

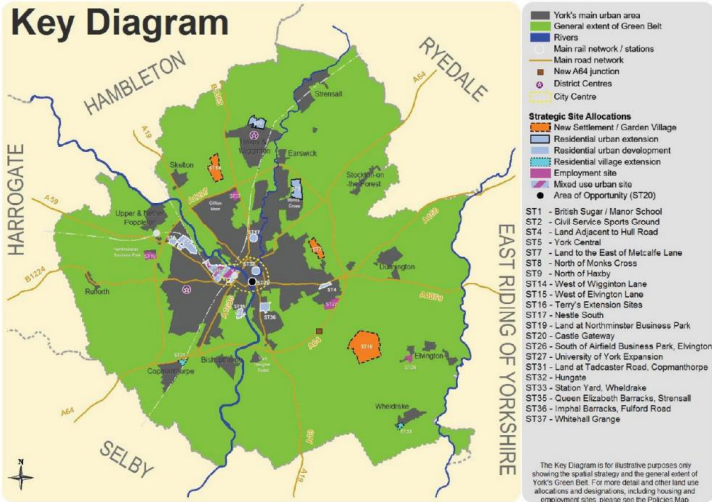
Appendix – Main Modifications

The modifications below are expressed either in the conventional form of ~~strikethrough~~ for deletions and underlining for additions of text, or by specifying the modification in words in *italics*.

The page numbers and paragraph numbering below refer to the submission local plan, and do not take account of the deletion or addition of text.

Ref	Page	Policy/ Paragraph	Main Modification
MM2.1	16	Paragraph 2.5	This will require the provision of sufficient land for <u>minimum average annual net provision of 822 dwellings over the plan period to 2032/33</u> 867 dwellings per annum and will include...
MM2.2	23	DP2	<p>iii. Development will help Conserve, <u>Maintain</u> and Enhance the Environment through:</p> <p>...</p> <ul style="list-style-type: none"> • <u>Maintaining the natural geomorphology of watercourses, water quality and the ecological value of the water environment including in the River Ouse, River Don and River Foss water corridors;</u> • <u>Ensuring that there is no deterioration in the status of any surface or ground water body;</u> • <u>Making positive progress towards achieving 'good' status or higher in surface and groundwater bodies, in line with the Water Framework Directive; remediation of polluted land/ groundwater or the protection of groundwater;</u> <p>...</p>
MM2.3	23	DP2	<i>New clause added:</i> <u>Mitigate and adapt to climate change through designing new communities and buildings, transport networks and services that support each community to be energy and resource efficient and reduce carbon emissions.</u>
MM2.4	24	DP2 explanation paragraphs 2.19a and 2.19b	<p><i>New paragraphs added:</i></p> <p>2.19a <u>The Water Framework Directive (WFD) establishes a legislative framework for the protection of surface waters (including rivers, lakes and coastal waters) and ground waters.</u></p> <p>2.19b <u>The Water Environment (WFD)(E&W) Regulations 2017 place a duty on each public body, including Local Planning Authorities to 'have regard to' River Basin Management Plans (RBMP), and so the City of York Council must ensure that new development is compliant with the requirements of the WFD and Humber RBMP. York's water resources are a crucial part of the district's environment which provide important wildlife habitats and encourage biodiversity, provide opportunities for recreation and form an important element to alleviate flood risk to the city. Many of York's watercourses have been physically changed over time for example by land drainage, culverting or being run through artificial channels, which can reduce their amenity value and harm their ecology. Opportunities to re-naturalise watercourses should be supported, for example by removing existing artificial engineering works. Any new physical changes to watercourses in the district should be avoided unless there are compelling grounds for doing so and all alternative options have been considered.</u></p>
MM2.5	25	DP4	<i>Delete Policy DP4 and explanation at paragraph 2.21.</i>

