36ha delivering a minimum of 1,350 homes at the site and ensuring CYCs Planning Principles are delivered (site 915). Site is suitable and in a highly sustainable, unconstrained location. The site is available now and is in the control of a national housebuilder and regional development company who are actively seeking to secure planning permission. The site can be considered achievable as homes can be delivered on the site during the next 5 years, and indeed within the first 5 years of the Plan.	Paul Butler Planning obo Barratt Homes, David Wilson Homes and TW Fields

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13026	ST14	Objection	New boundary proposed (2). 72.73ha delivering 1,725 homes with proportionate enhancement of Planning Principles (site 916). Site can provide additional capacity to accommodate CYC's annual housing requirement should it increase. Reduced southern boundary to Clifton Moor (413m). Reduced open space within the site - notes substantial areas of open space on the site's western boundary. Note that technical review of SHMA suggests that there is a compelling case for the release of additional land as housing allocations in order to meet the City's full OAHN, such as through the proposed amended boundary. Site is suitable and in a highly sustainable, unconstrained location. The site is available now and is in the control of a national housebuilder and regional development company who are actively seeking to secure planning permission. The site can be considered achievable as homes can be delivered on the site during the next 5 years, and indeed within the first 5 years of the Plan.	Paul Butler Planning obo Barratt Homes, David Wilson Homes and TW Fields

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13030	ST14	Objection	<p>The development of this strategic site conflicts with three of the five key purposes of Green Belt, namely to: check the unrestricted sprawl of large built-up areas; assist in safeguarding the countryside from encroachment; and preserve the setting and character of historic towns. This site is isolated from the urban area of York and its allocation for housing would result in an intensive form of new development which would be contrary to the Framework and would have a major impact on the Green Belt. This could set an unwelcome precedent and result in unrestricted sprawl into the Green Belt. Do not believe that there is a reasonable prospect the infrastructure which will be needed to serve this site can be delivered within realistic timeframes. Disagree with the Council's conclusion that the site is suitable and deliverable for the scale of housing proposed in York. The approach that the Council has adopted of seeking to preserve the setting and character of York lacks transparency and is at the expense of the other purposes of Green Belt. There is a risk that if this site is not delivered the Council will be unable to demonstrate a sufficient supply of deliverable housing land. The evidential basis to justify the selection of the site through the emerging Local Plan has not been provided by the Council</p>	Turley Assoc

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13054	ST14	Objection	Haxby and Wigginton cannot support further development due to road sizes, drainage, school places, air quality and residents quality of life. Moor Lane is far too small to cope with extra cars and both York Road and Wigginton Road are wholly inadequate to cope with the extra weight of traffic. The two exits from the ring road are already blocked throughout the day. The sewerage system cannot cope now on rainy days so will require upgrades. Primary schools are full and have no capacity therefore a new school will be required. Who will move to the new houses and where will they work? Government has to increase the amount of houses being built though CYC needs to take into consideration where new employment opportunities are coming from before houses are built. Transport links will need upgrading to provide access to employment areas. The environmental impact and air quality will affect current residents. Power lines are a concern as no-one should live within 500m of them as can cause serious health issues. Road structures, sewerage systems, infrastructure and facilities are all inadequate to deal with further development and will all need addressing if development is to go ahead.	
13066	ST14	Objection	What is the strategic roads and transport plan and associated air pollution impact assessment, especially for the northern ring road and A64 to take pressure off the linked minor arterial routes into York? This Plan must be identified and costed first to test feasibility of housing and employment growth. large part of housing proposals for York are likely to impact on traffic volumes on northern part of current ring road which struggles to cope now. Roads such as Huntington Road are already taking too much traffic, especially HGV traffic and cycling is a perilous activity. This is not an environmentally/cycle friendly city. Employment proposals will add pressure and the combination of developments is potentially going to make living and working here unbearable.	
13148	ST14	Objection	Objects to development - the site is too small to support necessary infrastructure investment needed to provide for a free-standing settlement.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13176	ST14	Objection	Welcome provision of housing in the area, but am concerned about the extra pressure on the infrastructure. The roads are very busy / clogged and parking is insufficient. Roundabouts are poor as they haven't been upgraded. They must be improved first, and developers should be forced to improve them before any development takes place.	
13178	ST14	Objection	Objecting to the inclusion of ST14. Particularly objecting to the size of the settlement (stated as 1348 dwellings) and its location due to having adverse environmental impacts including landscape harm, developing agricultural land and encouraging car as well as congestion. Object to the site capacity of 1348 as not of sufficient scale to provide range of facilities and services required for standalone settlement. Highways impact of proposals will be significant, particularly into the ring-road. Ring-road also acts as barrier for connectivity to existing facilities at Clifton Moor. Grade separated junction would have serious landscape impact. Site needs extensive infrastructure to provide all services on site.	Airedon Planning and Design
13182	ST14	Objection	Objection to ST14 boundary - should be expanded to deliver more homes. See ID 13026.	Barratt & David Wilson Homes
56	ST14	Support	The boldness of the proposal is to be applauded, however this development should not go ahead until the dualling of the A1237.	Clifton Without Parish Council
77	ST14	Support	Section 4: This consultation - agree that the site, identified in Area 6 on page 186 represents the views of residents of the parish.	Strensall with Towthorpe PC
238	ST14	Support	Recommend that there is considerable merit in continuing to explore the potential offered by this new settlement - the degree of harm caused to York's special character and setting could be much less than that caused were a similar scale of development located on the edge of the built up area of York, or within existing surrounding villages.	Historic England
5410	ST14	Support	Support as a residential site believe it should be much larger with at least 3000 homes to alleviate York's chronic housing shortage.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5826	ST14	Support	The site should be expanded westwards to include the next line of fields, providing a more rounded settlement while retaining good separation from Skelton and make an additional access route from the Clifton Moor Gate / Ring Road roundabout.	
5848	ST14	Support	This site is an opportunity for developers to start on a clean slate approach, which can open opportunities for community design. The scale of development proposed is that of a village in its own right. As a greenfield site, providing its own facilities, it 'does not have any development issues going through 2 existing villages, as with ST9 and H54'. A number of related issues need consideration, namely, primary school spaces, facilities, doctors, dentists, library, cemetery, footpaths, play areas, allotments.	
6177	ST14	Support	This plan is a thousand times more sensible than the 2014 predecessor, a smaller 'garden village' with its own amenities and a smaller 1,348 dwellings is more realistic	
10493	ST14	Support	States the site is a good idea in principle. Notes the following: that agricultural land should be preserved as should the green belt, Clifton airfield runways should be preserved, congestion on the A1237, need improved motorway junctions, access to B1363 could lead to more congestion, need a bus service, concerns over the sewage system and water pressure.	
12407	ST14	Support	Comment suggests development on this site should precede H54 and ST9, given the infrastructure involved. Although not in Haxby and Wigginton, will have an impact on infrastructure and roads. The proposals needs to have new services such as schools, doctors, church, transport hub.	Haxby & Wigginton Neighbourhood Plan Steering Group
12532	ST14	Support	I would support this project in its entirety. This would require: GP surgery, primary schools, secondary schools, library, cemetery, places of worship, open and green space, retail, parking, transport, bus terminal and railway station.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12534	ST14	Support	I am in support of this development. If built this development should consider: GP and dental surgeries, primary and secondary schools, a library, cemetery, places of worship, parking transport drainage, bus services, railway, access and solutions to poll	
12651	ST14	Support	This site is to be developed with their own infrastructure and the ability to expand should be the way forward.	
12764	ST14	Support	ST14 would not have a negative effect on existing villages and should be developed totally, before any development takes place on ST9 or H54.	
12770	ST14	Support	ST14 would not have a negative effect on existing villages and should be developed totally, before any development takes place on ST9 or H54.	
12944	ST14	Support	Supports development nearer the ring road in preference to H54.	
12948	ST14	Support	It seems that it would be better to build ST14 on a clear site with unobstructed access to the ring road and routes to Leeds where most people will work.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13026	ST14	Support	Fully support the principle of the proposed allocation of the site, and of delivering a Garden Village design philosophy with the provision of substantial community infrastructure including a primary school, village centre and open space (incl recreational facilities). Site is suitable and in a highly sustainable, unconstrained location. The site is available now and is in the control of a national housebuilder and regional development company who are actively seeking to secure planning permission. The site can be considered achievable as homes can be delivered on the site during the next 5 years, and indeed within the first 5 years of the Plan. Development proposed will: preserve the City's historic and landscape character; maintain key views to York Minster; deliver permanent future boundaries to the site; replicate historic patterns of development: a satellite settlement on the periphery of the urban edge. Note submitted highways/access proposals, including contributions towards necessary upgrades. A bus route will be provided through the site, via the A1237 and Wigginton Road access points. Pedestrian/cycle connections will be provided throughout the site and delivered to existing connections including a footbridge to link to Clifton Moor. Notes that the scope to significantly reduce impacts on the ORR is limited.	Paul Butler Planning obo Barratt Homes, David Wilson Homes and TW Fields
13162	ST14	Support	ST14 would suffer from the problems associated with the A1237 but would not have a negative impact on the village and should be developed totally.	
13182	ST14	Support	Supports allocation in principle. Note suggested boundary change, to enable delivery of more homes.	Barratt & David Wilson Homes

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
2	ST15	Comment	<p>Previous concerns regarding the proximity of the site to the Tilmire SSSI have been partly satisfied as the site has been moved away from the SSSI and proposed housing numbers reduced. Still concerns re potential impacts from visitors to SSSI and consider that mitigation tailored to specific site should be required. Site now closer to Elvington Airfield SINC which will require mitigation. Also consider impact on bird species on candidate SINC and mitigate. We would need to see more details of the mitigation scheme before we could fully assess the impacts of such an allocation. given the sensitivity of the location, we advise that the council considers including detailed masterplanning of the proposal including mitigation measures and bespoke policy in order to ensure delivery of measures. In addition we would like to see a requirement for mitigation measures to be delivered prior to the commencement of development. Given the need for a Sustainability Appraisal and assessment of alternatives we would re-iterate our earlier advice that alternative locations in less sensitive areas be fully explored before any allocation is made in the Local Plan.</p>	Natural England
3	ST15	Comment	The environment agency note the change in site boundary, and that the site is now located primarily in Flood Zone 1. They advise that a sequential approach to the layout of the site should be taken with all development in Flood Zone 1, with Flood Zones 2 & 3 being left as green open space	Environment Agency
10	ST15	Comment	ERYC queried whether the scale and type of development proposed on ST15 and ST27 (within the plan period) would be able to support the construction of a new junction on the A64.	East Riding of Yorkshire Council
79	ST15	Comment	Some concerns regarding green belt however a stand alone new village is preferable to 'bolting on' large areas of housing to existing village (like ST33). The development would integrate infrastructure to help achieve sustainability objectives and a Garden Village design would provide appropriate spatial layout of housing, green space and amenity open space.	Wheldrake PC

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
246	ST15	Comment	To facilitate ST15 objectives, significant visual and acoustic landscape separation from any new settlement must be incorporated to minimise potential conflict between the proposed residential and established aviation uses. Comment requests that due recognition be given to the Museum and Memorial's long-established and fundamental operation requirements (note reference to 1998 Development Brief).	Yorkshire Air Museum & Allied Air Forces Memorial
259	ST15	Comment	Yorkshire Ambulance Service request that specific text is included within the allocation to make provision for a spoke facility (specification given)	Yorkshire Ambulance Service (through
386	ST15	Comment	Changes to site's capacity and location (further south of the ORR) mean ambitions for sustainable transport provision are less likely to be delivered. Note support for continued inclusion of measures to protect the Tilmire.	York Green Party
671	ST15	Comment	Development should be contained so that it does not spread over the existing airfield runways.	
863	ST15	Comment	Commenting on ST15 Land to the West of Elvington Lane, no vehicle access to whinthorpe through Heslington or Common Lane, access for existing residence must be maintained, should protect SSSI from dog walkers, should have a comprehensive transport plan.	
1069	ST15	Comment	Concerned about this allocation due to the following issues, lack of primary school provision, lack of secondary school provision, increased traffic, lack of infrastructure and lack of employment.	
1641	ST15	Comment	Crucial the primary entry point is via the A64 - agree Elvington Lane is totally inadequate for this purpose, but do support the prospect of Elvington Lane being a secondary entry point. This option will serve two aspects, 1) will provide alternative route to A64 for residents of Elvington thus avoiding A19 via Wheldrake and A1079 via Elvington Lane/Grimston. 2) Crucial for public transport to continue from new site to Yorkshire Air Museum and into Elvington and Wheldrake.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1668	ST15	Comment	<p>THESE COMMENTS REFER TO REP 'AMENDED SITE BOUNDARY NO.1'. There is evidence to suggest that CYC will need to identify additional housing sites to those currently identified in order to meet the City's housing need. Our client has instructed Barton Willmore to undertake a Technical Review of the Council's SHMA to consider the methodology that has been utilised in formulating the OAHN:there are considered to be issues with the methodology used/incorrect data has been used as the starting point for calculating the housing requirement for the City. Our client therefore objects to the Council's OAHN and consider that a more appropriate figure would range from 920 dwellings per annum to 1.070 dwellings per annum. Accordingly, there is a strong planning case for the allocation of additional land for residential development, including an extension of the ST15 (ST34) site. Also identify an objection to the approach taken by CYC with regard to the delivery of windfall development throughout the plan period, which currently stands at 152 dwellings per annum or approximately 18% of the City's overall housing requirement. The fundamental reason for the historically large figure of windfall site development in the City can be linked back to the lack of an adopted plan, which in turn places a huge reliance on windfall site, as noted by CYC in paragraph 3.5 of the technical paper. Concerns in respect of the deliverability of the York Central site. Identified concerns associated with CYC's exclusion of safeguarded land from the emerging Local Plan. Given the historic issues surrounding CYC's Local Plan and Green Belt constraints, Barton Willmore have identified that future versions of the Local Plan need to build in flexibility for the plan to ensure that homes can be delivered in the plan period and beyond. York's historic under delivery has partly been due to the Green Belt and the lack of available sites. This combined with problems and delays relating to plan making in the past, makes the safeguarding of land a vital fall-back position band an obvious proposition. The lack of safeguarded land could result in a similar position towards the end of the plan period. and the start of the next plan period where no land is available and no plan is in place.</p>	Barratt & David Wilson Homes

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1668	ST15	Comment	<p>THESE COMMENTS REFER TO REP 'AMENDED SITE BOUNDARY NO.2'. There is evidence to suggest that CYC will need to identify additional housing sites to those currently identified in order to meet the City's housing need. Our client has instructed Barton Willmore to undertake a Technical Review of the Council's SHMA to consider the methodology that has been utilised in formulating the OAHN. There are considered to be issues with the methodology that has been used and incorrect data has been used as the starting point for calculating the housing requirement for the City. Our client therefore objects to the Council's OAHN and consider that a more appropriate figure would range from 920 dwellings per annum to 1.070 dwellings per annum. Accordingly, there is a strong planning case for the allocation of additional land for residential development, including an extension of the ST15 (ST34) site. Also identify an objection to the approach taken by CYC with regard to the delivery of windfall development throughout the plan period, which currently stands at 152 dwellings per annum or approximately 18% of the City's overall housing requirement. Concerns in respect of the deliverability of the York Central site and possibility that the City could fail to demonstrate the delivery of sufficient number of deliverable housing sites to meet the City's housing requirements. Identified concerns associated with CYC's exclusion of safeguarded land from the emerging Local Plan. Given the historic issues surrounding CYC's Local Plan and Green Belt constraints, Barton Willmore have identified that future versions of the Local Plan need to build in flexibility for the plan to ensure that homes can be delivered in the plan period and beyond. York's historic under delivery has partly been due to the Green Belt and the lack of available sites. This combined with problems and delays relating to plan making in the past, makes the safeguarding of land a vital fall-back position band an obvious proposition. The lack of safeguarded land could result in a similar position towards the end of the plan period. and the start of the next plan period where no land is available and no plan is in place.</p>	Barratt & David Wilson Homes

