



**Summary of the representations submitted to the independent
examiner for the Escrick Neighbourhood Development Plan
2021 – 2035**

NAME	SUMMARY OF REPRESENTATION
National Highways	No specific comment to make in relation to the Neighbourhood Plan but notes that planned development already identified in the wider Local Plan consultations has been accounted for and with an identified rate of 63% outbound commuter traffic, it is expected that this (along with other various neighbourhood plans) will link to the growing congestion and impacts on the strategic road network which the Council will need to address in their Infrastructure Development Plan.
Shire Group of Internal Drainage Boards	As Escrick is several miles outside the boundaries of Selby Area IDB, the Board have no comments to make.
Catherine Janet Dance	Support for Objective 2 on page 18 and the statement on page 28 which states that “local people do not want large numbers of houses to be built in Escrick Parish. They support some small scale growth...providing it is proportional to Escrick and its level of infrastructure”.
Sport England	It is essential that the neighbourhood plan reflects and complies with national planning policy for sport as set out in the National Planning Policy Framework (NPPF) with particular reference to paragraphs 98 and 99. It is also important to be aware of Sport England’s statutory consultee role in protecting playing fields and the presumption against the loss of playing field land.
Laura Richardson	As the operators of York Road Garage which lies 200 metres to the north of the Escrick Neighbourhood Plan Area, within the City of York authority area, we strongly contend that the site should be recognised as an important ‘Community Facility’ within policy CF1 and should be acknowledged by the policy. We function not just as a petrol filling station/car wash but also provide key local services

	to Escrick residents as the only truly 'local' shop within walking distance for residents and acts as an important local employer and community service.
Stewart Allen	Generally support the plan but would make the additional comments that the plan should give a clear stance that it opposes Heronby development as it goes against all the environmental and ecological issues raised in the plan along with making the A19 totally unusable. Would also like to see a firm commitment to provide some form of traffic measure implemented to make the A19 Skipwith Road junction a lot safer for pedestrians and traffic.
Growth, Planning & Trading Standards, North Yorkshire County Council	<p>Consultation circulated amongst the following internal service providers at North Yorkshire County Council:</p> <p>Children and Young Peoples Service and Passenger Transport – no comments to make.</p> <p>Public Health – note that Policy H2 should consider the inclusion of Life Time Home Standards. This would complement policy H4 – Homeworking to ensure that new homes are adaptable to the changing lifestyles of the occupants enabling people to remain in their homes for as long as possible.</p> <p>Archaeology – 1.3.2 – There is evidence of cropmarks in the agricultural land in the southern parts of the plan area that suggest a later prehistoric or Romano-British settlement and farming. – 1.7 – Objectives. Particular support for objective 3 and are pleased to see that the plan is keen to support active management and promotion of heritage assets. Also support the identification of landscape features valued by the community.</p> <p>Minerals and Waste – Note that the area looks to be covering Escrick rail station, cutting the Escrick minerals and waste site down the A19.</p>
Turnberry Consulting obo Escrick Park Estate	The Estate remains of the opinion that numerous policies in the Escrick NPD incorrectly conflate Escrick Parish with Escrick Village, meaning that policies which are relevant only to Escrick Village are applied across the entire parish. For this reason, the Estate objects to these policies as they are currently worded. These objections are intended to bring clarity to the plan and improve its relevance and utility as a document to manage development within the Parish. The policies in question are listed below:

- Policy H4 – wording should be amended to clarify that proposals in Escrick Village must adhere to the space standards set out in the Escrick Design Code.
- Policy H5 – wording should be amended to clarify that proposals for residential development in Escrick Village should meet the conditions listed in this policy.
- Policy H6 – wording should be amended to clarify that development proposals in Escrick Village should be in accordance with the principles and parameters set out in the Escrick Design Code.
- Policy H7 – wording should be amended to clarify that proposals for infill housing, replacement dwellings or backland development in Escrick Village should add to the coherence and integrity of the village and should adhere to the principles set out in the Escrick Design Code.
- Policy BEH2 – wording should be amended to clarify that proposals for new developments in Escrick Village will be expected to ‘reflect and reinforce the overall palette of designs and character of the village’ and ‘Demonstrate how the recommendations of the Escrick Design Code have been incorporated into the proposal’.

Many of these requested amendments reflect a similar objection to the Escrick Design Code, namely that it should be applied solely to Escrick Village, not Escrick Parish as a whole. The Design Code draws on the urbanism, architecture, materials, heritage, biodiversity, landscape and other qualities associated with Escrick Village to set out guidance and best practice for new builds, housing extension and alterations. It tracks the evolution of the village and uses this history to set Design Guidelines for development. At no point does it justify the extension of these Guidelines, which rightly apply to Escrick Village, to the remainder of the Parish.