Ref	Page	Policy/ Paragraph	Main Modification
MM3.1	26	SS1	<p>Development during the plan period (2017 - 2032/33) will be consistent with the priorities below. <u>To ensure Green Belt permanence beyond the plan period, sufficient land is allocated for development to meet a further, minimum, period of 5 years to 2038.</u></p> <ul style="list-style-type: none"> • Provide sufficient land to accommodate an annual provision of around 650 new jobs that will support sustainable economic growth, improve prosperity and ensure that York fulfils its role as a key economic driver within both the Leeds City Region and the York, North Yorkshire and East Riding Local Enterprise Partnership area. • Deliver a minimum <u>average annual net</u> provision of 867 new <u>822</u> dwellings over the plan period to 2032/33 and post plan period to 2037/38 <u>that will support an overall housing requirement of at least 13,152 new homes.</u> This will enable the building of strong, sustainable communities through addressing the housing and community needs of York's current and future population. • <u>Deliver 15-12 new permanent pitches for Gypsies and Travellers and 4 permanent plots for Showpeople (as defined by Planning Policy for Traveller Sites) over the plan period.</u> Whilst the needs of Gypsies, Travellers and Travelling Showpeople who do not meet the planning definition fall outside this allocation, in order to meet their assessed needs the Plan makes provision for <u>25 26 permanent pitches for Gypsies and Travellers who do not meet the definition.</u> • <u>Deliver at least 45% of the 9,396 affordable dwellings that are needed to meet the needs of residents unable to compete on the open market</u> <p>The location of development through the plan will be guided by the following five spatial principles.</p> <ul style="list-style-type: none"> • Conserving and enhancing York's historic and natural environment. This includes the city's character and setting and internationally, nationally and locally significant nature conservation sites, green corridors and areas with an important recreation function. • <u>Prioritise making the best use of previously developed land.</u> • <u>Directing development to the most sustainable locations.</u> Ensuring accessibility to sustainable modes of transport and a range of services. • Preventing unacceptable levels of congestion, pollution and/or air quality. • Ensuring flood risk is appropriately managed. • Where viable and deliverable, the re-use of previously developed land will be phased first. <p>York City Centre, as defined on the Proposals <u>Policies</u> Map, will remain the focus for main town centre uses¹...</p>
MM3.2	26	SS1	<p><i>New paragraphs added:</i></p> <p><u>3.1a The Plan's strategic policies set out an overall strategy for the pattern, scale and quality of development over the Plan period.</u></p> <p><u>3.1b The Plan focusses on identifying sufficient land to meet housing and economic growth (spatial drivers) in a pattern of development aligned to the factors which shape growth (spatial shapers) set out in SS1. Development is</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>directed to the most sustainable locations, making as much use as possible of suitable previously developed land (with some release of Green Belt land). As is set out in SS1, sustainable growth for York emphasises conserving and enhancing York's historic environment. The scale and pattern of development is guided by the need to safeguard a number of key elements identified as contributing to the special character and setting of the historic City. These include the City's size and compact nature, the perception of York being a free-standing historic city set within a rural hinterland, key views towards the City from the ring road and the relationship of the City to its surrounding settlements.</u></p> <p><u>3.1c Development is focussed on the main urban area of York and in new free-standing settlements with some urban and village extensions. The development strategy limits the amount of growth proposed around the periphery of the built-up area of York. While new settlements will clearly affect the openness of Green Belt in those locations, their impact is considered to be less harmful to the elements which contribute to the special character and setting of York. Their size and location has taken into account the potential impact on those elements, and on the identity and rural setting of neighbouring villages.</u></p> <p><u>3.1d There will also be opportunities for rural exception sites, these small-scale developments provide affordable homes in locations where new homes would not usually be appropriate.</u></p> <p><u>3.1e The proposed distribution of development identified in the Plan's allocations and deliverable unimplemented consents is described in the following table (Table 1). The anticipated pattern of development as identified in the Plan's strategic allocations is shown on the Key Diagram.</u></p>
MM3.3	26	Key Diagram	<p><i>New Key Diagram added, replacing submission version:</i></p>  <p>The Key Diagram is for illustrative purposes only showing the spatial design and the general extent of York's Green Belt. For more detail and other land use allocations and designations, including housing and employment sites, please see the Policies Map.</p>
MM3.4	26	Table 1a and 1b	<p><i>New tables added:</i></p>