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1673	ST15	Comment	The University of York appreciates the benefits of exploiting synergies with the proposed new settlement ST34, in terms of servicing including transport, energy and waste. Of major benefit would be a direct access to A64 from the campus extension, if this is provided by the promoters of ST15 - greatly advantageous to business users and relieving congestion on the Grimston Bar junction. Discussions have been held between the developers of ST15 to explore the opportunities of linking the University campus with this development, creating a sustainable community and an ideal location of staff to live with easy non-car access.	O'Neill Associates obo University of York
1887	ST15	Comment	Comment on relationship of development site with Grimston Wood (SINC site), and benefits to be afforded to development from integrating the wood into masterplanning at the design stage.	
3254	ST15	Comment	There are concerns for this allocation regarding, access, student accommodation, loss of agricultural land, traffic and congestion, loss of space for emergency aircraft landings and the need for a water treatment facility. The site could form a pleasant cycle route. The reduction in the number of homes to be built on the sites and the repositioning of the sites is to be commended.	
3313	ST15	Comment	Comment requests that the development considers how visiting anglers will access Common Lane/Long Lane and Langwith Stray in order to fish at Langwith Lakes.	
3431	ST15	Comment	Much more detail is required of the intended transport links from the proposed site, including how additional cycle paths may ease congestion.	
5152	ST15	Comment	Rep comments on the following in relation to ST15: more use should be made of brownfield land, with a reduction in greenfield wherever possible; the document does not include enough detail to allow public to comment on either 'significant level of mitigation' needed to alleviate transport/road capacity concerns or the potential new road junction on A64; the document should be clear on how vehicular traffic through Heslington village will be avoided (except for access);	
5402	ST15	Comment	This site should provide provision and maintenance of the cycle tracks. There are concerns about the proximity to the nature reserve but relieved that it has been moved away to reduce some of the impact.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5826	ST15	Comment	Site should be developed at suburban densities as the size of the site makes it similar to the archetype assigned to Haxby / Wigginton. This would give a yield of approx 3800 homes.	
10842	ST15	Comment	Commenting that there may be issues with; density, access, infrastructure, loss of agricultural land and concerns about emergency access.	
10895	ST15	Comment	This site would benefit from direct access unto the A64 and with appropriate transport planning new road networks would be established rather than considering the B1228 as an access route for any site. Concerned about sites using the B1228 access will destroy bridleways and routes for cycles, dog walkers, leisure and runners.	
10919	ST15	Comment	Concerned about the lack of information on the sustainability of the site and in particular there is considerable confusion regarding the access arrangements and the ability of existing residents and businesses to use the existing road network including Common Lane without any new traffic from the new development interfering with this continued use. There are also concerns for the narrow roads and capacity for vehicles and cycles.	
12151	ST15	Comment	Commenting on ST15, that the development should be in keeping with the Yorkshire theme.	
12152	ST15	Comment	Commenting on ST15, that the site may cause congestion and traffic issues.	
12160	ST15	Comment	This is a remote site needing expensive infrastructure and may be better to use land inside the A64 ring road as originally planned for the university expansion. Consider using a mix of organised self build	
12162	ST15	Comment	Commenting on ST15, there may be issues with the site being of special scientific interest and the ecology of the area should be taken into account.	
12169	ST15	Comment	Commenting on ST15, there may be issues with; taking land from the green belt, the site of special scientific interest, wildlife, farming and that provisions should be made to protect the ecology of the area.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12294	ST15	Comment	The proposed building of 3339 dwellings between the A64 and Elvington is good in principle, but requires further information regarding roads etc. Can the A64, A1079 roads into York cope with the profound increase in dwellings in the area? Much work needs to be done to make a convincing case that the transport roads etc. can cope.	
12332	ST15	Comment	Elvington Lane is already dangerous and difficult for cyclists. This should be improved. If construction traffic to use Elvington Lane it needs improving drastically before work takes place. Glad no access from Heslington for vehicles, just bikes and pedestrians. If access mainly from A64 concerned housing will be for Leeds people not Yorks. Hope green areas, shops, community facilities, doctors surgeries, schools etc are all planned in from the start.	
12497	ST15	Comment	ST15 would cause problems with, the view of the area and the peaceful countryside, change of the character of the area, loss of the green belt, noise, transport, buses and extra vehicles, and the Police, Fire and rescue service. The development should be screened using landscaping during construction and afterwards.	
12649	ST15	Comment	A green wedge should be planning to the south of ST15 to protect the SSSI to prevent infill development.	
12676	ST15	Comment	Suggest that there is no vehicular access to Langwith Stray, Long Lane and Common Lane from proposed new development - this would protect the SSSI and avoid the need for any traffic control for local residents and visitors in Heslington.	
12798	ST15	Comment	Concerned that the tenant farmer will loose his livelihood with minimal compensation.	
12836	ST15	Comment	This area is next to the Tilmire SSSI and concerned about a number of issues affecting this, noise disturbance, loss of flora and fauna, loss of cultural heritage and loss of natural beauty.	
12844	ST15	Comment	Concerned about the site density, lack of employment in the area, lack of schools, retail and recreational space.	
12902	ST15	Comment	I have concerns about: infrastructure, transport links to A64 & B1228, effect on the countryside, spoiling the runway, loss of tourism, the runway should be retained for historical and recreational reason, access, decontamination and loss of schools. A free standing development would be better.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12959	ST15	Comment	Concerned about this development for the following reasons: new housing should be subject to an Article 4 Direction for more family homes, increased traffic, roads are saturated, creating more work places will increase the housing demand and therefore should be allocated on the outer ring road.	
13074	ST15	Comment	The bridleway way and cycle route is well used across the site. There is a need for a green corridor across the site and the site should not cut into the runway.	
13095	ST15	Comment	Notes proximity of the site to proposed alternative site for business park (Land East of York Designer outlet). This could provide employment opportunities for ST15's new residents.	How Planning obo Oakgate Group and Caddick Group
13122	ST15	Comment	Support the reduction in size of this allocation from 392ha to 159ha and from 4680 homes to 3340 and back the proposal to move the site southwards to protect the character and setting of York and Heslington Village as well as utilising the brownfield development opportunity at Elvington Airfield. However, also recognise that local residents continue to have concerns about the proposed development. A key challenge will be to address issues over transport infrastructure. There should be no car or bus access through Heslington Village and access to site coming via the A64 and Elvington Lane. A robust transport strategy will need to consider access issues for local residents and work should ensure the protection of Heslington Tilmire SSSI.	Cllr Keith Aspden
13149	ST15	Comment	This is a substantial housing development that will require an upgrade on Elvington Lane up to Grimston Bar Roundabout and the access to Grimston Roundabout would need to be completed before build work started. This number of homes would need an upgrade to medical facilities, public transport and local shops - has this been factored in?	
13163	ST15	Comment	Notes that reference to site has changed from ST34, which may be confusing to those responding to consultation.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13174	ST15	Comment	There is no detail in the plans relating to transport infrastructure, biodiversity protection (especially in relation to the SSSI), landscape strategy, sewerage, drainage, power supplies etc. Heslington has managed to retain its character and is already suffering from pressures surrounding University expansion.	
42	ST15	Objection	Objecting to ST15 Land to the West of Elvington Lane due to, proximity to the impact zone for Lower derwent Valley Special Protection Area (Flooding and Birds), closeness to the SSSI the Heslington Tilmire, lack of a habitat enhancement area, fragmentation of the Ouse and Lower Derwent Valley and loss of habitats (birds), being within a site of importance for nature conservation, disruption to bird breeding, proximity to A64 deterrent to cyclists, complexity of long term management with multiple landowners, habitat enhancement areas will be difficult to ensure and lack of a master plan. The original habitat enhancement area should remain with buffer areas, a long term management plan is needed, researched access, a recreation plan and a master plan.	Yorkshire Wildlife Trust
46	ST15	Objection	Whilst village trust supports some of the changes made by CYC since last consultation, still concerns over traffic and access through Heslington, site location and Tilmire SSSI, historic views, viability of development which may lead to expansion of site or increase in density.	Heslington Village Trust
48	ST15	Objection	Welcome reduction in size and the fact that it is now partly brownfield. However, consider that for development of this scale, there are too many unknown issues including lack of information on biodiversity mitigation, traffic infrastructure and landscape strategy.	Heslington PC
61	ST15	Objection	Elvington PC concerned about lack of detail on impact to local area on infrastructure, especially transport	Elvington PC
62	ST15	Objection	Site fulfils green belt purposes, the development would have urbanising effect upon open countryside, new access to A64 would damage countryside. Site should be deleted.	Fulford PC

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
238	ST15	Objection	Allocation has improved since last LP draft - it is reduced in size and located further from A64. A stand alone settlement is likely to cause less harm on the setting on York than an extension on the urban edge. However, it is by no means clear what impact the infrastructure necessary to deliver this new settlement will have upon York's special character and setting. As we made clear in our response to the last consultation, this aspect is of paramount importance. The Plan will need to demonstrate that this area can deliver the scale of growth anticipated in a manner commensurate with safeguarding those elements which make York such a special place. In the absence of this information, this allocation has potential to result in serious harm to SA Objective 14.	Historic England
451	ST15	Objection	The developer objects to the assumed delivery from this site. The assumed delivery from this site needs to be reassessed. It is unclear why the Local Plan consider it to be appropriate to remove this large site from the green belt. No planning application has been submitted. There is no certainty that this site is deliverable, even if the site is deemed suitable for development we feel that it is unlikely to deliver more than 90 units per annum causing a shortfall of 775 dwellings. We strongly object to the anticipated delivery assumed from ST34 these assumptions are unsound and are not justified. Further, we find it difficult to believe that ST30 would cause more harm than the development of this site.	DPP obo Linden Homes and Miller Homes
458	ST15	Objection	Site is unsuitable for housing or any development.	
532	ST15	Objection	Object to the density figures and over estimation of assumed delivery for ST34. Doubt site's viability and deliverability, particularly because of infrastructure requirements. Delivery rates more likely to be around 835 over plan period	Shepherd Group Properties Ltd

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
657	ST15	Objection	<p>Suggest site pushed further NW to A64 using more of previous land proposed for ST15 and SF3 rather than destroying historic runway and impinging on two rural villages.</p> <p>The new allocation moves the site closer to Elvington and Wheldrake, encroaching into the Elvington Tillmire corridor and further away from A64.</p> <p>Negative impact on tourism if runway used.</p> <p>Population of new town is disproportionate to neighbouring villages, impact could result in loss of traditional village lifestyle and rural hinterland setting of York.</p> <p>Public bridleway to Elvington Lane used regularly by dog walkers and cyclists.</p> <p>Proposed development of ST15 and expansion of Elvington Industrial Estate is in danger of creating urban sprawl.</p> <p>Transport links need explaining further.</p>	
670	ST15	Objection	<p>Whilst the reduction in the size of this site is welcomed we object to this allocation. There are concerns for, loss of Green Belt, loss of countryside, lack of highways, lack of infrastructure, congestion and the negative impact this may have on the Tilmire SSSI.</p>	
880	ST15	Objection	<p>The two main roads to S/E of York (A19 and A1079) already heavily congested at peak times - adding potentially thousands more cars will be too much pressure on these roads. Main access from A64, with access from Elvington Lane - therefore, plans statement of providing secure access for Heslington residents now appears obsolete if no access from Langwith Lane. Any sort of barrier will affect businesses. No details of A64 link - this will require major road crossing numerous greenbelt fields potentially including some of fields already taken out of previous plan.</p>	
1008	ST15	Objection	<p>The site is unsuitable for development on a number of grounds - along with surrounding land (include some with wildlife designations) it provides a green lung for south/south east York. Significant traffic generated by the site would add to an already congested road network. Concern over how the site will be serviced?</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1056	ST15	Objection	How will extra traffic from the new village near Elvington be managed - A1079 already gridlocked at rush hour.	
1150	ST15	Objection	ST15 would have to be fully supplied with its own utilities and transport links, therefore having the site closer to the A64 and linked to two points would be a better option and no other village would be affected.	
1353	ST15	Objection	In our view there is an over reliance on housing delivery from this site.	
1399	ST15	Objection	The previous HEA appears to be excluded from the allocation, with no alternative marked. No information is provided to indicate that any work has been undertaken on the recreation strategy. Further, the inclusion of a large part of Elvington Airfield, including parts of the SINIC, without assessment of either direct or indirect impacts of the housing allocation, is concerning, particularly in light of the Council's own previously negative assessment of allocation here. If ST15 is allocated in advance of the HEA, the recreation strategy and all other mitigation measures being secured through policy there is a high risk of the allocation being found unsound.	Royal Society for the Protection of Birds (RSPB)
1666	ST15	Objection	This site will have a major impact on the city. There are concerns for the loss of Green Belt, the Derwent Tillmire nature corridor, no need for a Garden Village, poor access, loss of Elvington Airfield, loss of tourism, loss of heritage, vandalism and lack of use of brownfield land.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1668	ST15	Objection	<p>THESE COMMENTS REFER TO REP 'AMENDED SITE BOUNDARY NO.1'. Object to the current allocation boundary of ST15 (ST34) as it needs to be expanded in order to deliver a development of 4,000 homes (plan submitted, site ref 877). In order to ensure the provision of a deliverable and viable development proposal, which delivers the number of homes prescribed by CYC as a minimum, alongside each of CYCs proposed 'Planning Principles', BDW's land located to the north west of the allocation boundary should be included within an amended boundary for the site. In order to deliver a Garden Village design philosophy, with the provision of substantial community infrastructure, public open space and strategic green space, additional land is needed to ensure that the development is deliverable. The increase in size of the allocation will provide greater flexibility in meeting the City's housing needs, deliver long term permanence of the Green Belt and provide a proportionate uplift in the social and economic benefits that the development can provide to the City. The inclusion of BDW's land within the allocation boundary will increase the viability and feasibility of providing the principal access point to the A64 by moving the allocation boundary closer to the A64.</p>	Barratt & David Wilson Homes

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1668	ST15	Objection	THESE COMMENTS REFER TO REP 'AMENDED SITE BOUNDARY NO.2'. Object to the current allocation boundary of ST15 (ST34) . To ensure the provision of a deliverable development proposal, which delivers circa 5,000 homes alongside each of CYC's proposed 'Planning Principles', comment suggests: BDW's land (NW of the proposed allocation) should be included within the amended boundary (site ref 821, reflecting FSC and halted publication Plan); better located to provide a viable/feasible principal access point to the A64; additional land is needed to ensure that the development is deliverable and viable, helping achieve Garden Village aims of substantial community infrastructure, public open space and strategic green space, . The increase in the size of the allocation will provide a proportionate uplift in the social and economic benefits that the development can provide and provide greater flexibility in meeting the City's housing needs/delivering long term permanence to the Green Belt.	Barratt & David Wilson Homes
1675	ST15	Objection	We are concerned that the proposed allocation of ST15 land to the West of Elvington Land would not create and support, sustainable patterns of development. These are due to the following concerns: situated in the open countryside, isolated, no existing infrastructure, new homes would only be provided at the end of the plan period, no known developer interest, buffers would result in the loss of a developable area, not of sufficient size to support the required range of social and physical infrastructure and would need to provide a secondary school requiring 5,000- 6,000 homes to be built. The site has not been subject to a full Sustainability Appraisal. The site will have a negative impact on health and wellbeing, education, skills development, workforce, conserving and enhancing green infrastructure, biodiversity, geodiversity, flora and fauna, using land resources efficiently, water efficiency, conserving and enhancing the historic environment, cultural heritage, character, protecting York's natural and built environment. The site is remote from public transport.	Johnson Mowatt obo Taylor Wimpey

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
2412	ST15	Objection	<p>*Site size has been reduced by around 59%. Original dwellings planned was 2380 homes - current proposal is 3339 with 1610 for plan period. Original plan was for 2380 homes, now 33399 (40% increase) indicating a potential cramming of houses.</p> <p>*CYC states a 'provision of dedicated secure access for residents and landowners to be agreed with community of Heslington' hope this does not become a gated community.</p> <p>*Site is in majority flood zone 2 - how will this be alleviated?</p> <p>No details of dedicated education and community provision - no details of how these provisions will be financially available.</p>	
2765	ST15	Objection	I object due to large scale Greenfield development, loss of agricultural land and impact on SSSI.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
3220	ST15	Objection	<p>It is hard to comment on this site as it is so enormous and significant yet proposals are very vague and superficial. Object on the following grounds; this does not represent strategic and progressive planning involving local people more careful debates need to be held. The positives in the Consultation document read as if taken from a sales document and there is a distinct lack of critical appraisal. Originally we had the bizarre Whinthorpe proposal and now the tactics seem to be 'if we move it near Elvington at least Heslington wont complain'. Moving the site is a crafty move but it is too close to Elvington village and will seriously overwhelm it and its rural character is acknowledged to be important to York. The development may serve a real need, however, it is wrongly positioned and needs to move further back towards the A64 to protect the village character. Traffic and road access is the huge imponderable and further work needs to be carried out before anything can be decided. It makes no sense to put development across the airstrip which is a valuable almost unique national asset and will be rendered useless. Believed to have a 12' re-enforced concrete base and the environmental impact of digging it up appears to have been over looked. Size of the development is similar in size to Pocklington - and will require comparable infrastructure. To call it a garden village is disingenuous.</p>	
3480	ST15	Objection	Raises concerns regarding the lack of detail re managing traffic, and on the area's rural character	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
3532	ST15	Objection	<p>Strongly object to a development of this size in this location due to the impact on the surrounding area for reasons below;</p> <ul style="list-style-type: none"> *Very little information on the site to assess e.g. transport links, facilities such as schools, medical centres, open space etc *Roads both locally and further a field no detail on impact especially between Grimston Bar and Hopgrove junctions. *splitting of historic runway will affect tourism and use of airfield and impact on Air Museum - 	
3598	ST15	Objection	<p>Very little information on this site to assess - e.g.. Transport links to A64 or B1228, facilities such as schools, medical centres, open spaces etc. Obvious impacts of traffic from development on already congested roads. A64 suffers existing congestion especially between Grimston Bar and Hopgrove roundabout. Concerned about splitting of Elvington Airfield runway that brings tourism to York. The majority of land is green belt and should not be considered for development. Object to size of development in this location because of impact on environment and surrounding area.</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5134	ST15	Objection	<p>Object to the site because to now include a significant part of the Elvington Airfield site (Site 607) having previously rejected it because of the ecological impact is illogical and inconsistent. No change in circumstances is listed which would explain this choice of a previously rejected site. The site does not avoid impacts on Heslington Tillmire, which is a Site of Special Scientific Interest - the highest national level of environmental protection. The Tillmire is 6km from the River Derwent and the YWT reserve of Wheldrake Ings. It is very likely that birds, particularly waders, will move frequently between the area of the Tillmire where they breed and the Lower Derwent Valley (LDV) for feeding. Much of the LDV is under EU legislation designated a Special Protection Area (SPA) which provides a higher level of protection not only on the SPA but on adjacent areas like the Tillmire. If ST15 remains in the Local Plan any development must be consistent with the following principles: 1 A full objective assessment of the Tillmire for devising measures which will protect and isolate it from any damaging impact from development. Such measures must be implemented before any further development takes place and be fully funded by landowners/developers. 2 A buffer zone in excess of £500m needs to be established to minimise any form of disturbance or impact on the two SSSIs. The lack of inclusion of a Habitat Enhancement Area (HEA) in the allocation is a retrograde step from the 2014 Local Plan which provided greater certainty that a buffer zone and HEA would be provided. 4 funding needs to be provided by landowners/developers in perpetuity to ensure the ongoing proper management of buffer zones.</p>	York Ornithological Club