The Design Code notes that ‘the aim Design Code [sic] is to ensure that any future development and change in the parish is based on an understanding of the area’s past and present’. But by drawing only on the historic development and urbanism of Escrick Village and seeking to apply rules based on that settlement to the whole Parish, areas of which have characters different to Escrick Village, the Design Code risks overwhelming the diversity found across the Parish with a set of guidelines that do not take into account the whole of the area’s past and present.

Indeed, as the Design Code notes, Escrick Parish straddles two landscape character areas: York Fringe East, characterised by the

	<p>Escrick Moraine, and the Skipwith Lowlands, comprising extensive areas of flat farmland. Escrick Village is located within York Fringe East, and the description of this area in the Design Code discusses the character of settlements within this region.</p> <p>By contrast, the Design Code does not address the character of settlements in the Skipwith Lowlands area. A Design Code based on the qualities of Escrick Village, a settlement in the Escrick Moraine area, should not be used to control development in the Skipwith Lowlands region.</p> <p>Escrick Park Estate acknowledges the Escrick Design Code contains many laudable Design Guidelines which draw on close analysis of Escrick Village as well as national best practice. However, it cautions against the imposition of Design Guidelines based on Escrick Village to the whole of Escrick Parish and therefore objects to the application of the Design Code as it is currently proposed.</p>
Selby District Council	<p>Note that comments made at Regulation 14 (Pre-submission stage) have been considered and integrated into the Plan.</p> <p>Summary of current position of the emerging Local Plan provided including the consideration of three locations for a new settlement, at the former Burn Airfield, the former Church Fenton airfield and a greenfield site to the east of the former Stillingfleet Mine (now referred to as Heronby). The latter of the three at Stillingfleet Mine is located across both Escrick and Stillingfleet Parishes. All three sites are of a sufficient size to accommodate approximately 3,000 dwellings and local infrastructure such as new schools, health facilities, recreation areas and shops. The Council is not yet in a position to confirm which sites will be identified in a future 'Publication' version of the plan which will be consulted on during the summer of 2022.</p> <p>Although it is too early to establish the preferred approach to a New Settlement it is recognised that development of a new settlement between Stillingfleet and Escrick could have significant impacts on Escrick as well as contributing towards achieving some of the objectives of the Escrick Neighbourhood Plan in areas such as managing sustainable development in the area, improving pedestrian and cycle links and providing highway improvements along the A19 to provide a bypass and reducing concerns around noise and traffic speed through the village.</p>
City of York Council	<p>Note that there are no strategic or transport implications for the City of York.</p>

The Coal Authority	<p>Records indicate that there is a reported surface hazard within the Neighbourhood Plan area. This appears to relate to a fissure recorded in Common Wood.</p> <p>Note that the Neighbourhood Plan does not propose to allocate sites for future development and no proposals are indicated within the area of the recorded feature. On this basis the Coal Authority have no specific comments to make.</p>
Avison Young obo National Grid	<p>An assessment has been carried out with respect to National Grid's electricity and gas transmission assets which include high voltage electricity assets and high-pressure gas pipelines.</p> <p>National Grid has identified that no assets are currently affected by proposed allocations within the Neighbourhood Plan area.</p>
Simon Hunt	<p>Policy H1 - would like to see specific reference to maximum numbers and types of new housing, both on an annual basis, and as a total for the period of the plan.</p> <p>Policy H6 – In respect of the modification to existing properties, this should not be overly restrictive or constraining to allow people to improve their homes as they wish, obviously in accordance with planning restrictions. This is particularly the case when using more sustainable and/or environmentally friendly building materials, for example when installing replacement windows or EV charging points.</p> <p>Would like the Plan to include reference to alternative/environmentally friendly energy, for example future development of local solar power sources to benefit the community. This should make specific reference to the approach to any such development, including the location.</p>
Marine Management Organisation	<p>No comment required, as the Neighbourhood Plan does not overlap with the East Inshore and Offshore Marine Plans and therefore do not suggest any anticipated impacts on the marine plans.</p>
Historic England	<p>Note that none of the Statutory Consultees (Natural England, the Environment Agency and Historic England) were consulted at Regulation 14, Pre-submission stage, as per the Neighbourhood Planning (General) Regulations 2012, as indicated by the List of Statutory Organisations consulted on the Escrick Parish Council website.</p>

	<p>We therefore do not wish to comment on proposed Neighbourhood Plan until such time as we have had the opportunity to comment on the Regulation 12, Pre-submission draft of the Neighbourhood Plan.</p>
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