**SDC Consultation on “Heronby”: Cawood Parish Council Objections**

* **Legal Compliance** - does the Plan meet the legal and procedural requirements?
* **Soundness** - has the Plan been positively prepared, justified, effective, and consistent with national policy?
* **Duty to Cooperate** - has the Council worked and engaged effectively with both neighbouring authorities and statutory bodies?

 Local plans and spatial development strategies are examined to assess whether they have been prepared in accordance with legal and procedural requirements, and whether they are sound.

Plans are ‘sound’ if they are

a) Positively prepared – providing a strategy which, as a minimum, seeks to meet the area’s objectively assessed needs

b) and is informed by agreements with other authorities,

c) Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground

**Report 2(WSP, 08/22) The report fails to address issues on the B1222 towards Sherburn and Leeds. The B1222 is a minor road linking Cawood to the A19 via Escrick and West towards Sherburn and Leeds. This route is constrained by a single-file swing-bridge over the Ouse at Cawood with a 10T weight limit. It is further constrained on the town side by 3 pinch points and very narrow streets and on the North side by low lying fields which flood annually, closing the road for up to 3 weeks. When closed due to flooding, the additional burden of traffic through Selby and then the A19 already causes issues, but should a large new development’s traffic be added to that then inevitable chaos and gridlock will ensue. The B1222 at Cawood is already overloaded at rush hours by a backing up of traffic in each direction and when river traffic necessitates the bridge opening. The constraints of the Cawood Bridge render it unsuitable to be regarded as a primary or even secondary route for freight or commuting.**

**We are concerned SDC have not evidenced they have satisfactorily investigated the implications for Cawood’s bridge and road traffic & transport issues with NYCC Highways Authority and thus not obtained informed agreement with other authorities.**

 Promoting sustainable transport

 Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: a) the potential impacts of development on transport networks can be addressed;

**We believe SDC have failed to do this.** **Additionally, the villagers of Cawood have not been given any opportunity locally to be informed of proposals through meetings, presentations, consultations specific to concerns relating to the village and the potential impact on it should the “Heronby” development proceed.**

 The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health

 Planning policies should:

b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

**Sherburn 2 and Gascoigne Wood are large new industrial development sites lying west of “Heronby” and reached via Cawood. They will be a major significant employment area which would require access along the B1222 through Cawood and across the bridge. The swing bridge is 150 years old and has a weight restriction which is closely monitored by cameras run by NYCC. Consultation with the Highways Authority would need to evidence the bridge’s ability to withstand increased traffic usage associated with a development of the proposed size.**

**Should the integrity of the bridge be compromised, precedence will be given to river traffic resulting in no means of crossing the Ouse at this point.**

Furthermore,

Effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere.

**North Yorkshire Council (NYC) will replace SDC in April 2023. There should be a delay in making any decision until the new Unitary Authority is in place when NYC can take a regional perspective early next year and fresh consideration given to appropriately located housing needs of the enlarged area which could potentially be met elsewhere in the new larger area.**

**Oct 2022**