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5153	ST15	Objection	Not enough information to enable full consideration of the proposal. Infrastructure and transport links are vague and half-baked. Overall it is too big - the proposal is for a 'new town' that will dwarf the villages of Elvington and Wheldrake, so it needs to move further north. Building across the runway equates to the wilful destruction of York's history - the airfield is as much a part York's history as the walls, the Mansion house and Clifford's Tower. The airfield, the Yorkshire Air Museum and the Allied Air Forces Memorial are important contributors to York's tourist industry and public image	
5235	ST15	Objection	Objects to development on the following grounds: proximity to Elvington and other neighbouring settlements, and its impact on the setting of this attractive rural village; infrastructure/access needs further consideration.	
5237	ST15	Objection	General objection on the grounds of: impact of additional traffic on the local highway network; need for dedicated A64 junction; potential impact on village setting (Elvington, Wheldrake and Heslington)/coalescence with Elvington; need to preserve historic runway.	
5259	ST15	Objection	Overall there is insufficient detail to provide a considered response, but the location is incorrect and it should be moved. Elvington is one of the few villages around York that remains a small, separate village in a rural setting. The grain of the village should be respected, not swamped by over-development too close by. It should be sited much closer to the A64 to minimise the length of road needed to connect it with the A64. The Air Museum is an increasingly important tourist attraction with over 100,000 visitors per year. It seems completely illogical to build a new town on the airstrip, which would put an immediate end to all the existing activities in the airstrip.	
5265	ST15	Objection	The site is in a unsustainable location, forcing residents to use their cars to travel to work, shops and other services, adding to congestion and pollution.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5535	ST15	Objection	Development would greatly impact on Elvington - extra traffic, pollution, masses of extra construction vehicles using already saturated access routes. Using the airstrip is irresponsible and would impact on air museum, leisure and tourism of York. Original suggested location was preferable.	
5536	ST15	Objection	Elvington already suffers from noise, traffic, pollution and speeding - to consider development of a historic and iconic airstrip is a disgrace. There are plenty of other field close to A64 for traffic.	
5571	ST15	Objection	General objection on the grounds of: impact of additional traffic on the local highway network/A64; potential impact on village setting (Elvington/Wheldrake)/coalescence with Elvington; development is too large in comparison with growth of area.	
5572	ST15	Objection	General objection on the grounds of: impact of additional traffic on the local highway network/A64; potential impact on village setting (Elvington/Wheldrake)/coalescence with Elvington; development is too large in comparison with growth of area.	
5634	ST15	Objection	This is a huge development with big implications for infrastructure and local services. Not convinced they are proportionate or workable given the size and capacity of the roads and the pressure on existing services.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5671	ST15	Objection	<p>Whilst using an element of brown field this is predominantly valued agricultural land. No details of infrastructure and links to A64 would require further productive agricultural land and farms becoming commercially unviable. Road links in area (A64, A1079, A19, B1228) already congested. Document suggests a 'dedicated secure access for existing residents and landowners... of Heslington' it is essential residents keep same level of access without restriction. proposal that Langwith Stray/Long lane and Common Lane could be a pedestrian /cycle track from development and access for existing residents - this would be unworkable as it is a narrow lane and high verges any widening would take further land out of production. Problems would also be created in protection of Tilmire SSSI which would also suffer from increased light and air pollution and increase in domestic pets will also severely compromise it. Surrounding farmland has guaranteed SSSI status. Mitigating measures should include no access and no infrastructure should be built/cross over onto SSSI side of Long Lane. concerned no excess proposed should developer question viability of site. Major housing development with no skilled job provision will increase need for commuter traffic to A1 and West Yorkshire.</p>	
5738	ST15	Objection	<p>Object on grounds of loss of Green Belt which will have a detrimental impact on surrounding countryside, transport chaos on B1228 and Grimston Bar roundabout, site should be further away from Elvington Village, the proposal should not split the runway, which should be kept for historical purposes, the settlement is too big and would dominate the area / landscape.</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
6281	ST15	Objection	Object to this site: Elvington Lane is a B road and is continually used by constant streams of HGVs and local traffic making the road dangerous. Increasing volumes of traffic by housing growth would be outrageous. Elvington Lane is narrow, please bear in mind health and safety of school children, senior citizens, and local community. There are no facilities in Elvington. Please keep Elvington rural. Who will live in these properties- certainly not local people due to lack of employment in York.	
6294	ST15	Objection	This site is far too close to York and threatens both York's historic character and setting , its green belt and hugely increases traffic on an already busy road.	
6383	ST15	Objection	The risk to the soundness of the Plan is compounded by its over reliance on this site, in two ways - first in relation to the quantum of housing that the site will deliver and second, in relation to the lead in time necessary before meaningful numbers of house completions can occur.	Jennifer Hubbard obo JRHT
6521	ST15	Objection	Concern about the impact on Kexby of traffic generated/displaced by this development. Note objection to Elvington Lane being used for any form of access to the site.	Cllr Mark Warters

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
9381	ST15	Objection	This allocation is an entirely new settlement located within the open countryside. It is located within the agreed general extent of Green Belt around the City. Smaller more sustainable sites are situated on the edge of the existing settlement that could deliver housing promptly and sustainably and thereby boost housing supply in accordance with national policy. ST15 (fmr ST34) is a large scale proposal in an isolated position - no planning application has been submitted and development would require significant infrastructure works (access, community facilities) to make it sustainable. Far from convinced that this allocation is suitable and development is achievable. No viability assessment has been produced and there is no certainty site is deliverable. Best case scenario is that an application will be prepared and submitted on receipt of the Inspectors Report and applied a 5 year lead in period to allow for the promoters to identify a developer, the determination of the planning application, S106, reserved matters approval contractual negotiations and significant infrastructure delivery. ST34 is unlikely to deliver more than 835 dwellings in the plan period a shortfall of 775 when compared to that predicted in the Local Plan. A wide range of sites should be considered (e.g. H28) rather than CYC putting all of its eggs in one basket.	DPP Planning obo Linden Homes
9528	ST15	Objection	The Local Plan fails to adequately describe any supporting infrastructure. The level of traffic on Elvington Lane is already very high. This adds further pressure. Also additional pressure on facilities within Elvington - GP Sewage	
9697	ST15	Objection	An improvement on previous proposals, but traffic through Heslington village must be prevented at all costs, the infrastructure there and along Common Lane/Long lane will not support an increase on current levels and pose hazards to cyclists and pedestrians. Major traffic flows planned at the A64 these will mainly exit at Grimston Bar and Designer Outlet which are already at capacity. The same issue is the case if traffic exits onto Elvington lane or Wheldrake lane. Site is large enough to support communal facilities (shops, primary school etc) whether it can support frequent public transport is debatable.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
9726	ST15	Objection	Much against this site, the plan does not give information on impact of traffic on a small rural road, the needs for schools, medical centres, public transport etc. needed in the amount of housing suggested.	
9759	ST15	Objection	Objects to development on the following grounds: detrimental impact on Heslington Tilmire; Common Lane/Long Lane/Langwith Stray unsuitable for cyclists/pedestrians due to agricultural traffic; access along this route should be for residents/business use only, not to the site - any form of control affecting existing residents on this route is unacceptable.	
9766	ST15	Objection	The scale of development is inappropriate for Elvington a small village of fewer than 500 homes that grew by 2% in the 10 years up to 2011. Proposals would significantly extend the footprint of the village into green belt land. Site cannot be sustainable in a small village with very limited employment, no useful public transport, one primary school (full) and one doctors surgery (at capacity). The airfield runs various events that bring revenue - this will be affected. No cycle tracks on Elvington Lane and very dangerous. Most of land has previously been refused for development. Expansion of the village would be to an obscene amount and would surpass the provisions of the local infrastructure (school, sewerage, roads, public transport). CYC housing requirements should be met primarily by extensions to the urban area, supplemented by limited development at larger villages and by minor infill at small villages - otherwise it would be inappropriate and unsustainable. An additional approx 6678 cars will cause congestion and road safety issues throughout the village of Elvington. Annual traffic count for Elvington shows a daily 2 way flow of 4625 in a 12 hour period (one every 10 seconds on average) Development would result in Elvington becoming a commuter settlement rather than rural village. There will be an increase in traffic noise, pollution , road safety issues increased congestion at access to Grimston Bar Roundabout.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
9790	ST15	Objection	Concerned about any increase in traffic flow on B1228 which is very busy and used to avoid congestion at Grimston Bar. Village infrastructure is already at capacity (medical centre/school). Access should be from A64	
9803	ST15	Objection	Suggests that the quantity of development proposed could be better accommodated within the ring road to reduce impact on York's rural areas and on already constrained infrastructure.	
9904	ST15	Objection	Site is out of character with surrounding countryside and will destroy high quality agricultural land, historic farms, mature hedges, trees, ditches and many species of birds and wildlife and mature fishing lakes. It is too close to SSSI sites, Tilmire, Derwent Ings etc. There will be a loss of bridleway that cuts across northern section. Flooding will increase in N.E. corner with consequences at Gypsy Wood and Minster Way. Provision of essential infrastructure (A64 junction etc) would seem improbable due to cost. Any connections to site from A64 - A1079 - B1228 will be on green belt land splitting farms and associated noise, light and air pollution Traffic volumes will be intolerable on local roads. Elvington Airfield - Brownfield site would be split into 3 sections. Runway is well used and adjacent to Air Museum.	
9917	ST15	Objection	Not enough details on how transport links will work. Elvington Lane and A1079 are already busy at peak times. Impact on Green Belt. Airfield runway is an important local feature for tourism and events.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
9937	ST15	Objection	A new town with >300 homes in middle of countryside with no existing infrastructure is ridiculous. Development will destroy the open countryside on that side of the A64 ring road. Development here would preclude destruction of historic rural villages and radical expansion of urbanisation. Why so close to Air Museum and across runway that is a valuable tourist attraction and leisure facility. It will impact adversely on rural countryside and historic villages and farms of Elvington, Wheldrake and Dunnington and necessitate major new infrastructure such as schools, roads public transport, shops etc. Associated costs would be prohibitive and disproportionate. Noise, air and light pollution would be substantial. Impact on wildlife great and traffic would be enormous. A64 as primary access could be problematic adding to existing heavy traffic and too close to already busy Grimston Roundabout. Elvington Lane as secondary access should be a non-starter as it already suffers from heavy traffic.	
10047	ST15	Objection	Current siting of this development is not directly linked to main traffic route on A64. Any significant increase in traffic on B1228 will have adverse effect on movement of traffic in the area. The B1228 is heavily used by lorries travelling to the M62 - which can cause significant problems in Elvington and Sutton, via the bridge. Not clear how a route to the A64 will be created without destroying countryside and village settings. Not logical to split the runway by development as it is a good commercial basis for tourism and events. Current siting is very close to Elvington & Wheldrake - and its size is disproportionate to them.	
10097	ST15	Objection	Object to the density figures and over estimation of assumed delivery for ST34. Doubt site's viability and deliverability, particularly because of infrastructure requirements. Delivery rates more likely to be around 835 over plan period	DPP obo Shepherd Homes
10175	ST15	Objection	Lack of information regarding roads etc on this site. It is stupid to split the runway in two, as it is a great asset to the Air Museum, and to CYC itself as it is of great recreational and economic value to the City	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
10214	ST15	Objection	Strongly object to the desecration of so much countryside. Such a large development should be inside the ring road. Access roads will also destroy the countryside. The runway is used for popular events, and should not be dissected by the proposal. It should be withdrawn entirely from the Plan.	
10463	ST15	Objection	If a new garden village is required it should be constructed in a location that preserves significant green belt to all 4 sides. The proposed site will mean development taking place would become an extension to Elvington spoiling the character of the historic village. Elvington Airfield should be fully retained for historical reasons and to support existing recreational and tourism activities which are an economic strategic priority for York. If developed this site should be further north and west of current location. The A64 clearly separates site from Heslington and therefore is too close to villages of Elvington and Wheldrake and disproportionate in size. Agree with CYC that any new development should include strategic plans for road transport to include a dedicated A64 junction and ensure B1228 do not become further congested. Work on A64 junction should be completed up front in addition a wider transport policy to include public transport and cycling would be required.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
10469	ST15	Objection	Do not believe a 'new garden village' is right for York's housing needs. The settlement of 3000+ dwellings would be out of character with existing settlement form of villages, would radically increase population and dynamic of area and is more than double the population of surrounding villages combined and would completely dominate the local area. Current transport network around A64, A1079, A19 and Elvington lane is already congested at peak times a settlement of this size would swamp the transport network and facilities. The site is at moderate risk of flooding whilst increasing risk in surrounding areas. Proposed road junction on A64 would cross Zone 3a land liable to flooding and would require over development to mitigate risk. Area is mostly green belt or under developed brownfield, the damage to biodiversity of area cannot be repaired. Expectation of 15%+ public transport use is overly optimistic.	
10543	ST15	Objection	Objecting to the inclusion of ST15.	
10697	ST15	Objection	There is a lack of information on impact to local area re: infrastructure generally particularly transport links to A64 and B1228. Effect on surrounding countryside could be vast. Info provided is insufficient to properly consider the site. Absurd to split airfield run way that should be retained for historical, recreational activities, asset for tourism which is an economic strategic priority for York. If built it should be further north and west. It is too close to the villages of Elvington and Wheldrake and disproportionate in size to them. Underground fuel lines at airfield could become decontamination issue.	
10818	ST15	Objection	Commenting on ST15 there may be issues with; sustainable transport, road capacity, the A64 becoming gridlocked and that it will dwarf the surrounding villages. It will completely dwarf surrounding villages	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
10822	ST15	Objection	ST15 will have significant affect on Wheldrake village and its residents particularly due to massive increase in traffic on all commuter routes which are already extremely busy. Any development should not erode Wheldrakes individual village boundaries and identity.	
11367	ST15	Objection	Object to the relocation of this site away from the A64, closer to the villages. The site should be close to the A64 reducing the loss of Green Belt. Elvington Lane is congested every day, as is the Grimston Bar area. Adding 3000 houses to the network is ludicrous. There should be two accesses to the A64 without linking any roads to Elvington or Wheldrake. Far more info is required on this site.	
11728	ST15	Objection	The proposed garden village ST34 with its boundary on the air field runway represents a massive development of Elvington all on its own. This coupled with the airfield expansion will destroy any sense of 'villageness' that Elvington once possessed. This site is not the logical option for housing.	
12184	ST15	Objection	The amended site raises concerns about the developing on part of the runway which is still actively used for leisure and motorsport purposes - bringing visitors and financial benefits to the City. If the development takes places, many of these events will be lost and unlikely to return. Any development which takes place should incorporate some kind of sound proofing. Feel that in the rush to relocate the site further away from the A64, it does not take into account the needs of the airfield in its leisure capacity.	
12259	ST15	Objection	Do not want to see any new "villages" being created outside the bounds of the York Outer Ring Road.	
12300	ST15	Objection	Destroys a green area - Do not Build	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12313	ST15	Objection	Concerned about this development due to issues with, the large scale of development, loss of Green Belt land, limited employment, public transport, full schools, full surgeries, loss of revenue from the air field, loss of the cycle track, poor access, loss of visual amenity, congestion, lack of road safety, traffic, noise, air pollution, schools, sewerage, roads, loss of character, lack of need for housing and disproportionate and unsustainable development.	
12320	ST15	Objection	Objects to proposed site boundary. See suggested boundary amendment	Raymond Barnes
12377	ST15	Objection	ST15 is too large and too close to SSSI at Heslington Tilmire that is important for ground nesting birds. 3339 homes 1-2 fields away will lead to the increase in roaming cats and dog walkers effectively destroying valuable SSSI land rich in wildlife.	
12418	ST15	Objection	I do not support the shifting of this development as it destroys the integrity of Elvington Airfield which is a strategic asset . Also concerned about issues such as congestion on the A64 and B1228, compromising views, loss of farmland, loss of aviation, noise pollution and loss of quality of life.	
12423	ST15	Objection	This allocation is unsuitable for development. Concerned about issues with, increased traffic, lack of sustainability, large scale development, damage to conservation areas, poor drainage, loss of space for dog walkers, loss of rural feel and loss of Green Belt.	
12513	ST15	Objection	Objects to development on the following grounds: loss of greenfield, green belt site which is productively and actively farmed; access arrangements to Low Lane/Langwith Lane are unclear; likely to exacerbate current traffic congestion on A64; impact on Heslington Tilmire; impact on wildlife; concern over future supplementary 'creeping' development proposals which could change the character of existing village communities (Heslington/Wheldrake/Elvington)	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12516	ST15	Objection	Objects to development of the site on the grounds of likely increase to existing local traffic congestion. Note also that proposed site includes an historic runway, which should be left intact.	
12560	ST15	Objection	Object to the density figures and over estimation of assumed delivery for ST34. Doubt site's viability and deliverability, particularly because of infrastructure requirements. Delivery rates more likely to be around 835 over plan period	DPP
12588	ST15	Objection	Objects to development on the following grounds: development is unnecessary; will destroy the open countryside; would be a 'prelude to the destruction of the historic York villages and the unnecessary radial expansion of urbanisation'; impact on the Airfield/Museum; associated cost of necessary infrastructure would be prohibitive and disproportionate; noise, air and light pollution would be substantial; negative impact on wildlife; enormous impact on traffic (A64/Grimston Bar); Elvington Lane cannot be used as access.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12591	ST15	Objection	The 'new' village will overlook Wheldrake Woods, currently a daily source of peaceful, wooded country space for people living locally and beyond. These views are unique to York and should not be compromised by views of a bustling small town. This development would change the character of the environment. Will be an urban development in the middle of the Green Belt. Would need screening by a large earth bund (higher than the highest proposed building in the development) along its entire southern boundary, and would need to be in place from the start of construction. Transport is also a concern - which could create havoc on local roads unless carefully planned. The use of the B1228 for bus traffic may be feasible, but the B1228 does not have the capacity for thousands of extra cars per day. A junction on to the A64 may be feasible but the majority will wish to access the City of York. Hull Road and Fulford Road couldn't cope. Access via Heslington and the University would cause huge problems. It is vital that access to the site by construction traffic is designated in a way that protects the local villages of Heslington, Wheldrake and Elvington. From the outset, the new construction site must have impenetrable barrier between the site and the rest of the airfield, to stop the site from being used as an illegal racetrack for cars and motorbikes.	
12618	ST15	Objection	Objecting to ST15 due to: increased traffic, negative impact on Elvington Airfield as a historic attraction, Loss of green belt, negative impact on the environment including birds, pressure on infrastructure, impact on pedestrians and bridleways, flood risk and concerns for the impact on existing communities.	
12657	ST15	Objection	Infrastructure for site delivery on ST15 is likely to be long, complex and costly. Not of sufficient size to deliver required social and physical infrastructure. Site could only provide new homes at end of plan period due to long lead-in times. No certainty over delivery rates due to complexities of site including land ownership, viability and developer interest. Need to establish viability of site delivery. Site scores negatively in interim SA.	NLP obo Linden Homes, Persimmon Homes and Taylor Wimpey