Ref	Page	Policy/ Paragraph	Main Modification																																												
			<p>Table 1a Sources of supply over the Plan period 2017-2032/33</p> <table border="1"> <tr> <td>Total Target (requirement)*</td> <td>13,152</td> </tr> <tr> <td>Net Completions (2017 – 2022)</td> <td>3,767</td> </tr> <tr> <td>Commitments (extant permissions at 1st April 2022)</td> <td>2,149</td> </tr> <tr> <td>Strategic Housing Allocations (ST sites)</td> <td>8,160</td> </tr> <tr> <td>Housing Allocations (H sites)</td> <td>1,733</td> </tr> <tr> <td>Windfall allowance (from 2025/26 @199 dpa)</td> <td>1,592</td> </tr> <tr> <td>Total</td> <td>17,401</td> </tr> </table> <p>*Requirement = annual requirement (822dpa) x 16 years. Includes housing requirement for Gypsies and Travellers who do not meet the Planning definition.</p> <table border="1"> <tr> <td>Defined Gypsy and Traveller housing requirement (Gypsies/Travelling Showpeople)</td> <td>49 16 (4512/4)</td> </tr> <tr> <td>Site allocations</td> <td>49 16 (4512/4)</td> </tr> <tr> <td>Total</td> <td>49 16</td> </tr> </table> <p>Informed by our spatial development strategy, the anticipated distribution of allocated sites is reflected in Table 1b below.</p> <p>Table 1b: Spatial Strategy: Distribution of Housing allocations</p> <table border="1"> <thead> <tr> <th>Spatial Locations*</th> <th>Residential Strategic Allocations (ST sites)</th> <th>Housing Allocations (H sites)</th> <th>Total Homes**</th> </tr> </thead> <tbody> <tr> <td>Residential urban development</td> <td>6155</td> <td>1501</td> <td>7656</td> </tr> <tr> <td>Residential urban extensions</td> <td>1705</td> <td>0</td> <td>1705</td> </tr> <tr> <td>Residential village extensions</td> <td>305</td> <td>232</td> <td>537</td> </tr> <tr> <td>New Settlements/ Garden Villages</td> <td>5532</td> <td>0</td> <td>5,532</td> </tr> <tr> <td>Total</td> <td>13,697</td> <td>1,733</td> <td>15,430</td> </tr> </tbody> </table> <p>*Note: in the first instance, provision is made within larger allocations for those Gypsies and Travellers not meeting the Planning definition. Alternative provision in line with policy H5 may alter the overall stated spatial distribution.</p> <p>** Note: the figures in Table 1b include delivery of whole allocations which may extend beyond 2032/33 and for a minimum of 5 years to define a permanent Green Belt.</p>	Total Target (requirement)*	13,152	Net Completions (2017 – 2022)	3,767	Commitments (extant permissions at 1st April 2022)	2,149	Strategic Housing Allocations (ST sites)	8,160	Housing Allocations (H sites)	1,733	Windfall allowance (from 2025/26 @199 dpa)	1,592	Total	17,401	Defined Gypsy and Traveller housing requirement (Gypsies/Travelling Showpeople)	49 16 (4512/4)	Site allocations	49 16 (4512/4)	Total	49 16	Spatial Locations*	Residential Strategic Allocations (ST sites)	Housing Allocations (H sites)	Total Homes**	Residential urban development	6155	1501	7656	Residential urban extensions	1705	0	1705	Residential village extensions	305	232	537	New Settlements/ Garden Villages	5532	0	5,532	Total	13,697	1,733	15,430
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MM3.5	27	SS1 paragraph 3.3	<p>Housing Growth</p> <p>3.3 Technical work has been carried out by GL Hearn in the Strategic Housing Market Assessment Update (2017). This work has updated the demographic baseline for York based on the July 2016 household</p>																																												

