

Cheryl Atkinson

From: Paul Driscoll
Sent: 04 August 2015 11:22
To: LDF
Subject: response to questions

Q6 (DL) Do you have any comments on:

- a. the need to identify development limits in PLAN Selby?
- b. an alternative policy approach to protect the countryside?
- c. the proposed methodology for defining development limits?
- d. the conclusions about defining ‘tight’ development limits?

b. & c. Consideration should be given now to the route of HS2 and how that may influence development limits for Barkston Ash and Church Fenton, particularly as the high speed line is intended to release local rail commuter traffic (it should be noted also that HS3 is likely to follow the same route and that one proposal from the HS1 engineering team includes a station at Church Fenton to take advantage of the potential for an airport – not inconsistent with the new Airbase owners stated intent). HS2 Ltd also have budget for “legacy funding” and as well as infrastructure build – this would give the opportunity for e.g. making Barkston Ash a cul-de-sac village and joining Church Fenton common Road to the A162 with new build adjacent to the planned line with minimal additional land grab cost. The legacy funding could be directed in part to education infrastructure needs, e.g. the periodic additional ad-hoc classroom addition costs at local primary schools is financially sub-optimal compared to a strategic rebuild either within the same foot print or on new sites.

d. tight development limits encouraging infill destroys the nature and character of villages. In particular, it removes from stock housing with even reasonable sized gardens and inevitably causes parking and traffic problems.

Q7 (SL); Do you have any comments on the proposed approach to identifying safeguarded land set out in section 3 of the study?

HS2 (and HS3) should be given consideration, not least as the route through the district is due to be confirmed before this study completes. This will impact the West Yorkshire green belt overspill to the west of Church Fenton, will bring a new physical and permanent boundary and may also bring some brownfield site.

Q8 (VGB); Do you have any comments on the proposed approach to determining the status of villages in the Green Belt set out in section 3 of the study?

HS2 (and HS3) need to be given consideration. The West Yorkshire green belt to the west of Church Fenton could reasonably be redrawn to the West of the proposed route – indeed, doing that now would have no visual impact nor any impact on the countryside gap between Church Fenton and Barkston Ash. It should also be noted that employment capacity in Church Fenton will increase as operations at East Leeds Airport increase (particularly if serviced by HS3 as suggested by “Infrastructure Intelligence” in “The case for building Hs3 before HS2” published December 2014 and based on opinion from the HS1 strategic route planning team) and if the proposed film studios receive planning permission.

Q11 (DSV): If you had the choice, let us know which option for growth of the Designated Service Villages you would choose?

Option 2. But I would go further - assuming HS2 and HS3 go ahead I would focus development at Church Fenton to make use of the new transport links. I would even give consideration to the suggestion of creating a garden city based around HS3 and the airport (see the infrastructure intelligence article - <http://www.infrastructure-intelligence.com/article/dec-2014/case-building-hs3-hs2>) though design the build areas to avoid the normal take off and landing flight path.

Q12 (DSV): Are there any better ways/options of determining how many new dwellings should be built in each of the Designated Service Villages up to 2027

Focussing in fewer (or one) areas could bring significantly greater cost benefits optimising spend on road links, exploiting (new) rail and air links and bringing new and right sized education facilities versus piecemeal growth. Not only would there be financial benefits to such an approach, the character and feel of the greater area would remain protected well into the future.

Q20 (HA): Are there any other junctions that should be assessed in addition to those identified in this study?

The junction of Barkston Ash Mainstreet with the A162 is at capacity at peak time – and is incredibly dangerous particularly as drivers leave the A162 to join the main street at high speed and at school start/finish time. There are no safety barriers and the footpath on main street is too narrow. Certainly, a redesign of the junction is overdue and a 20MPH speed limit past the school would be appropriate – but would have potential knock on effects up and down stream.

Kind Regards

Paul Driscoll