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12664	ST15	Objection	This development is completely disproportionate for the area and completely unsuitable. The infrastructure is simply not possible and needs to be further away from the B1228. The use of the airfield has economic benefits to the area and should be retained. It make sense to move this planned site further away from the airfield and the B1228.	
12665	ST15	Objection	Concerned about the scale of this proposed site and its impact on Elvington/Wheldrake. I cannot see that this would not completely over run the area - the infrastructure including roads, B1228, is not suitable and impacts would be huge and disproportionate. The suggested splitting of the airfield runway seems ridiculous - there are economic benefits of retaining the runway both to the local community and York in general. The site should be moved further north for access onto the A64, adding extra strain on the B1228 is not viable.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12702	ST15	Objection	There were a number of very significant concerns and objections to the original proposal for the new town (Whinthorpe) specific to Heslington and its residents in particular: access for private commercial vehicles fro Whinthorpe to Heslington and York via Common Lane, Proximity of Whinthorpe to Tilmire SSSI, failure to recognise the damage residents and pets would do to flora and fauna and lack of protective measures. Other objections relating to new town of c1800 rather than expanding existing settlements, loss of green belt and farm land. No detail of transport infrastructure is provided. Retention of Common lane/Long Lane/langwith Stray as cycle and pedestrian routes is essential. I fear that the infrastructure and public transport improvements required will be substantial and may affect the viability of the site. As this site forms a significant part of York's housing target I would not like to see the developer expand the site or allow access via Heslington. Agree to Heslington Village Trust's response to latest consultation. The residents and Trust have ensured Heslington retains its village feel, rural charm and historic identity this has been assisted by being part of the conservation area. Policies in the Village Design Statement stress the importance of green spaces and views to the countryside.	
12719	ST15	Objection	Objects to development on the grounds of likely increased traffic congestion (Grimston Bar roundabout/A64/A1079).	
12888	ST15	Objection	The solution to meeting the housing need must be found else where as this site is questionable as the housing numbers are too high and would not contribute to preserving the historic environment.	
13009	ST15	Objection	Much of the site is high quality agricultural land and is in regular production. NPPF guidelines state high quality agricultural land should not be used for development or other infrastructure projects whilst there are brownfield sites and lower grade farmland still available for development.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13011	ST15	Objection	In terms of transport this site is unsustainable being in the middle of nowhere unrelated to any public transport facilities and too far from York for easy cycling. It will become a car based commuter satellite. Housing should be closer to the existing urban areas or public transport routes thereby supporting and enhancing bus and train routes or cycling facilities.	
13014	ST15	Objection	I agree with Heslington Trust that a proposed new town of this magnitude set in the current green belt has too many unresolved planning issues. Welcome CYCs acceptance of expert advice regarding the damaging proximity of Whinthorpe to the SSSI and other environmentally sensitive areas by moving away from the Tilmire and 'the incorporation of a new Habitat Enhancement Area adjacent to the SSSI to mitigate impacts..'. I'm, however, puzzled by the statement that 'A buffer of 400m will be required - the SSSI must be adequately protected and CYC must ensure that there is agreement on the protection of biodiversity from suitably qualified specialists. Welcome the recognition by CYC of several objections raised by residents to previous Whinthorpe proposals concerning traffic through Heslington, proximity of site to the SSSI the use now of less productive agricultural land and more brownfield land use in this proposed allocation. Absence of detail re transport infrastructure, biodiversity protection, particularly in relation to the SSSI, landscape strategy, sewerage, drainage, and power supplies etc.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13030	ST15	Objection	The development of this strategic site conflicts with three of the five key purposes of Green Belt, namely to: check the unrestricted sprawl of large built-up areas; assist in safeguarding the countryside from encroachment; and preserve the setting and character of historic towns. This site is isolated from the urban area of York and its allocation for housing would result in an intensive form of new development which would be contrary to the Framework and would have a major impact on the Green Belt. This could set an unwelcome precedent and result in unrestricted sprawl into the Green Belt. Do not believe that there is a reasonable prospect the infrastructure which will be needed to serve this site can be delivered within realistic timeframes. Disagree with the Council's conclusion that the site is suitable and deliverable for the scale of housing proposed in York. The approach that the Council has adopted of seeking to preserve the setting and character of York lacks transparency and is at the expense of the other purposes of Green Belt. There is a risk that if this site is not delivered the Council will be unable to demonstrate a sufficient supply of deliverable housing land. The evidential basis to justify the selection of the site through the emerging Local Plan has not been provided by the Council	Turley Assoc
13089	ST15	Objection	The risk [to the soundness of the Plan] is further compounded by the over-reliance on housing delivery from (in particular) York Central and Whinthorpe	Jennifer Hubbard
13098	ST15	Objection	The site lies outside the main urban area. Site is in an unsustainable location. There are alternative, more sustainable sites which are available within the outer ring road. Site would not create and support sustainable patterns of development. It is situated in open countryside with no existing infrastructure capable of accommodating the proposed levels of development. The necessity to create and maintain appropriate landscape setting and substantial buffers would result in the loss of developable land. The proposed 'garden village' would not be large enough sustain all the relevant services such as a secondary school.	Johnson Mowatt

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13100	ST15	Objection	Generally in support of the allocation but propose alternative boundary (site ref 924). This includes 41ha extension to north west of ST15, extension along Elvington Airfield to south-east, removal of the 'Handley Land' until technical suitability of this area can be proven as being appropriate and necessary, removal of western airfield component. This would increase brownfield intake, increase number of new homes delivered, create a net-gain in biodiversity. Would begin delivery in early stages of plan period.	Sandby (York) Ltd and Oakgate/Caddick Group
13101	ST15	objection	Concerned that ST15 does not support sustainable pattern of development. No existing infrastructure to support site. Sites could only provide new homes at end of plan period due to long lead-in times. No certainty over delivery rates due to complexities of site including land ownership, viability and developer interest. Need to establish viability of site delivery. Site scores negatively in interim SA. Site will have negative impact on landscape and will need significant buffers which will not make best use of land. Site capacity is not of sufficient scale to provide range of social and physical infrastructure required for standalone settlement.	Johnson Mowat obo Avant Homes
13102	ST15	Objection	Site would not create and support sustainable patterns of development. It is situated in open countryside with no existing infrastructure capable of accommodating the proposed levels of development. The necessity to create and maintain appropriate landscape setting and substantial buffers would result in the loss of developable land. The proposed 'garden village' would not be large enough sustain all the relevant services such as a secondary school. Site not been subject to full SA. Interim SA recognises that site is poorly located in relating to services and facilities. Transport corridors plan shows areas currently well connected to public transport. ST15 is remote from such services.	Johnson Mowatt obo KCS Developments

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13102	ST15	Objection	Transport corridors plan shows areas currently well connected to public transport. ST15 is remote from such services.	Johnson Mowatt obo KCS Developments
13104	ST15	Objection	Site would not create and support sustainable patterns of development. It is situated in open countryside with no existing infrastructure capable of accommodating the proposed levels of development. The necessity to create and maintain appropriate landscape setting and substantial buffers would result in the loss of developable land. The proposed 'garden village' would not be large enough sustain all the relevant services such as a secondary school. Site not been subject to full SA. Interim SA recognises that site is poorly located in relating to services and facilities. Transport corridors plan shows areas currently well connected to public transport. ST15 is remote from such services.	Johnson Mowatt obo Redrow Homes and Linden Homes
13104	ST15	Objection	Site not been subject to full SA. Interim SA recognises that site is poorly located in relating to services and facilities.	Johnson Mowatt obo Redrow Homes and Linden
13104	ST15	Objection	Transport corridors plan shows areas currently well connected to public transport. ST15 is remote from such services.	Johnson Mowatt obo Redrow Homes and Linden
13106	ST15	Objection	Concerned that ST15 does not support sustainable pattern of development. No existing infrastructure to support site. Sites could only provide new homes at end of plan period due to long lead-in times. No certainty over delivery rates due to complexities of site including land ownership, viability and developer interest. Need to establish viability of site delivery. Site scores negatively in interim SA. Site will have negative impact on landscape and will need significant buffers which will not make best use of land. Site capacity is not of sufficient scale to provide range of social and physical infrastructure required for standalone settlement.	Johnson Mowatt

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13148	ST15	Objection	Objects to development - the site is too small to support necessary infrastructure investment needed to provide for a free-standing settlement.	
13182	ST15	Objection	Site should be expanded to enhance the sites deliverability and sustainability.	Barratt & David Wilson Homes
238	ST15	Support	Support for the principle of development of a new settlement, which is likely to have a far less harmful impact on the special character and significances of York than would be felt by a similar scale of development on the urban edge or within surrounding villages. A strategy in which part of York's development needs are met in new freestanding settlements beyond the ring road might help to safeguard the size and compact nature of the historic city, the perception of York being a free-standing historic city set within a rural hinterland, key views towards York from the ring road, and the relationship of the main built-up area of York to its surrounding settlements. At this stage, any support for this settlement is given solely on the basis:- (a) that it can be demonstrated that they are a key component of a wider strategy designed to achieve the protection of the other key elements which contribute to the special historic character and setting of York and (b) that they are capable of being delivered in a manner which will minimise harm to the rural setting of the City in this location to other key elements which contribute to the special character and setting of the historic City.	Historic England
454	ST15	Support	We support proposal at ST15 as a holistically planned settlement which would enhance the natural environment, provide high quality housing, community facilities and developed in accordance with 15 planning principles on pages 77/78 of consultation document.	CPRE
1355	ST15	Support	I welcome the inclusion of brownfield land in conjunction with fmr Whinthorpe site. Note that, as the site is now much further away from the A64, delivering access to the A64 might cause issues in terms of viability.	Julian Sturdy MP

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1641	ST15	Support	Happier with reduced number of homes. Agree with site being further from A64 and avoidance of flood plain areas. Agree that community infrastructure will also need to be built.	
1667	ST15	Support	Support planned development at ST15 that should answer housing needs for the area for a number of years	
1668	ST15	Support	THESE COMMENTS REFER TO REP 'AMENDED SITE BOUNDARY NO.1'. Support the principle of the proposed allocation of a new settlement in this location of the City by CYC (new boundary proposed - see Pref/ST15/36/Obj). BDW's development proposals would preserve the biodiversity value of the Heslington Tillmire SSSI (proximity to SSSI is as per preferred site proposal). Proposed scheme would preserve historic and landscape character of this area of the City (key views to York Minster; strategically placed open space/new landscape will deliver permanent future boundaries to the site). Separation distances between the site and surrounding areas will remain substantial with a distance of 1km from Elvington Lane and 1.5km from Heslington. Pedestrian and cycle connections will be provided throughout the site, with connectivity to existing links including Elvington Industrial Estate. The development proposals replicate the historical development patterns of the City in respect of the formation of a satellite settlement located on the periphery of the main urban edge.	Barratt & David Wilson Homes

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1668	ST15	Support	THESE COMMENTS REFER TO REP 'AMENDED SITE BOUNDARY NO.2'. Support the principle of the proposed allocation of a new settlement in this location of the City by CYC (New boundary proposed - see Pref/ST15/36/Obj above). BDW's development proposals would preserve and potentially enhance the biodiversity value of Heslington Tillmire SSSI by providing a 400m buffer zone between the SSSI and the development proposals, but also through the provision of additional landscaping and ecology areas adjacent to the SSSI. Maintains historic and landscape character of the area (key views to York Minster maintained and strategically placed open space will deliver permanent future boundaries to the site); maintains significant separation distances between the site and surrounding areas (1km from Elvington Lane and 1.5km from Heslington Village). Pedestrian and cycle connections will be provided throughout the site, with connectivity to existing links, including Elvington Industrial Estate to the south. The development proposals replicate the historical development patterns of the City in respect of the formation of a satellite settlement located on the periphery of the main urban edge	Barratt & David Wilson Homes
1673	ST15	Support	The University of York appreciates the benefits of exploiting synergies with the proposed new settlement ST34, in terms of servicing including transport, energy and waste. Of major benefit would be a direct access to A64 from the campus extension, if this is provided by the promoters of ST15 - greatly advantageous to business users and relieving congestion on the Grimston Bar junction. Discussions have been held between the developers of ST15 to explore the opportunities of linking the University campus with this development, creating a sustainable community and an ideal location of staff to live with easy non-car access.	O'Neill Associates obo University of York
3480	ST15	Support	Notes that the Plan is an improvement on the former, specifically in relation to the reduced size of the site and its less obtrusive location.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
4039	ST15	Support	In view of the fact that York desperately is in need of new houses and this site fulfils a large proportion of the housing need, no objection is raised to this allocation. However, the protection of the Tillmire is of utmost importance and a substantial buffer should be included in any development.	
5614	ST15	Support	This site (ST15) would appear the most logical land to be used to expand and absorb the dwellings proposed for ST33 without incurring the many concerns associated with its development.	
10010	ST15	Support	Supporting the inclusion of ST15 as long as the correct infrastructure, services and facilities are provided.	
10288	ST15	Support	See no reason why development should not take place as long as supporting features are thought through (roads, sewers, schools, access etc.)	
10624	ST15	Support	A new garden suburb should be built south of York off the A64 to avoid congestion and to create a purpose built new town environment rather than creating fundamental changes to nature of existing York communities.	
10919	ST15	Support	I welcome the reduction in size of the proposed new settlement which will reduce the pressure on Hull Road on the A64.	
12149	ST15	Support	Supporting site ST15, due to concerns that land will be wasted, more housing is needed and people need to live in the area.	
12320	ST15	Support	No ownership constraints as far as the landowners are concerned. Propose amended boundary to include 6.7ha field to the south west quadrant of ST15. Logical extension and would 'square off' the new village.	Raymond Barnes
12612	ST15	Support	The preferred site ST15 appears to be the preferred site and would not cause many problems.	
12616	ST15	Support	The preferred site ST15 appears to be the preferred site and would not cause many problems.	
12617	ST15	Support	If this large development goes ahead there would be no need for ST33.	
12651	ST15	Support	This site is to be developed with their own infrastructure and the ability to expand should be the way forward.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12652	ST15	Support	The preferred site ST15 appears to be the preferred site and would not cause many problems.	
12694	ST15	Support	We support the concept of the creation of Garden Villages.	York Action Group Alliance
12720	ST15	Support	Support for bringing site forward as a self-contained development, affording CYC the opportunity to add a new junction to the A64 and avoid exacerbating traffic problems at the Grimston Bar interchange.	
12742	ST15	Support	The preferred site ST15 appears to be the preferred site and would not cause many problems.	
12743	ST15	Support	The preferred site ST15 appears to be the preferred site and would not cause many problems.	
12744	ST15	Support	The preferred site ST15 appears to be the preferred site and would not cause many problems.	
12757	ST15	Support	The preferred site ST15 appears to be the preferred site and would not cause many problems.	
12789	ST15	Support	The preferred site ST15 appears to be the preferred site and would not cause many problems.	
12891	ST15	Support	ST15 appears to be the most logical build to expand on its surrounding land and absorb the dwellings proposed for ST33 without incurring any of the stated issues and problems associated with ST33.	
12931	ST15	Support	The preferred site ST15 appears to be the preferred site and would not cause many problems.	
12939	ST15	Support	The preferred site ST15 appears to be the preferred site and would not cause many problems.	
13100	ST15	Support	Generally in support of the allocation but propose alternative boundary.	Sandby (York) Ltd and Oakgate/ Caddick Group

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13182	ST15	Support	Supports the allocation in principle	Barratt & David Wilson Homes

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
259	ST16	Comment	Yorkshire Ambulance Service request that specific text is included within the allocation to make provision for a spoke facility (specification given)	Yorkshire Ambulance Service (through Johnson Mowat)
192	ST16_1	Comment	Car Park site was identified for ancillary uses to the residential development for the main Terry's site, including health and community uses - where are these to locate now, and how will parking be provided? Design and landscaping are important for this site.	
2412	ST16_1	Comment	Site 1 - concerned about close proximity of River Ouse to car park area - could be a problem in years to come due to climate change and recent instances of increased flooding	
192	ST16_2	Comment	Where will the car park be on the main site? Design and landscaping are important for this site.	
386	ST16_1	Objection	Site 1 - The site would be more suited to allocation for health or nursery provision for the new residents given the increased pressure on nearby existing services.	York Green Party