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			<p>projections. to 867 per annum. Following consideration of the outcomes of this work, the Council aims to meet <u>address</u> an objectively assessed housing need of 867 new dwellings <u>790 homes per annum for the plan period to 2032/33</u>. <u>This produces a housing requirement amounting to a minimum average annual net provision of 822 dwellings over the plan period to 2032/33, including an allowance for any a shortfall in housing provision against this need from the period 2012 to 2017, and for the post plan period to 2037/38.</u></p> <p><u>Evidence suggests that there is a need for 9,396 affordable homes in York between 2017-2033. To help meet this need it is important that a reasonable, but viable, proportion of all new housing developments are affordable.</u></p> <p><u>Policies H7 and H10 set out the Plan's policy approach to this, and at least 2,360 affordable homes are expected to be delivered within the plan period through the operation of these policies. Combined with recorded completions (to 1st April 2022), other sources of forecast supply on windfall sites and known provision secured through the Council's Housing Delivery Programme, it is estimated that around 3,265 affordable homes will be delivered in the plan period.</u></p> <p><u>To help increase the proportion of need being met to more than 35%, the Council has set a target of providing at least 45% of its affordable housing need. Through its annual monitoring (in accordance with the delivery and monitoring framework at table 15.2), the Council will review progress on meeting the target and take appropriate action and intervention should delivery rates fall short.</u></p>
MM3.6	31	SS2	<p>...</p> <p>The general extent of the Green Belt is shown on the Key Diagram. Detailed Green Belt boundaries are shown on the proposals Policies Map. follow readily recognisable physical features that are likely to endure such as streams, hedgerows and highways.</p> <p>To ensure that there is a degree of permanence beyond the plan period sufficient land is allocated for development to meet the needs identified in the plan and for a further minimum period of five years to 2038.</p>
MM3.7	32	SS3	<p>...</p> <p>Within the city centre, as defined on the Proposals <u>Policies</u> Map, the following development types are acceptable in principle:</p> <p>Retail (A4 <u>E</u>) – within the designated Primary Shopping Area (PSA). Outside of the PSA the sequential test and impact tests will apply in order to protect the vitality and viability of the city centre;</p> <p>Office (B4a <u>E</u>);</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>Food and Drink (A3/A4/A5 <u>E</u> and sui generis pubs/ drinking establishments and hot food takeaways).</p> <p>...</p> <p>Finance and Professional Services (A2 <u>E</u>).</p> <p>As shown on the Proposals <u>Policies Map</u>, the following city centre sites have been allocated:</p> <p>ST32: Hungate (328 dwellings residential development); ST20: Castle Gateway (mixed use); and Elements of ST5: York Central falling within the city centre boundary (mixed use).</p> <p>The city centre will remain the focus for main town centre uses (unless identified on the Proposals <u>Policies Map</u>). Proposals for main town centre uses for non city centre locations will only be considered acceptable in accordance with Policy R1 where it can be demonstrated that they would not have a detrimental impact on the city centre's vitality and viability and that the sustainable transport principles of the Plan can be met. Change of use of existing <u>retail (use class E), office (Use Class E) Use Class A, B1(a)</u> and town centre leisure, entertainment, and culture uses will be resisted.</p> <p>...</p> <p>York Minster Cathedral Precinct is approximately 8 hectares in size (as shown on the proposals-<u>Policies Map</u>).</p> <p>...</p>
MM3.8	35	SS4	<p>York Central (ST5), <u>as identified on the Policies Map</u>, will enable the creation of a new piece of the city...</p>
MM3.9	35	SS4	<p>The following mix of uses will be permitted within York Central:</p> <ul style="list-style-type: none"> • Offices (B1a <u>E</u>); • Financial and Professional Services (A2 <u>E</u>); • Residential; • Hotels (C1) • Culture, leisure, tourism and niche/ancillary retail facilities; • Open space, high quality public realm and supporting social infrastructure; • Rail uses, and; • <u>Ancillary retail appropriate to serve the day to day needs of local residents and other site users, subject to a sequential assessment, and;</u> • Non-ancillary retail, subject to an impact and sequential assessment.
MM3.10	35	SS4	<p>Land within York Central is allocated for 1,700 – 2,500 dwellings, of which a minimum of 1,500 (around 950 dwellings will be delivered in the plan period), and <u>approximately</u> 100,000 sq m of Office (<u>E B1a</u>).</p>

Ref	Page	Policy/ Paragraph	Main Modification
MM3.11	38	SS5	Castle Gateway (ST20) is allocated as an Area of Opportunity, as indicated on the Proposals <u>Policies</u> Map...
MM3.12	38	SS5	<p>...</p> <p>The purpose of the regeneration is to:</p> <ul style="list-style-type: none"> • Radically enhance the setting of Clifford's Tower and other features within the Eye of York to recognise the significance of these historic assets and interpret their importance in York's history. • <u>Promote opportunities for the significance of other historic assets in the wider Castle Gateway area to be better revealed or enhanced.</u> <p>...</p> <p>To achieve these aims development in the Castle Gateway will be delivered through the following:</p> <ul style="list-style-type: none"> • Removing the Castle Car Park to create new public space and high quality development opportunities. • Provision of a replacement car park within the Castle Gateway area. • The addition of a new landmark River Foss pedestrian cycle bridge. • Where possible, the opening up of both frontages of the River Foss with riverside walkways. • Engagement with stakeholders in the development of masterplan and public realm proposals. • Securing public realm, transport and infrastructure investment as a catalyst for wider social and economic improvement. • Funding the implementation of public space, transport improvements and infrastructure through developer contributions and commercial uplift from development sites across the area.
MM3.13	38	SS5	Development within the five Castle Gateway sub-areas will be <u>permitted delivered having regard to the above regeneration objectives and in accordance with</u> the following principles, <u>as appropriate</u> :
MM3.14	41	SS5 explanation	<p><i>New paragraph added:</i></p> <p><u>3.33a To achieve these aims development in the Castle Gateway will be delivered through the following:</u></p> <ul style="list-style-type: none"> • <u>Removing the Castle Car Park to create new public space and high quality development opportunities.</u> • <u>Provision of a replacement car park within the Castle Gateway area.</u> • <u>The addition of a new landmark River Foss pedestrian cycle bridge.</u> • <u>Where possible, the opening up of both frontages of the River Foss with riverside walkways.</u>