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
4355	ST16	Objection	We would also like to request that the council give consideration to extending this allocation to include additional land to the South and East (site ref 928). This would make a logical extension to the car park site and would be capable of accommodating additional housing development in a sustainable and accessible location without harm to other key interests. ST16_1 Development on this site would not extend the built up area of York. The site is within Flood Zones 2 & 3. Development would help enhance the green infrastructure network and the role of the regional corridor. We would take the view that to restrict the height of the permitted single deck car park would be a wasted opportunity and that such a limited scale of development would not deliver on the wider design objectives identified. The development of single or two storey houses at any density into this location would look out of place, therefore a development of three or four storey buildings would be appropriate. This site should be reclassified as having no significant effect/ no clear link to SA Objective. ST16_2 Key design principles, central open space, reinforcement of existing planting, perimeter streets/ circulation route and parking, three storey built development and rising to four storeys in key land mark locations. It is considered that the indicative site capacity of 56 dwellings identified into the Site assessment is likely to underestimate the number of dwellings that could potentially be delivered. This site should be reclassified as having no significant effect/ no clear link to SA Objective	Henry Boot Developments
12222	ST16	Objection	Southbank area infrastructure is already struggling with the development of the Chocolate Works and The Residence. Roads, doctors & schools are already full to capacity.	
12300	ST16_1	Objection	[Refers to site ST16(i) - Presume to be Extension Site 1] - Subject to flooding. Do not Build	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12696	ST16_1	Objection	There is a lack of technical quality and organisational effectiveness in this part of the 'plan' that makes it potentially open to challenge. A notional density has been used unmodified for a height restriction and parking assumptions based on no parking required. Pressure on off site parking in Bishopthorpe Road is likely to result. Parking issues need to be addressed. Plan states parking spaces have been reduced but no attempt made to quantify this. Reduced is not the same as no longer required. Housing density assumption presumes all site can be developed . Need for car parking on site has apparently been abandoned. Reduction has not been explained. The Nursing home presumably still needs parking spaces? The site is to be low rise - this has not been quantified. Broader issues relating to Bishopthorpe Road should be ameliorated e.g. restoring some community amenity for the area, traffic and parking management scheme should be introduced especially on race days, cycle paths should be looked at.	
2765	ST16	Support	I support development of the car park site & redevelopment of the Terry's factory. I agree with the design guidelines for the wider area.	
4355	ST16	Support	We fully support the proposed allocation of the former Terry's Car Park site for housing. The site occupies a sustainable location and has access to public transport, public footpaths, cycle route, open space and roads. Given the topography and level of enclosure the site does not serve a green belt purpose. The site would be subject to limitations on, scale, height and massing, character, openness and development should have strong architectural merit.	Henry Boot Developments
238	ST16_1	Support	Extension site 1 - Support requirement that any development should adhere to the design principles of the wider Terry's site, should have strong architectural merit given its location at the entry point to the City. Support the intention to limit the height of any new buildings to the permitted height of the single-decked car park.	Historic England

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
238	ST16_2	Support	Extension site 2 - Support requirement that any development should adhere to the design principles of the wider Terry's site, should have strong architectural merit, and that should maintain and enhance the formal gardens adjacent to this site. These measures will help to ensure that the development of this site takes place in a manner which reflects its sensitive location.	Historic England
386	ST16_2	Support	Site 2 - welcome site's use for housing provided that design complements and protects views of iconic Terry's factory buildings. Should incorporate strong links with Sustrans cycle route and bus stops on Bishopthorpe Road.	York Green Party

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1069	ST17	Comment	Concerned about this allocation due to the following issues, lack of primary school provision, lack of secondary school provision, increased traffic, lack of infrastructure and lack of employment.	
2412	ST17	Comment	Even though there is a proposed increase of some 315 homes no mention is made of educational facilities and medical facilities.	
5826	ST17	Comment	Site developer contributions should be considered towards delivery of a stop on the York-Scarborough railway line as part of the tram-train service - could be combined with contributions from site H7 for a station in the vicinity of both sites and the hospital.	
12147	ST17	Objection	Objecting to ST17, that there may be issues with; traffic flow and congestion, especially traffic along Wigginton Road.	
12651	ST17	Objection	This influx could cause issues with loss of green space, wildlife, fresh air, traffic and congestion and lack of infrastructure.	
238	ST17	Support	Site in conservation area and close to listed buildings. Buildings on eastern site of the site lie within the Nestle/Rowntree Factory Conservation Area. The Joseph Rowntree Memorial Library is Grade II listed. Endorse planning principles identified for this site and expect much of the commentary regarding the need for a masterplan to be prepared and the retention of those buildings considered to be of importance to be incorporated into the Plan's policy for this allocation.	Historic England
2765	ST17	Support	Support redevelopment of Brownfield land. Needs to take Conservation Area into consideration.	
3297	ST17	Support	General support for use of brownfield site	
6152	ST17	Support	Strongly support the general approach of prioritising housing development on the brownfield sites available so support the inclusion of this site	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
77	ST18	Support	Section 4: This consultation - agree that the site, identified in Area 6 on page 186, should be removed from the Plan	Strensall with Towthorpe PC
13125	ST18	Support	If Huntington is required to take its "fair share" of housing development this site is a possibility. This site would leave a green corridor between the development and Woodland Way/ Lea Way, as well as taking extra traffic away from Huntington. It is not appropriate to have general employment land so close to established residential areas	Huntington and New Earswick Cllrs

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
74	ST19	Comment	The site is an extension of an already flourishing business park and does offer significant employment opportunities for the wider area. Do not object, but suggest conditions around access, hedging, building height, employment type and potential buffer zones. See rep.	Rufforth and Knapton PC
5826	ST19	Comment	If this site is developed further, consideration should be given to extending the A59 P&R route down Northfield Lane to incorporate a loop through the Business Park, providing much improved public transport access from the rest of the City.	
12118	ST19	Comment	Objecting to the density of ST19, would like this to be reviewed and possibly reduced by 50%.	
12148	ST19	Comment	Commenting on ST19, there may be issues with; infrastructure, HGV movement, speeding and road junctions.	
12660	ST19	Comment	We do not object to this proposal. Whilst the size and type does not meet our definition of rural enterprise we do recognise that it is an extension of an already flourishing business park and does offer significant employment opportunities for the wider area.	Rufforth and Knapton Neighbourhood Planning Group
12889	ST19	Comment	Concerned about large lorries, cars, increased traffic on the roads, BREXIT, loss of character, access, lack of facilities and roads being removed by bus lanes.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
71	ST19	Objection	<p>ST19 is inappropriately large and its development is not commensurate with the protection of green belt around York, in particular the aim to protect the Historic Character and Setting of the City and the villages of Poppleton and Rufforth. Northfield Lane is a residential road, already impacted on by the large number of lorries accessing Northminster Park. Access and egress from the ST19 proposal onto A59 would only increase existing congested junction, particularly as this is an employment area. Claims of sustainable transport to the site are false - there are fewer people cycling to work in York than 20 years ago mainly due to dangerous conditions, increased traffic and an understanding of the effects of pollution on cyclists. Employment expansion without proper analysis is not a good business model - there is no justification for creating new offices/business premises if the ones at Clifton Moor have failed to be taken up.</p>	Nether Poppleton Parish Council

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
78	ST19	Objection	The development of ST19 is not commensurate with the protection of green belt around York, in particular the aim to protect the Historic Character and Setting of the City and the villages in West York. Previously supported as small employment expansion, loss of green belt, access via narrow country road, vehicles have difficulty manoeuvring, land is grade 1,2,3 agricultural land, busy junction onto A59, traffic congestion, plenty of under-occupied employment buildings in York, is there a business case for this expansion, outside village settlement limits. Must be looked at alongside H57 in terms of impact on A59 access. Northfield Lane is a narrow country road fronted by residential properties, already impacted on by the large number of lorries accessing Northminster Park. Access and egress from the ST19 proposal onto A59 would only increase existing congested junction, particularly as this is an employment area. Any increase in the numbers of vehicles would greatly increase disturbance and become intolerable for residents. Employment expansion without proper analysis is not a good business model - there is no justification for creating new offices/business premises if the ones at Clifton Moor have failed to be taken up. Some are now being converted to business use.	Upper Poppleton PC
192	ST19	Objection	This allocation should not go ahead due to the following issues, increased traffic, inadequate highway network, loss of Green Belt, close proximity to the A1237, impact on the A59 and lack of need for employment land. There has been a slow uptake on the York Business Park and still empty spaces.	
238	ST19	Objection	Welcome reduction in scale of this employment allocation which has lessened impact on openness of green belt. Likely that allocation would result in serious harm to SA objective 14 - to mitigate this, retain separation between northminster and nearby villages by extending the southern extent of area no further than the existing car park to south of Redwood House.	Historic England

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
671	ST19	Objection	ST19 is inappropriately large and its development is not commensurate with the protection of green belt around York, in particular the aim to protect the Historic Character and Setting of the City and the villages of Poppleton and Rufforth. Northfield Lane is a residential road, already impacted on by the large number of lorries accessing Northminster Park. Access and egress from the ST19 proposal onto A59 would only increase existing congested junction, particularly as this is an employment area. Claims of sustainable transport to the site are false - there are fewer people cycling to work in York than 20 years ago mainly due to dangerous conditions, increased traffic and an understanding of the effects of pollution on cyclists. Employment expansion without proper analysis is not a good business model - there is no justification for creating new offices/business premises if the ones at Clifton Moor have failed to be taken up.	
866	ST19	objection	We have submitted various representations to previous stages of the Local Plan process to present the case for the allocation land at Northminster Business Park. This includes a masterplan which shows the potential to lay the Park out across land to the south of the existing business park with the opportunity for further expansion to the north. We have attached a copy of the masterplan along with our previous representation as the information is still relevant and we feel there is nothing more to add to demonstrate that the land is suitable for development. At this moment in time, we would expect 2.5 ha located to the south east of the existing business park to come forward for development initially, as this land is owned by Northminster Limited and is ready for development. The remaining land would then come forward in phases.	Directions Planning obo Northminster Ltd
943	ST19	Objection	Scope for more houses to be built on this site	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1605	ST19	Objection	There are currently empty units at Northminster Business Park so cannot see the need for development of scale proposed. Originally smaller scale development proposed that would be acceptable but not on green belt high agricultural value land. This development would represent urban sprawl. There is capacity at other business parks around York and on brownfield sites, development here feels unnecessary and sets a dangerous precedent.	
2765	ST19	Objection	Object to Greenfield development outside existing built-up area.	
3559	ST19	Objection	Previously supported as small employment expansion, loss of green belt, access via narrow country road, vehicles have difficulty manoeuvring, land is grade 1,2,3 agricultural land, busy junction onto A59, traffic congestion, plenty of under-occupied employment buildings in York, is there a business case for this expansion, outside village settlement limits. Must be looked at alongside H57 in terms of impact on A59 access.	
3947	ST19	Objection	This allocation causes concerns for, increased traffic, congestion, road safety and loss of Green Belt. This allocation also cause concerns in relation to the surplus of new office and business premises, as there are empty spaces elsewhere such as at Clifton Moor.	
4088	ST19	Objection	increased availability of employment land is welcomed. However, this site is on good agricultural land and represents a 3x size of original site. Demand is not evidenced - Clifton Moor and York Business park have vacancies and would be competition for York Central. The greatly increased traffic would add to the problems.	
4648	ST19	Objection	Object to expansion of Northminster Business Park due to traffic / safety issues.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
9509	ST19	Objection	<p>As this site expands there will be pressure to open up Northfield Lane to traffic from the Knapton end. This would become a rat run at busy times and increase the speeding traffic. This route is supposed to link York via the park and ride, but would be made very unpleasant if the road was opened up to two way traffic. The industrial estate boundary is close up to the bridle way and is now extended to (sic.) or three field lengths along the path. This would completely ruin the open rural aspect of the route which is very popular with local people and would also impact on the varied wildlife seen.</p>	
9634	ST19	Objection	<p>Object to development at this site on following grounds</p> <p>Serious loss of residential amenity - Northfield Lane is a residential road that is already subject to a large number of heavy vehicles and the noise increasingly affects our quality of life - another 850-3000 commuters would be untenable.</p> <p>Coalescence of development - there should be a presumption against further development along Northfield Lane and Knapton Main Street as it risks cutting off a large amount of Green Belt between Northfield lane and Western York.</p> <p>This is currently green field and green belt land</p> <p>Traffic - Northfield lane is a dead-end and should remain this way to stop being a rat-run but also means junction with A59 has become very busy. No development should add further traffic should be contemplated.</p> <p>Amenity - Northfield lane is used for walking, cycling, horse riding etc. Building would remove that amenity and increase traffic would increase dangers to pedestrians.</p> <p>Unproven requirement - thee are many empty properties on business parks throughout the city. Why is there a need to build on a Greenfield site?</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
10836	ST19	Objection	All further development along the Northfield Lane-Knapton Main Street should be banned to prevent further coalescence and prevent harm to the green belt and local amenity. Comment also suggests a lack of demand for additional employment space as units at the business park are currently vacant. Northfield Lane is a residential road, already impacted on by the large number of lorries accessing Northminster Park, Oakwood Business Park and the caravan storage park at the end of Northfield Lane. The Northfield Lane/A59 junction has become busier due to the P+R - no developments that add any further traffic onto Northfield Lane should be contemplated. An alternative would be relocate access to the business park to a new roundabout junction on the A1237.	
12382	ST19	Objection	Taking into account the under occupation in other business parks in and around Poppleton this scheme is simply too large. With a projected 850-3000 new jobs the traffic generated would swamp Northfield Lane and A59 junction particularly when combined with cars from 93 homes at H57.	
12443	ST19	Objection	Previously supported as small employment expansion, loss of green belt, access via narrow country road, vehicles have difficulty manoeuvring, land is grade 1,2,3 agricultural land, busy junction onto A59, traffic congestion, plenty of under-occupied employment buildings in York, is there a business case for this expansion, outside village settlement limits. Must be looked at alongside H57 in terms of impact on A59 access.	
12609	ST19	Objection	This site should not be developed in the proposed manner as there are issues with, the park and ride, traffic, there is currently a lack of occupancy on sites, traffic cause endanger school children, would cause un acceptable urban sprawl, strain on infrastructure, loss of green belt and this site should be guarded and protected as is an important historical site.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12690	ST19	Objection	<p>Object to this site because there will be a serious loss of residential amenity. Northfield Road is a residential road already subject to a large number of heavy lorry and other traffic movements due to Northminster Business Park and noise increasing affects local residents. An extra 850-3000 commuters along this stretch would be untenable (The 'plan' does not mention neighbouring residents!)</p> <p>Coalescence of development - development on local roads should be avoided</p> <p>This is currently a Greenfield site in the green belt and used by local people for amenity.</p> <p>Traffic implications - Northfield Lane is a dead end and should stay that way to stop it becoming a rat-run, though this means the junction on A59 becomes very busy. No developments that add further traffic to Northfield Lane should be contemplated.</p> <p>Amenity - Northfield Lane is used by walkers, cyclists, horse riders etc building along the Lane removes this amenity.</p> <p>Unproven requirement - there are empty businesses throughout business parks around York, why is there a need to build on this green field site?</p>	
12707	ST19	Objection	<p>Objects to development on the following grounds: serious loss of residential amenity; coalescence ; site is Greenfield and greenbelt; loss of amenity space; increased traffic and associated highway safety issues; lack of proven need for the development; visual impact.</p>	
12782	ST19	Objection	<p>This site is not commensurate with the protection of the Greenbelt around York to protect and preserve the historic character and setting of the City and villages in West York. The roads are narrow causing concerns for increased traffic, including noise disturbance access to the A1237 and A59 and diesel fumes. 850 - 3000 jobs on this site will add to the traffic congestion. Full utilisation of all business parks is essential as currently some at Clifton Moor are now being converted to residential use. The development of Northfield Lane must be considered alongside the proposed development of Wyevale Garden Centre as this combination of development will have a considerable impact on the junction of the Lane and A59. Also concerned about this impact the development will have on the character of the area and the approach to the historic city along the A59.</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12809	ST19	Objection	Objecting to ST19 due to concerns for loss of agricultural land, the currently unused buildings and loss of green belt.	
505	ST19	Support	Support ST19 - good employment land proposals	
866	ST19	Support	We are writing to offer support to the allocation of site ST19 Land at North Minster Business Park. Northminster is already an important business park. The current site is successful due to, location, security, attractive landscaping and availability of both lease hold and virtual free hold opportunities. The land needs to be released from green belt and policy barriers removed. The existing internal infrastructure is capable of being extended to allow immediate further development. The area is suitable for all types of use class/ occupiers will be available. Access will be via the existing site entrance. The park is well screened and extensions will be integrated into this environment. Works will take place to help deliver a sustainable and integrated transport system helping to ease the traffic burden. The proposed allocation and safeguarding of land on surrounding land to the South , North and West of the Park will provide further capacity to meet employment needs for the future. All surface and foul water run- off is privately managed on site and controlled at agreed rates with the IDB and Yorkshire water. No archaeology has been found on site. Ecology is not a concern. Proposes that the site is used for use class B1 (b), B1 (c) B2 and B8.	Directions Planning obo Northminster Ltd
13180	ST19	Support	The proposals for ST19 to emerge as a strategic employment site are supported in principle. It is well located with the opportunity to expand employment opportunities and jobs in the area and capable of generating 850 to 3000 jobs. It is available achievable and deliverable and linked to further opportunities nearby (P&R, new housing sites) the area will represent an opportunity for a mixed use development area.	Barton Willmore

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
244	ST21	Objection	Objecting to the removal of site due to the York Designer Outlet's need to ensure it supports York's economic aspirations and to continue to be a driver of sustainable economic growth. Deletion of the allocation fails to recognise the importance of the YDO which provides 1,500 full and part time jobs and is one of the largest employers in the area. The deletion fails to acknowledge that without an allocation on the Site or an acknowledgement of its importance in the Local Plan, the future of the YDO as a driver of sustainable economic growth in York remains uncertain. The YDO is in a highly accessible location with sustainable links to the City Centre via the park and ride facility - it also helps to increase the attractiveness of the City Centre whilst reducing reliance upon the private car in the urban area. McArthur Glenn is committed to the delivery of extended facilities at the YDO and is in the position to start development on site during the early stages of the Local Plan. The site should be reinstated as a Strategic Economic Development Site rather than a Strategic Leisure Location.	York Designer Outlet - McArthurGlen
13122	ST21	Support	Support removal of this allocation - its deletion will help protect Fulford Community Orchard, a much valued local facility.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
244	ST25	Comment	<p>Mc Arthur Glen's aspirations for the land south of the YDO is to support the additional development on the site by providing an opportunity for additional car parking/enhanced park and ride facilities. Do not object to the removal of the 'Strategic Site for Employment' designation but require that the Local Plan recognises the important role this Green Belt site has in providing a supporting function in accordance with Policy GB1 'Development in the Green Belt' (Publication Draft Local Plan 2014) which acknowledges that in special circumstances Park and Ride sites may be located within the Green Belt. Without this additional land the ability to protect the future of the York Designer Outlet (YDO) is limited. As part of its submissions to the City of York Local Plan Further Site Consultation in July 2014, McArthurGlen included an 'Appraisal of Landscape and Visual Matters' prepared by LDA Design. It concluded that the development of the Site would not compromise the performance of any wider Green Belt purpose, and that this conclusion should be taken forward and reflected in the Local Plan.</p>	York Designer Outlet - McArthurGlen
13122	ST25	Support	<p>Support removal of this allocation - deletion will help protect Fulford Community Orchard, a much valued local facility. Support the technical officer conclusion that states 'the existing boundary treatment to the south of the existing Designer Outlet site which consists of a belt of mature trees provides a strong defined green belt boundary and helps to screen from the surrounding open countryside...development... would be contrary to green belt purposes'.</p>	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
42	ST26	Comment	Potential for considerable ecological interest on site and adaptation measures through very well designed green space.	Yorkshire Wildlife Trust
9803	ST26	Comment	Industrial development is necessary for the economy but the site should only be developed with an agreed size/weight restriction for commercial vehicles.	
10842	ST26	Comment	Commenting on ST26 that there is too much development on this site, too much development in the countryside and that it is too far away from a main road.	
10895	ST26	Comment	Currently the only access road to the site is the B1228. The volume of traffic in the area contributes to issues such as noise and air pollution as well as road safety. As the development ST15 is adjacent to this site it would be more appropriate for the transport infrastructure from the industrial estate to join the A64 junction that serves the "Garden Village" and the university site. Concerned about sites using the B1228 access will destroy bridleways and routes for cycles, dog walkers, leisure and runners.	
12448	ST26	Comment	Concerned that this proposed site covers half of the runway. Also access to this site is unknown.	
1674	ST26	Objection	Extension to ST26. We believe that further land should be allocated for development to respond to the on going demand for land in this location. The density presumptions suggest more land will be required to deliver the amount of development envisaged for the site. We believe the whole site is required because this is the only basis on which we understand all identified demand will be met. There is demand for the land within a much shorter time period than the council envisages. The density presumptions suggest more land will be required to deliver the amount of development envisaged for the site. We would however like to ask that the Council consider allocating the remaining part of the safeguarded land SF6 for development, i.e. land to the west of site 97.	Directions Planning obo William Birch and Sons
2765	ST26	Objection	I object due to the scale of the proposed development and loss of Greenfield agricultural land.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5536	ST26	Objection	There are already industrial sites in Elvington - this will add to extra noise, traffic and pollution. Present traffic shortcuts through Elvington at speed to M62, Hull Road etc	
5738	ST26	Objection	Object on grounds of increased volumes of heavy goods vehicles adding to congestion, B1228 must be used for all large / heavy lorries and a weight limit must be put in place to stop heavy goods vehicles coming into village and over bridge.	
9726	ST26	Objection	Industry is hidden from the village at the moment. However, unsure why there is a need to extend both this and site E9 as there are a number of empty spaces/units. No evidence is provided of demand. Work force will need to commute increasing traffic as there is scant public transport main objection is amount of traffic that would go through village of Elvington with additional dangers etc.	
9937	ST26	Objection	Development will lead to loss of open rural land and impact on landscape. 400-1500 new jobs will potentially be a positive change for economy, however, additional traffic will have a dramatic and dire impact on Elvington Lane, Elvington Village and historic Sutton Bridge. Improvements to local roads and access for cycles in area would be needed.	
61	ST26	Support	Supports extension proposed but would emphasise need for archaeological and ecological assessment before development. Units should be small high value businesses restricted to B1 and B8 use and in line with CYCs economic strategy. Conditional support based on imposition of 7.5 tonne weight limit on Main Street on safety grounds.	Elvington PC
657	ST26	Support	No objection to this site - provided restricted to light industry and small businesses reducing possible noise and light issues and limitation on movement of HGVs in village, wildlife habitat protection measures should be put in place (especially around balance pond to east of proposed site).	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1666	ST26	Support	The site would appear to constitute as a sensible extension to the existing business park but only under the consideration that it permits consistent development of small high value business complying to B1 and B8 use. In addition there should be a restriction limit through the village.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1674	ST26	Support	<p>We are writing to offer support to the allocation of the site ST26. We strongly support its inclusion as it forms natural extension to the existing business parks at Elvington Airfield. There is already interest in this site. Therefore the site may be developed and occupied before the Local Plan process has been completed. We believe that further land should be allocated to for development to respond to the on going demand for land in this location. The land is of low archaeological significance. We do not envisage there being any issues with capacity of the junctions out on to the strategic network. The location of the proposed development suggests that the foraging habitat and routes between the sets should not be affected. We believe the surveys are sufficient to establish that the great crested newts are located outside of the proposal site, but compensation and mitigation will be required as part of a planning application. Presence of great crested newts does not prevent development. The Presence of Bats is not considered to prevent development. There are a couple of waste land fill sites within the vicinity of the site, however there are no concerns in relation to foundations or construction. Some work may be required to address drainage as part of a development proposal due to the presence of aquifers in the area, these provide an opportunities to deal with surface water run off by utilising the natural drainage system to contribute to a SUDs system. The Environmental Assessment by AIG confirms the environmental conditions will not hinder development. Foul sewerage is to be discharged into the current system, whilst surface water drainage will be dealt with on site. The master plan has been prepared on a similar density to existing development at the Airfield Business Park. This also allows for landscaping, expansion of existing businesses or else associated open storage operations. A landscape assessment has concluded that the land does not fulfil the purpose of Green Belt and is not necessary to maintain the openness of the open countryside. development of the and is viable as there are no major constrains or abnormal costs.</p>	<p>Directions Planning obo William Birch and Sons</p>

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
5153	ST26	Support	Moderate expansion of the Airfield business park is sensible providing adequate wildlife protections are put in place. Development should be limited to small units for small, high value businesses. The land around the 'Balance Pond' to the east of the site should be protected on a wildlife and habitat basis.	
5259	ST26	Support	The extension is supported on the provision that a detailed archaeological and ecological assessment is carried out prior to development. It should be a requirement that a 7.5 tonne weight limit is imposed on the main road through the village , and that traffic from the site must have to travel up to the A1079 roundabout at Grimston Bar, rather than travelling through the village	
5535	ST26	Support	This site would be ideal if vehicles using this site are using another route and not allowed through the village of Elvington.	
11367	ST26	Support	No general objection to the principle of development of this site however the use classes for this site should be restricted to B1 and B8 only. B1 now includes light industrial whereas the proposed B2 could be used to try and add more general industrial users to what is a rural area and therefore inappropriate.	
12615	ST26	Support	Supports principle of development on brownfield sites	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
10	ST27	Comment	ERYC queried whether the scale and type of development proposed on ST15 and ST27 (within the plan period) would be able to support the construction of a new junction on the A64.	East Riding of Yorkshire Council
42	ST27	Comment	The site should be designed so that new lakes, scrub and grass land do not lose their value for wildlife and that ecological impacts and the needs assessment should be included in the notes for ST27.	Yorkshire Wildlife Trust
46	ST27	Comment	Provided the planning principles set out in PSC document are adhered to, should be possible to develop site without compromising setting of Heslington and historic views of York.	Heslington Village Trust
10895	ST27	Comment	This site would benefit from direct access unto the A64 and with appropriate transport planning new road networks would be established rather than considering the B1228 as an access route for any site. Concerned about sites using the B1228 access will destroy bridleways and routes for cycles, dog walkers, leisure and runners.	
10919	ST27	Comment	It is essential that traffic from the university and this site should be prevented from using Low Lane into the Village. Substantial natural screening must be provided between the site and the A64. Substantial screening must be on the western boundary of the site to protect views from Heslington village. The land should be restricted solely for university expansion and directly related research and not general development. All existing public footpaths and rights of way should be retained.	
12169	ST27	Comment	Commenting on the development of York University and expresses concerns over loss of natural setting and damage to the ecology of the area.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12702	ST27	Comment	I recognise the importance to York of a highly prestigious thriving University but share the Trust's concerns that the 21.5 ha of good agricultural land has been lost and could compromise the setting of Heslington and views to the Wolds. I agree that if the planning principles set out in the Plan are strictly adhered to it should be possible to develop the site without compromising these assets but would stress the importance of preventing traffic accessing from Heslington, land should only be used for University expansion, all public rights of way are retained and any further land requirement should be to east of Heslington East up to Grimston Bar.	
12959	ST27	Comment	Concerned about this development for the following reasons: new housing should be subject to an Article 4 Direction for more family homes, increased traffic, roads are saturated, creating more work places will increase the housing demand and therefore should be allocated on the outer ring road.	
13012	ST27	Comment	Rather than building commercial property in this location, more student accommodation should be constructed	
13014	ST27	Comment	Recognise the importance to York of a highly prestigious thriving university but share concerns that the 21.5 ha of good agricultural land has been lost that is not only detrimental to the rural population but could also compromise the setting of the village and views to the Wolds, recognised as important in the latest Conservation Area Appraisal. Nevertheless, agree if the Planning Principles set out in the LP are strictly adhered to it should be possible to develop the site without compromising the setting of Heslington. It is essential that traffic from the University and this site be prevented from using Low Lane to the village and the land should be restricted solely for university expansion not general development. All existing public paths and rights of way should be retained and any further land required in future should be east of Heslington East up to Grimston Bar roundabout.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13122	ST27	Comment	Support the reduction in size of this development from 25ha to 21.5ha. Removal of land west of Green Lane will help to ensure an adequate distance between the University and Heslington Village and the character, setting and landscape of the area is protected.	
13149	ST27	Comment	Whilst welcome areas that will provide business opportunity the problem is traffic congestion and serious lack of parking that already affects the University and Heslington. Plans will require sufficient parking for all employees and customers.	
48	ST27	Objection	Land is good agricultural land and classified as green belt. The proposal would compromise setting of the village and views. Village will be used as main thoroughfare between new development and Heslington West.	Heslington PC
62	ST27	Objection	Site highly visible from A64 and would intrude into open land, development would be contrary to green belt purposes, new junction off A64 would have landscape impacts, even with new A64 junction, development would have serious traffic consequences.	Fulford PC
238	ST27	Objection	Proposal could harm two elements which contribute to special character of the historic city. Prominent views of site from A64 very close to ring road and expansion would change relationship between York and countryside to south. Landscape buffer could be damaging if it adds 'alien' features to flat landscape. Site could damage relationship between York and its villages, reducing the gap. Could result in serious harm to SA objective 14	Historic England
670	ST27	Objection	Whilst the site has been reduced in size, we object to this allocation. There are concerns for, loss of countryside, high visibility, damage to the historic character and setting, loss of open space, loss of Green Belt land and damage to historic character and setting of the area.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
863	ST27	Objection	Objecting to ST27 University of York Extension: using land to the West of the university before the East, Heslington should be protected from becoming a direct route as well as vehicular access between the East and West Campus, no additional infrastructure or roads on the green belt, landscaping buffers between the village and the campus, no increased traffic and no increased parking pressures.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1673	ST27	Objection	<p>Objection to ST27 boundary. See alternative boundaries proposed. Development potential of proposed allocation is significantly reduced by the need to incorporate a substantial landscape buffer to A64 and the exclusion of land east of Green Lane, which is outside the control of the University. The remainder of the allocation would be only 21.5has, providing for less than 50% of the University's expansion needs within the plan period to 2032, and could not cater for compliance with Council policy on the provision of student housing and knowledge based business facilities. See supporting 'Assessment of Visual effects' for further appraisal. Note that to not provide for the University's future development needs would impact on the City's ability to confirm a permanent green belt for the first time. Suggested amended site boundary 1 - as per 2014 Draft Local Plan 'Publication' allocation (site 816). For the University, this is the option that can best meet its development land requirements over the plan period, fundamental in terms of the local plan being able to confirm permanent Green Belt boundaries for the city for the first time. This boundary provides the best prospect of incorporating the expansion site with the existing campus and, due to the wide landscape buffer to the south of the allocation, would have less impact on the historic setting; does not intrude into important open areas, such as Strays or river corridors; has greatest prospect of aiding the City in meeting its educational/student housing aspirations, while meeting visual mitigating requirements, transport provision and other stated principles. Suggested amended site boundary 2 - as per ST27, and including land to the south (see map, as per site 904). Would provide significantly more potential than ST27 alone (around 21ha developable area, plus further 9ha open space/buffer); does not intrude into open areas, such as Strays or river corridors. The University appreciates the benefits of exploiting synergies with the proposed new settlement ST34, in terms of servicing including transport, energy and waste. Of major benefit would be a direct access to A64 from the campus extension, if this is provided by the promoters of ST15.</p>	O'Neill Assoc obo University of York

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
2322	ST27	Objection	I strongly oppose the employment site for the University of York. If the university can afford to build an employment site then they should be able to build accommodation block for their students, thereby freeing up rented homes for those wishing to purchase.	
2765	ST27	Objection	I object due to over-development at Heslington and affecting wider setting of York as a whole.	
5134	ST27	Objection	YOC oppose the development of this site. This is a potential SINC site, but the PSC document does not mention the wildlife value of the southern part of this site. As a result there is no discussion of mitigation measures and without these it is likely there would be a significant negative impact on the wildlife value of the site.	York Ornithological club
5602	ST27	Objection	Object - accept University may well grow it seems more appropriate to use land currently available to west of University first. Should be conditional that in line with current development on Heslington East, the village must be protected from becoming a direct route between East and West campus. There should be no access by vehicular traffic to the campus through village of Heslington. No additional infrastructure or roads on green belt adjacent to area and area facing village should be landscaped. Heslington East had great emphasis placed on sustainability and need to ensure University did not increase in traffic flows through village - this should be case here. Further village should be protected from additional parking pressure.	
5671	ST27	Objection	Expansion of University was not to cross Low lane (Inspectors Report) in order to protect Heslington. Removal of green belt/prime agricultural land seriously compromises this open land setting.	
13074	ST27	Objection	Object to extension to A64.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
386	ST27	Support	Note that vehicular access from the A64 would be essential to protect sustainable transport priority access into Heslington East northern access points. Managing cumulative impact of traffic generation will need significant investment in sustainable transport solutions (light rail/tram link) to join site to city centre, university campuses and ST15.	York Green Party
1673	ST27	Support	Supports principle of allocation, providing expansion space guaranteeing the University's future contribution to the need for education and research, and to the local, regional and national economies. Comment references the Publication draft Local Plan 2014, which states 'without the campus extension, the University will not be able to continue to grow beyond 2023'. The University appreciates the benefits of exploiting synergies with the proposed new settlement ST34, in terms of servicing including transport, energy and waste. Of major benefit would be a direct access to A64 from the campus extension, if this is provided by the promoters of ST34.	O'Neill Assoc obo University of York
4039	ST27	Support	Realise the University has to plan for expansion so don't object to the allocation. However, agree with Heslington Parish Council: 1) No direct access from the site into Heslington village, other than via Field Lane; 2) Local Plan should stipulate that the land can only be developed for the University's academic needs, not for general development; 3) All existing public rights of way should be retained.	
10919	ST27	Support	I welcome the reduction in size for this proposed site. It should be possible to develop the site without compromising the setting of Heslington and the historic Views of York.	
12661	ST27	Support	Supports the employment allocation at Heslington East, which reflects evidence that well connected locations close to knowledge base are a significant driver for investment in the science/technology sectors.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
6048	ST29	Objection	Object to removal of site. Should be reinstated as a housing allocation, should not be considered for green belt designation and will support York's housing requirements. Site is not constrained in environmental/amenity terms. Council's green belt assessment work is flawed - it should have been completed ahead of preferred sites consultation. Site does not contribute to purposes of GB	Cobalt Builders
71	ST29	Support	Support for the removal of site - this is important agricultural land and for preserving the open and historic character of the setting of York.	Nether Poppleton Parish Council
74	ST29	Support	Fmr Wheatlands site. Support its removal and reasons given, specifically in relation to green belt and potential traffic congestion.	Rufforth and Knapton PC
78	ST29	Support	Support for the removal of site - this is important agricultural land and for preserving the open and historic character of the setting of York.	Upper Poppleton Parish Council
192	ST29	Support	Very pleased that this site has been removed. This allocation would have caused issues with loss of Green Belt, loss of identity, increased traffic, congestion and would have been detrimental to the functioning of the A59.	
2580	ST29	Support	Support removal of ST29 from Local Plan - it is prime agricultural land and provides a visible barrier between Outer York and Poppleton. Should be confirmed as green belt to ensure villages around York are not absorbed into the city. Development would lead to outer ring road becoming boundary for York and thus numerous communities (Knapton, Poppleton, Heslington etc.) would lose their historic status.	
3657	ST29	Support	Support the removal of this site from the Plan. The site is green field and should be considered as Green Belt. It is Grade 2 agricultural land. Any development on it would have a serious impact on the heritage of the City. Any development would bring development further towards the A1237 and would erode the rural edge and setting of the City. The land serves to prevent further merging of the urban area. Given that ST1 & ST2 have been retained, the transport, health and education provision are less likely to be compromised now that ST29 has been removed.	
4648	ST29	Support	Support the removal of site ST29 from the Plan.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
6222	ST29	Support	Agree with the decision not to use the land for the use of housing or employment as considers the land serves Green Belt purposes	
9079	ST29	Support	Supports removal of site	
9269	ST29	Support	Support for the removal of site - this is important greenfield, grade 2 agricultural land and for preserving the open and historic character of the setting of York. Cumulative congestion (noting dev at British Sugar and fmr Civil Service ground) would be unsupportable.	York (Trenchard) Residents Company Ltd
9773	ST29	Support	Fully support removal of this site and hope it is defined as official green belt in final version of Plan. This is a green field site on grade 2 agricultural land and would impact on York's heritage and landscape. Site is also in a EA Groundwater Protection Zone 1. Local services, transport network and facilities are already under pressure.	
12645	ST29	Support	Supporting the removal of the site as it is green field and agricultural land. Further, development would have a serious impact on Yorks heritage and landscape and would negatively erode the rural edge.	
12660	ST29	Support	We fully support the Wheatlands site being omitted from this plan.	Rufforth and Knapton Neighbourhood Planning Group

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
10248	ST30	Comment	Would like to see land to the west of Christ Church - to the length of the Church grounds, incorporated into the ownership and setting of the Church itself.	
451	ST30	Objection	Object to the proposed deletion of the housing allocation since the site is available, suitable, achievable and serves no or limited green belt purpose. The Inspector and North Yorkshire County Council endorsed the site's removal from the green belt. The site is well contained by physical features. This allocation should be reinstated. The site is deliverable in the short to medium term (years 1- 10). We find it difficult to believe that ST30 would cause more harm than the development of ST14 and ST34. This site was previously excluded from the green belt and should not be kept within the green belt when it is unnecessary to be kept permanently open.	Linden Homes (North) and Miller Homes
659	ST30	Objection	Objects to the removal of the site. The site should be allocated for housing development.	Persimmon Homes
5410	ST30	Objection	ST30 should be brought back into the Plan	
5826	ST30	Objection	Site (North of Stockton Lane) should be retained in the Local Plan as a housing allocation. Green Wedge is maintained with significant depth to the south side of Malton Road. Northern boundary is neatly demarcated by hedge field boundaries and the east boundary is contained by Pasture Lane with properties and then a tree line behind. Site could potentially be divided into smaller parcels with access from Pasture Lane, Green Meadows and Stockton Lane.	
9697	ST30	Objection	ST30 land North of Stockton Lane - surprised at deletion of this site it has good bus links, does not overload current roads and does not obstruct the 'green wedge' in principle.	
65	ST30	Support	Support the removal of site ST30 from the Plan and the retention of the Green Belt in this area. See Heworth Without PC's submission July 2014.	Heworth Without Parish Council
7432	ST30	Support	Support removal of this site on grounds of potential congestion on surrounding roads this would bring if developed	
12392	ST30	Support	Supports the sites included in this round of consultation.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13124	ST30	Support	Support the removal of ST30, which raised concerns about the development's impact on traffic on Stockton Lane and the lack of local infrastructure. Agree with the conclusions that 'the site performs an important role in maintaining a green wedge into York from Monk Stray that contributes to the setting of York' and would argue the character of Heworth Without.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
2	ST31	Comment	Re impacts on Askham Bog SSSI: the combination of the location of the A64 and provision of natural greenspace adjacent to the proposal would adequately mitigate for potential recreational pressures; the topography of the site reduces the risk of impacts on hydrology from development. Advise that requirement for hydrological investigation and mitigation as necessary is included as a requirement in the plan. Suggest that the Council considers requiring the delivery of the adjacent green space allocation prior to the commencement of development. Advise contact with Yorkshire Wildlife Trust regarding potential for impacts on noted SINC's and uncommon plant species in the area.	Natural England
42	ST31	Comment	The trust is satisfied that development maintains existing barriers between development and the reserve (Askham Bog), and that any hydrological connection is unlikely. Note proximity to high quality road verges and Bond Hill Ash Farm Fen SINC. Pleased that site incorporates reasonable area of open space, which should be made attractive for residents and dog walkers.	Yorkshire Wildlife Trust
42	ST31	Comment	The trust is satisfied that development maintains existing barriers between development and the reserve (Askham Bog), and that any hydrological connection is unlikely. Note proximity to high quality road verges and Bond Hill Ash Farm Fen SINC. Pleased that site incorporates reasonable area of open space, which should be made attractive for residents and dog walkers.	Yorkshire Wildlife Trust
2303	ST31	Comment	Suggested guidelines for development: no traffic or route through the protected hedge that run behind Lealman's; note protected wildlife (deer, woodpeckers, barn owls); traffic/access and egress to the site; how to cope with additional demand on local school.	
8117	ST31	Comment	Development should address impact on local school, means of safe access (including to Tadcaster Rd) and that the old village path is not disturbed.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12765	ST31	Comment	The housing density on the site has been increased in this version of the local plan which is disappointing. There are also concerns for, 3 storey housing, loss of gardens and garages, loss of sense of security, loss of wildlife, loss of the view of the landscape, there are bus route, increase in traffic and congestion.	
12925	ST31	Comment	Notes that sites included in the Plan are all valid, but that there are better sites in the village. Raises the following issues: access, development not in keeping with the village, traffic, access to the school, road safety, loss of visual amenity, drainage, flooding, heavy locomotives causing vibrations, loss of green space and noise and air pollution.	
12941	ST31	Comment	170 houses should be reduced to 120 for the following reasons: increased traffic on the roads including the A64, narrow roads with narrow pavements will become dangerous, lack of shops in the centre , the school is full, parents dropping children off for school park and block the road, concerned that houses will benefit Leeds more than York and general infrastructure is overloaded.	
57	ST31	Objection	Object to housing density and the number of houses proposed. Numbers would overwhelm village amenities, school, medical facilities and drainage as well as roads.	Copmanthorpe PC
238	ST31	Objection	Site is perceived as being open countryside to south of ring road. Relationship between York and surrounding villages contributes to special character of York. New Askham Bar P&R narrowed gap between urban area and Copmanthorpe. This allocation would reduce it further (to less than 1 km), harming a key element of the special character and setting of the City identified in the Heritage Topic Paper. Site would have serious harm to SA obj 14. Site should be deleted as it is not possible to mitigate.	Historic England
532	ST31	Objection	Consider that the site performs greenbelt purposes and would cause more harm than ST13. Proposed allocation is contrary to Council's evidence base. Concern with regards to residential amenity in relation to noise and air quality.	Shepherd Group Properties

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
671	ST31	Objection	Valuable green belt site and its loss to development would harm this approach to the City. How can visual impact be mitigated?	
820	ST31	Objection	General objection on the grounds of: impact of additional traffic on the local highway network; inadequate infrastructure; flooding; impact on local wildlife; insufficient local amenities.	
1399	ST31	Objection	Based on the location, layout and management of Askham Bog SSSI by YWT it is likely that potentially negative impacts of development could be mitigated. However, there is currently insufficient information on the potential impacts of ST31 on Askham Bog SSSI, and the required mitigation, in the Local Plan and supporting documents. Note that YWT should be involved throughout the process, as reserve managers of the SSSI.	RSPB
1981	ST31	Objection	Site is too large	
1989	ST31	Objection	While ST31 site may not be in an area of high flood risk, the additional surface water flooding which will occur as a result of the development will impact on adjacent properties, which already suffer serious flooding problems (Flaxman Croft estate)	
2215	ST31	Objection	General objection on grounds of access to services. Notes that if the area is developed, part should be left as open green space to continue to provide a green buffer between Copmanthorpe and York.	
2260	ST31	Objection	Ongoing problem with surface water flooding locally - how will drainage and sewerage be dealt with through site's development?	
2371	ST31	Objection	Development would remove the green belt between the village and Askham Bar, to the detriment of village setting.	
2412	ST31	Objection	Concerned about limited capacity to accommodate projected pupil numbers in existing schools. Also problems with vehicular access/egress from Copmanthorpe onto A64 - numerous accidents onto fairly high speed main road	
2765	ST31	Objection	Site should be retained in agricultural use.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
4423	ST31	Objection	Objecting to the housing density of ST31 but not the overall allocation of the site. This is due to concerns over; schools and doctors at capacity, lack of amenities, struggling drainage and fresh water systems and over all sustainability issues.	
8197	ST31	Objection	Objects to scale of development on infrastructure/amenity deficiency grounds, although is amenable to a reduced number of homes.	
9381	ST31	Objection	Strongly object to inclusion of ST31 for housing - it has previously been rejected by officers and CYC and it is clear at the time Officers did not consider the site suitable. It failed the site selection methodology. CYC Landscape Officer, transport department open space comment and overall officer assessment previously went against this site. The site prevents coalescence and serves an important green belt purpose that is supported by officers and supported by CYCs own evidence base.	DPP obo Linden Homes
10270	ST31	Objection	Concerned about development here and impact it could have on Askham Bog and spoiling of this lovely approach into Copmanthorpe. York villages should remain distinct from York and any encroachment by conversions of green space is surely the thin end of the wedge and over time mean villages become part of York with no discernible boundaries. Concerned about devastating affect that could happen to Askham Bog and wildlife due to increased dog walking, increase in cats, impact on water courses and water table. There are already a number of balancing ponds in immediate vicinity of ST31 and the site is within 250m of the Bog. Draw attention to Yorkshire Wildlife Trust comments to Moor lane Woodthorpe site I believe many of their comments remain valid for ST31 too.	
10966	ST31	Objection	The proposed number of houses for this site seems high in the land available, and I would support any moves to reduce this number to provide less density and therefore housing in sympathy with the existing housing estate.	
12111	ST31	objection	There's already too much traffic along Tadcaster road. York's Green Belt and Character are being destroyed.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12256	ST31	Objection	Notes that the new proposal for Moor Lane and Top Lane [Tadcaster Road] is more acceptable than previously consulted on, although rep states objection to growth in Copmanthorpe due to insufficient services.	
12300	ST31	Objection	Destroys a green area - Do not Build	
12327	ST31	Objection	Copmanthorpe cannot sustain additional population in its school. The shops will not sustain additional 250 homes. Roads exiting Copmanthorpe on to A64 are gridlocked at peak times. There are plenty of brownfield sites around York for additional housing why spoil our village. Additional housing will reduce my house value, whereas housing in an already populated area with proper infrastructure will not impact prices there.	
12396	ST31	Objection	If this development were to go ahead there would be issues with lack of infrastructure, additional traffic, noise, lack of schools, lack of buses, lack of medical facilities, libraries and overall concerns for social issues.	
12420	ST31	Objection	This allocation should not be used, as it is passing through this green area that keeps the village feel of Copmanthorpe.	
12580	ST31	Objection	Alternative boundary proposed. Small triangle of land to south of Yorfield Lane should not be included in site ST31. Proposed housing density too high compared to density level of existing development adjacent to site.	Cllr David Carr
12628	ST31	Objection	Objecting to ST31 due to issues with roads not being able to cope and parking.	
12637	ST31	Objection	Concerned about issues with poor roads, increased traffic, noise, pollution, lack of road safety, lack of schools, doctors, dentists, lack of parking, lack of open space, poor sewerage drains, flooding and loss of character.	
12706	ST31	Objection	Objects to development on the following grounds: traffic congestions and highway safety; impact on TPOs and natural environment; flood risk; impact on Askham Bog SSSI; lack of services/amenities; coalescence with York.; availability of alternatives (Manor Heath site)	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12717	ST31	Objection	Objects to development on the following grounds: site is on green belt land; site is adjacent to the nationally important Askham Bog site (and functions as a wildlife corridor); potential to flood; TPOs on site; amenity impact of adjacent East Coast mainline; Copmanthorpe does not need any further development, which may change the nature of the village; lack of school space; drainage under capacity.	
12785	ST31	Objection	Keep York Field as green belt land as there are numerous issues with the site already, loss of medieval field, flooding, loss of an attractive entrance to the village, the site is within close proximity to Askham Bogg and a SSSI site, loss of places for children to play in, limited parking, small schools and no bus routes.	
12810	ST31	Objection	Even with the reduced number of housing this will still cause issues with, increased vehicles on the road, lack of car parking, difficult to get a bus, road safety, schools are full, loss of an attractive entry to the village and destruction of trees and hedgerows	
12832	ST31	Objection	I feel that the plans have not been properly thought through as concerned about: the change in aesthetics of the village, density, loss of character, lack of employment, increased traffic and risk for child safety, loss of open views, loss of wildlife and habitats, flooding, full schools, full surgeries and dentists, insufficient activities for children and strained village resources.	
12844	ST31	Objection	There should not be any housing nearby to the ecologically important green space, ST31 should therefore be a green wedge.	
12954	ST31	Objection	I would like to raise the following objections and discussion topics: access is poor, loss of trees and hedge rows, drainage is at capacity, flooding issues, concerned about effect on the SSSI of Askham bog, loss of wildlife, lack of schools, doctors and dentists and loss of character.	
13009	ST31	Objection	This area is prime agricultural land in regular production of cereals. NPPF guidelines state high quality agricultural land such as this should not be used for development until all other brownfield land or lower grade farmland has been used.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13027	ST31	Objection	The Manor Heath, Copmanthorpe site represents a more deliverable and sustainable residential development site than Site Ref. ST31 on account of biodiversity and heritage matters.	Paul Butler Planning obo David Wilson Homes
13053	ST31	Objection	Site is shown as being in Flood Zone 1 - low risk - don't believe the north east area is low risk as was a large lake at the beginning of the year. Whilst the worst seen in many years it does have standing water once or twice per year. This will only be exacerbated once there is no capacity to absorb water when built on. Oak Trees - along western edge of the field is a row of mature oak trees subject to a protection order. No mention is made of a tree survey (in accordance with BS5837(?)) being required to determine the proximity of new buildings and factoring in the distance of existing buildings.	
57	ST31	Support	Support principle of housing development on the site.	Copmanthorpe PC
1504	ST31	Support	An eminently suitable location provided access to site given fullest attention. Will add to economic activity that will be welcomed but consideration on local services and cultural balance of historic village will need careful attention.	
1884	ST31	Support	I agree with the preferred sites in Copmanthorpe.	
1917	ST31	Support	The Copmanthorpe Neighbourhood Plan reflects the concept introduced by the Localism Act 2011 and accords with the wishes of the residents. This site combined with H29 with a combined total of 250 houses is the maximum the village infrastructure could possibly assimilate without too great a detriment to the environment and character of the village. Land to the west of the village is a positive allocation as green belt and valued open area with field paths and footpath to Colton.	
2012	ST31	Support	Housing proposals for Copmanthorpe offer a sustainable target for the village	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
2025	ST31	Support	Proposal is more in keeping with scale of village, and would not unduly stress local services	
2050	ST31	Support	General support for the site. Care should be taken to set back the houses from the 'new' main road, similar to those at the start of Tadcaster Road/Top Lane. Further, note that the lower part of the field has a history of flooding, not yet alleviated by the 'pond' below the A64 bypass.	
2066	ST31	Support	Proposal is realistic and suitable for Copmanthorpe, based on modest infrastructure changes	
2163	ST31	Support	General support for site - reasonable number of homes proposed which would not overwhelm village services. Site is also included in draft Copmanthorpe Neighbourhood Plan.	
2170	ST31	Support	General support for site	
2189	ST31	Support	General support for site ST31 - infrastructure is in place to accommodate this proposed development	
2263	ST31	Support	Support development of this site in Copmanthorpe and agree that further development on Green Belt sites should not go ahead	
2275	ST31	Support	Support for development of the site	
2322	ST31	Support	I agree with the preferred sites in Copmanthorpe.	
2387	ST31	Support	The current preferred locations and the number of houses proposed at Copmanthorpe seem reasonable.	
2689	ST31	Support	Support this site as combined with H29 for up to 250 homes they are surrounded by physical boundaries that will prevent development spilling over into surrounding land and will not put too much pressure on health facilities, schools and roads in Copmanthorpe	
3035	ST31	Support	We would prefer no further development in Copmanthorpe but if this is unavoidable approve of the proposed area as this appears to balance the village layout and keeps the majority of the Green Belt.	
4423	ST31	Support	General support for housing development on the site.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
6432	ST31	Support	Support in principle the new draft plan regarding Copmanthorpe. Welcome the allocation of greenbelt land to western boundary of the village. However, concerned about increased pressure on existing local services and potential widening of Moor lane that would alter the semi-rural character of southern edge of village.	
8126	ST31	Support	General support for site. Queries inclusion of PROW within development boundary; development density and notes need for substantial infrastructural investment (including schools/health facilities)	
8143	ST31	Support	General support for site	
8147	ST31	Support	General support for the site's development	
8352	ST31	Support	General support for site	
8353	ST31	Support	I support the latest Local Plan for the development of Copmanthorpe.	
8359	ST31	Support	We give our support for the new draft Local Plan for Copmanthorpe.	
10966	ST31	Support	General support for the principle of housing development	
12239	ST31	Support	Agree with the proposals for Copmanthorpe (Manor Farm, Tadcaster Road & Old Moor Lane). York needs more houses. The 3 sites are proportionate and that more would be unsustainable and would create infrastructure problems (highways, drainage, schools, services).	
12323	ST31	Support	Fully support housing development on this site	
12337	ST31	Support	This should provide enough housing (in Copmanthorpe) to leave the much treasured land elsewhere alone.	
12354	ST31	Support	I find that the new proposals for Copmanthorpe are more acceptable and manageable, without putting pressure on health facilities, schools, roads and other infrastructure in the village.	
12355	ST31	Support	I feel that the York City Council has earmarked the correct sites for development in Copmanthorpe. These sites benefit the need for housing whilst providing physical boundaries of roads and railways which will stop development spilling over into surrounding land.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12358	ST31	Support	The proposed sites within the well defined boundaries of the village envelope contained within the A64 and the railway avoiding the need to encroach further into existing Green Belt.	
12359	ST31	Support	The Copmanthorpe Local Plan seems to be a satisfactory compromise between the need to increase York's housing stock without swamping an established community.	
12369	ST31	Support	The 2016 draft local plan is more acceptable with its proposal for up to 250 houses.	
12374	ST31	Support	I support the new plan for housing in Copmanthorpe that proposes up to 250 houses in the village. Hopefully this new proposal will not put too much pressure in future years on the important health facilities, schools and roads as the previous 2014 draft plan would have done.	
12394	ST31	Support	This site would be a more viable option to H29 as traffic would not be entering the village itself on its approach. Notes that any new development will put strain on existing scarce facilities.	
12398	ST31	Support	I agree with the proposal for new housing in Copmanthorpe.	
12403	ST31	Support	The 3 sites identified suit the needs of Copmanthorpe and the Green Belt. Notes impact on house prices of additional housing development.	
12411	ST31	Support	I agree to the new draft local plan for Copmanthorpe.	
12415	ST31	Support	The drafts for housing on the sites in Copmanthorpe mentioned appear to be fair. Should development go ahead the Plan should take into account impact on school space, parking, doctors, roads, increased traffic and road safety.	
12417	ST31	Support	I am happy with the proposals made in the Local Plan for Copmanthorpe.	
12470	ST31	Support	Agree with this proposed housing development in Copmanthorpe	
12476	ST31	Support	This site together with H29 are the most appropriate sites for new housing in Copmanthorpe re: location, access and low impact on existing village.	
12481	ST31	Support	Fully support ST31.	
12492	ST31	Support	Supportive of the proposed development plans which limits development in Copmanthorpe, reducing strain on facilities and maintaining the green belt.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12580	ST31	Support	General support for the principle of housing development. Yorkfield Lane is a BOAT (byway open to all traffic) and is considered to have mediaeval origins. Should be preserved intact. All vehicular access should be from Tadcaster Road. Should be no secondary access from Learman's Way. Should be no pedestrian access from Learman's Way since potential for anti-social behaviour is high. All existing vegetation (trees and hedgerows) should be retained within the site.	Cllr David Carr
12668	ST31	Support	In principle I agree to the development of this site. However, subject to the following; The extent of the site shown on the circular is different to that shown on the actual plan which shows the development in only one field off Tadcaster Road whereas the Local Plan shows the site covers two fields including Yorkfield Lane which is a public right of way - how can this be built on? 60% of the development is to be at 35 dpha which seems high density for a rural area. 181 homes will put considerable pressure on local infrastructure, schools and health facilities.	
12882	ST31	Support	The revised sites for Copmanthorpe are acceptable.	
12947	ST31	Support	This is an acceptable development for Copmanthorpe, provided that the village amenities can sustain it and the secondary road is only used for emergency vehicles, cycles and pedestrians otherwise the additional vehicles will be too heavy.	
13010	ST31	Support	Support this site	
13016	ST31	Support	Supports residential development on the site. There are no statutory or non-statutory designations on the site apart from the current Green Belt. The site does not perform any Green Belt function and has strong and clearly defensible boundaries in the East Coast Mainline, A64(T) and existing built-up settlement of Copmanthorpe. As a result of these urbanising influences the site is not a sensitive or tranquil landscape. The site is supported by the local community and is included in the emerging Neighbourhood Plan for Copmanthorpe	Gladman Developments
13067	ST31	Support	In favour of building planned for Copmanthorpe so long as the infrastructure is improved to support the increased demand for school places, doctors, dentists etc.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
2412	ST32	Comment	No significance seem s to have been given in the report to this site of large occupancy in the City Centre to future knock on affect on education/medical facilities. Flood Zone in report as Flood Zone 1 Low risk check and states further the site 'scores significantly negative given its proximity to the river and location in a high flood risk area'. Needs clarification/checking.	
12300	ST32	Comment	Subject to flooding. Do not Build.	
2765	ST32	Objection	I agree with the Neighbour Objection stating that Hungate should be a mixed use development.	
8363	ST32	Objection	Cumulative impact of site on city's already congested road network has not been addressed.	
5167	ST32	Support	Supports provisions for the Hungate site as set out in ST32. Note, for clarity, site capacity should be amended to 1025 (to include 720 granted by 15/01709/OUTM and further 305 identified through emerging Local Plan. Boundary should exclude Hiscox building.	NLP obo Hungate (York) Regeneration Limited

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
1200	ST33	Comment	The village school should be enlarged before development of this site takes place. Sewerage capacity should be assessed before any more houses are built.	
79	ST33	Objection	The Village Design Statement does not support the proposed development, which is located on good quality agricultural land and recognised green belt. A Planning Application for development on part of the site has previously been rejected on the grounds of noise impacts on proposed adjacent properties. Site would be more appropriately used for employment expansion.	Wheldrake PC
12617	ST33	Objection	Objecting to this development due to the following concerns: not inline with the village design statement, loss of the Green Belt, inadequate parking, the shops are too small to cope, the school is over subscribed, the doctors surgery has limited opening times, lack of bus services, lack of maintenance of hedgerows and the dykes and concerned about a second entrance. A smaller number of houses on the brown belt could be considered.	
12652	ST33	Objection	The proposal for ST33 combines brown field and green belt which is out of keeping with the village and planning permission has previously be refused here previously. There are further issues with, lack of infrastructure, schools are at capacity, the sewerage system may be inadequate, poor public transport, the density of the site is out of keeping with the village, would be unsustainable, congestion, loss of green belt and agricultural land, maintenance of the hedgerows and dykes, and concerns about damage to the grass verges.	
12742	ST33	Objection	The proposal for ST33 combines brown field and green belt which is out of keeping with the village and planning permission has previously be refused here previously. There are further issues with, lack of infrastructure, schools are at capacity, the sewerage system may be inadequate, poor public transport, the density of the site is out of keeping with the village, would be unsustainable, congestion, loss of green belt and agricultural land, maintained of the hedgerows and dykes, and concerns about damage to the grass verges.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12743	ST33	Objection	The proposal for ST33 combines brown field and green belt which is out of keeping with the village and planning permission has previously be refused here previously. There are further issues with, lack of infrastructure, schools are at capacity, the sewerage system may be inadequate, poor public transport, the density of the site is out of keeping with the village, would be unsustainable, congestion, loss of green belt and agricultural land, maintained of the hedgerows and dykes, and concerns about damage to the grass verges.	
12744	ST33	Objection	The proposal for ST33 combines brown field and green belt which is out of keeping with the village and planning permission has previously be refused here previously. There are further issues with, lack of infrastructure, schools are at capacity, the sewerage system may be inadequate, poor public transport, the density of the site is out of keeping with the village, would be unsustainable, congestion, loss of green belt and agricultural land, maintained of the hedgerows and dykes, and concerns about damage to the grass verges.	
12757	ST33	Objection	The proposal for ST33 combines brown field and green belt which is out of keeping with the village and planning permission has previously be refused here previously. There are further issues with, lack of infrastructure, schools are at capacity, the sewerage system may be inadequate, poor public transport, the density of the site is out of keeping with the village, would be unsustainable, congestion, loss of green belt and agricultural land, maintained of the hedgerows and dykes, and concerns about damage to the grass verges.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12789	ST33	Objection	The proposal for ST33 combines brown field and green belt which is out of keeping with the village and planning permission has previously be refused here previously. There are further issues with, lack of infrastructure, schools are at capacity, the sewerage system may be inadequate, poor public transport, the density of the site is out of keeping with the village, would be unsustainable, congestion, loss of green belt and agricultural land, maintained of the hedgerows and dykes, and concerns about damage to the grass verges.	
13084	ST33	Objection	Concerned about this site and the effects it will have on the industrial estate near by. The issues are as follows, access and deliveries, child safety, noise pollution from the estate, increased traffic, over subscribed schools, limited bus services and lack of facilities.	
671	ST33	Objection	Planned 147 dwelling would amount to overdevelopment and ought to be limited to half this size on the eastern sector.	
1355	ST33	Objection	Notes residents' concerns about this site due to issues with: capacity within the local primary school and congestion.	Julian Sturdy MP
1399	ST33	Objection	In the absence of a HRA having been completed, this allocation is at risk of being neither legally compliant with the Conservation of Habitats and Species Regulations 2010 nor sound, as it may not be effective, justified or consistent with national planning policy.	RSPB
2412	ST33	Objection	Size of site has increased in this version of the LP by 54% whereas, homes only by 36%. CYC states proposal would 'deliver a sustainable mix in accordance with the Council's most up to date SHMA and policies on affordable housing'. How can larger sites but less housing per ha add up to more affordable housing? Report of July 2016 (page 75) states 'provision of required financial contributions to existing nursery, primary and secondary facilities to enable the expansion to accommodate pupil yield' without explaining how this would be facilitated apart from being footed by Council tax payers of York.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
2765	ST33	Objection	I object to development of the Greenfield part of the site. Brownfield land could support smaller scale development. Land adjoining the industrial estate could support small scale business / employment.	
4083	ST33	Objection	Wheldrake has already been developed beyond its infrastructures capacity - the school is oversubscribed, the sewage system is inadequate and the public transport is very limited. 147 houses would be totally out of character with the village and contrary to the Wheldrake Village Design Statement. A compromise would be to limit the development to the Brownfield element of the site only. Even 50/60 additional properties would overwhelm the village facilities, let alone 147. Current proposal would result in the loss of some green belt land. Concerns over who would be responsible for maintaining the hedgerows and dyke adjacent to Back Lane South. Most logical to expand ST15 instead.	
5614	ST33	Objection	Government places great importance on green belts and aim to prevent urban sprawl and essential characteristics of them are their openness and permanence. ST 33 brought together by combining Brownfield land with a piece of land previously earmarked for employment use and then placing it with land that is contained within green belt. This is out of keeping with a village of this size. A housing development on the landowners field was previously refused following 'public inquiry'. Wheldrake has already been developed beyond the capacity of its infrastructure - school is over subscribed, sewerage system may be inadequate for existing needs, public transport is limited. 147 additional homes out of character for village and not in keeping with Village Design Statement. A fair compromise could be to restrict development to Brownfield part of site but without the correct improvements to infrastructure village would be overwhelmed. Development of site would result in loss of green belt and valuable agricultural land. Access onto Low Well park would see an alarming increase in volume of traffic and consequent noise and pollution.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
10822	ST33	Objection	ST33 offers better access than the removed H28, however, believe the proposed 147 homes is too large for the size of village and it is over stretched amenities. Traffic concerns will arise. Public transport provision is meagre. Wheldrake on back of proposals at ST15 should not be expanded.	
11204	ST33	Objection	The proposed development is out of keeping within a relatively small village. Concerned about the following issues: lack of infrastructure, lack of capacity in schools, inadequate sewerage systems and public transportation, loss of the Green Belt and loss of open views.	
12286	ST33	Objection	The proposal has been brought together by combining Brown Land together with a parcel of land previously earmarked as a site for potential employment with land that is contained in the Green Belt, which is totally out of keeping for a village of this size. A housing development on the landowner's field contained within this development has previously been refused following a "public enquiry". Wheldrake is a village which has already been developed beyond the capacity of its infrastructure, the school is oversubscribed, the sewerage system is inadequate to meet the existing needs of obits residents, the public transport system is very limited. The proposal to build some 147 dwellings is completely out of character for this village, and certainly not in accordance with the adopted Village Design Statement for Wheldrake. Maybe a suitable compromise would be to restrict the proposed development to the Brown Land which is contained in ST33. In the absence of the correct and necessary infrastructure for the village it would be overwhelmed with an increase of just 50 or 60 additional dwellings and to consider building and extra 147 dwellings is unsustainable. Such a development, as currently proposed, would result in the loss of a part of the long and established Green Belt. The priority for house building must be confined to Brown Land and any further needs to further develop housing stock by utilising any part of the Green Belt must not be taken lightly.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12304	ST33	Objection	Wheldrake is already suffering from blocked drains and ditches, the sewage station is not able to cope now. Services would be under extreme pressure i.e. Schools, doctors, roads etc. Should traffic exit onto Back Lane South this would be problematic as used by dog walkers, cyclists, runners and pedestrians together with horse riders.	
12311	ST33	Objection	Too many houses (147) inadequate infrastructure, sewerage at full capacity, school bursting at seams, roads inadequate as with shops etc. Save the village and develop ST15 that way relevant infrastructure can be incorporated.	
12551	ST33	Objection	Aim of green belt policy is to prevent urban sprawl and essential characteristics of them are their openness and permanence.. ST33 has been brought about by combining Brownfield land together with a parcel of land previously earmarked as employment land and placing it alongside land contained within the green belt which is totally out of keeping with a village of this size. A housing development proposed on land contained within ST33 has previously been refused following public inquiry. My key concerns are; Wheldrake is a village that has been developed beyond capacity, schools are over subscribed, sewerage system and water pressure are inadequate now, public transport system is very limited. The proposal is completely out of character for the village and not in keeping with adopted Village Design Statement. A fair compromise would be to restrict housing to Brownfield part of site. There would be entrance and exit issues to site. Loss of agricultural land would take place. ST15 appears most logical place to build and to expand on its surrounding land.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12559	ST33	Objection	Object to proposals for ST33, Station Yard Wheldrake to build 147 homes. Described as a mixed brown/Greenfield site when these are in fact separate with the Greenfield directly behind my property. Hedges are mentioned in the write up however, this does not give a true picture of what the land looks like. The number of houses proposed would give loss of privacy and reduce light and over shadow properties. The two entrances/proposed entrances near the site would be near existing houses and would be noisy with the additional cars. The school that has been recently extended is pretty full and still fund raising for repair work. The secondary school is oversubscribed. We have a good village shop but do not believe we could sustain a second shop.	
12596	ST33	Objection	Wheldrake does not have the necessary infrastructure to support an additional 147 homes. Need to travel to work, schools and shops - public transport is inadequate and roads poorly maintained. Insufficient educational facilities to support a large development. The medical surgery only opens on very restricted days / times meaning patients need to travel to the Elvington surgery. Existing drainage would not be able to support such a large development and flood defences may be inadequate.	
12612	ST33	Objection	The proposal for ST33 combines brown field and green belt which is out of keeping with the village and planning permission has previously be refused here previously. There are further issues with, lack of infrastructure, schools are at capacity, the sewerage system may be inadequate, poor public transport, the density of the site is out of keeping with the village, would be unsustainable, congestion, loss of green belt and agricultural land, maintenance of the hedgerows and dykes, and concerns about damage to the grass verges.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12616	ST33	Objection	The proposal for ST33 combines brown field and green belt which is out of keeping with the village and planning permission has previously be refused here previously. There are further issues with, lack of infrastructure, schools are at capacity, the sewerage system may be inadequate, poor public transport, the density of the site is out of keeping with the village, would be unsustainable, congestion, loss of green belt and agricultural land, maintenance of the hedgerows and dykes, and concerns about damage to the grass verges.	
12891	ST33	Objection	Objects to development of the site on the following grounds: part of site is within greenbelt, the fundamental aim of which is to prevent urban sprawl by keeping land permanently open; scale is out of keeping with the village; under provision of infrastructure and facilities (school/doctors/shops); likely impact on traffic; insufficient public transport options; unsuitable access (note adjacent Dyke and Public Right of Way).	
12931	ST33	Objection	The proposal for ST33 combines brown field and green belt which is out of keeping with the village and planning permission has previously be refused here previously. There are further issues with, lack of infrastructure, schools are at capacity, the sewerage system may be inadequate, poor public transport, the density of the site is out of keeping with the village, would be unsustainable, congestion, loss of green belt and agricultural land, maintenance of the hedgerows and dykes, and concerns about damage to the grass verges.	
12939	ST33	Objection	The proposal for ST33 combines brown field and green belt which is out of keeping with the village and planning permission has previously be refused here previously. There are further issues with, lack of infrastructure, schools are at capacity, the sewerage system may be inadequate, poor public transport, the density of the site is out of keeping with the village, would be unsustainable, congestion, loss of green belt and agricultural land, maintenance of the hedgerows and dykes, and concerns about damage to the grass verges.	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
13037	ST33	Objection	<p>The site is designated green belt and site demonstrates no special circumstances that allow for its removal. The York Local Green Belt Local Plan clearly shows that the green belt is already defined, this was supported at Public Inquiry and is subsequently captured within appendix J of the 2005 Draft Local Plan. The green element of the site is part of a larger field and the incomplete boundary is because the direct access is required from the other part of the field, this is further supported by CYC and Planning Inspector's comments in the Public Inquiry. The landowner has clearly tried to create an area of natural residential infill but the site has a larger industrial site to the eastern boundary. Residential infill can only be considered when surrounded by existing housing which is not the case here. 80% of the proposed development is on the green element of the site. This site has previously been refused consent on numerous occasions as beyond threshold to be supported by existing services and school surely this is still the case. Further issues regarding transport access (references removal of H28 on similar grounds; noise from stationary traffic; wildlife impact - site sits between extended end of Walmgate Stray and Lower Derwent Valley and Skipwith Common Nature Reserve; lack of school space; Applicant proposes to provide an additional play area and current budgets don't go far enough to maintain one. Current road infrastructure is inadequate and congestion on local roads is common. Including the additional Brownfield area is clearly two fold tactic to give it a higher status and overshadow fact it is grade 2 agricultural land and to increase size to >5ha for strategic status purposes. Site E7 (now removed) should be developed as part of the industrial estate.</p>	
13112	ST33	Objection	<p>Concerned that this allocation is not appropriate due to the following issues, lack of infrastructure, lack of capacity in schools, problems with schools and loss of quality of life.</p>	
3547	ST33	Support	General support for ST33	

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)
12141	ST33	Support	Supporting ST33 Station Yard Wheldrake, this development will improve Wheldrake and keep facilities sustainable and will improve the appearance of that area of the village.	
12234	ST33	Support	If development is to be required in Wheldrake this site is the best option due to it being part Brownfield, will have minimal impact on existing residents and will keep traffic out of the centre of the village.	
12247	ST33	Support	If planning has to be approved, this is the logical site in Wheldrake. There is a wide access as you enter the village, and being on the edge of the village, will inconvenience fewer people.	
12286	ST33	Support	Maybe a suitable compromise would be to restrict the proposed development to the Brown Land which is contained in ST33.	
12491	ST33	Support	Supports development of site.	
12615	ST33	Support	Site ST33 is a logical choice for a site in Wheldrake as this wont cause traffic issues and the development should have larger access.	
13023	ST33	Support	The Representor's client supports the draft allocation. The site is entirely appropriate, suitable and deliverable for residential development and should be allocated accordingly as set out within the Draft Plan. Enlarging the site area provides a more definitive and defensible Green Belt boundary, makes greater use of Brownfield land and creates a logical boundary, rounding off the settlement in a more appropriate manner. The site would make a significant contribution to meeting the Council's objectively assessed housing need whilst ensuring a permanence to the redefined Green Belt beyond the plan period.	Quod obo Vernon Land Partnerships

ID	Site	Obj/Supp/Comm	Summary	Respondent (names of individuals removed)