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			<ul style="list-style-type: none"> • <u>Engagement with stakeholders in the development of masterplan and public realm proposals.</u> • <u>Securing public realm, transport and infrastructure investment as a catalyst for wider social and economic improvement.</u> • <u>Funding the implementation of public space, transport improvements and infrastructure through developer contributions and commercial uplift from development sites across the area.</u>
MM3.15	42	SS6	<p>i. Create a sustainable balanced community with an appropriate mix of housing informed by the Council's Strategic Housing Market Assessment.</p>
MM3.16	44	SS7	<p>i. Create a sustainable balanced community with an appropriate mix of housing informed by the Council's Strategic Housing Market Assessment.</p> <p>ii. Be of a high design standard to give a sense of place and distinctive character.</p>
MM3.17	45	SS8	<p>ii. Provide access to the site from a new roundabout created for the Heslington East development <u>Kimberlow Rise</u> via Field Lane, subject to detailed transport analysis. Other access (e.g. via Hull Road) is not preferred.</p> <p>iii. Deliver a sustainable housing mix in accordance with the Council's Strategic Housing Market Assessment</p> <p>...</p> <p>v. Maintain and enhance existing trees and hedgerows behind to the south <u>of</u> the site which act as a gateway for biodiversity</p> <p>vi. Provide appropriate contributions to expand existing education facilities, given that primary and secondary school facilities have limited existing capacity to accommodate the projected demand arising from the site. <u>Secure developer contributions for education provision, including primary and secondary, which meet the needs generated by the development</u></p> <p>vii. Undertake an air quality assessment as there is potential for increased traffic flows which may present new opportunities for exposure if not designed carefully. The assessment should also consider the impact of the University of York boiler stacks. <u>Identified adverse impacts should be appropriately mitigated.</u></p> <p>viii. Undertake a noise survey given the site's proximity to the A1079 and the Grimston Bar Park & Ride. <u>Identified adverse impacts should be appropriately mitigated.</u></p> <p>...</p>
MM3.18	46	SS9	<p>ii. Deliver a sustainable housing mix in accordance with the Council's most up to date Strategic Housing Market Assessment and affordable</p>

Ref	Page	Policy/ Paragraph	Main Modification
			housing policy. <u>Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.</u>
MM3.19	46	SS9	iv. Deliver Secure developer contributions for education and community provision, including primary and secondary, which meet the needs generated by the development early in the scheme's phasing, in order to allow the establishment of a new sustainable community. A new primary facility and secondary provision (potentially in combination with Site ST8 – North of Monks Cross) may be required to serve the development as there is limited capacity available in existing schools. Further detailed assessments and associated viability work will be required.
MM3.20	46	SS9	v. Demonstrate that all transport issues have been addressed, in consultation with the Council and Highways England, as necessary, to ensure sustainable transport provision at the site is achievable. The transport and highways impacts of the site development should be assessed individually and cumulatively with sites ST8, ST9, ST14 and ST15 should be addressed. Where necessary, proportionate mitigation will be required
MM3.21	46	SS9	vi. Provide vehicular access from Stockton Lane to the north of the site and/or Murton Way to the south of the site (as shown <u>indicatively</u> on the proposals Policies Map), with a small proportion of public transport traffic potentially served off Bad Bargain Lane. Access between Stockton Lane and Murton Way will be limited to public transport and walking/ cycling links only, <u>and, if necessary and feasible, public transport.</u>
MM3.22	47	SS9	vii. Deliver high quality, frequent and accessible public transport services through the whole site, to provide attractive links to York City Centre. It is envisaged such measures will enable upwards of 15% of trips to be undertaken using public transport. Public transport links through the adjacent urban area will be sought, as well as public transport upgrades to either the Derwent Valley Light Rail Sustrans route, or bus priority measures on Hull Rd and/or Stockton lane, subject to feasibility and viability. All measures proposed to support public transport use should be identified and agreed as part of a Sustainable Travel Plan which has an overall aim to achieve upwards of 15% of trips by public transport.
MM3.23	47	SS9	ix. Provide a detailed site wide recreation and open space strategy and demonstrate its application in site masterplanning. This must include: <ul style="list-style-type: none"> o Create <u>Creation of new open space (as shown on the proposals Policies Map as allocation OS7) to protect the setting of the</u>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>Millennium Way that runs through the site. Millennium Way is an historic footpath which follows Bad Bargain Lane and is a footpath linking York's strays and should be kept open. A 50m green buffer has been included along the route of the Millennium Way that runs through the site to provide protection to this Public Right of Way and a suitable setting for the new development.</p> <ul style="list-style-type: none"> ○ <u>Open space provision that satisfies policies GI2a and GI6</u>
MM3.24	47	SS9	<p>x. Minimise impacts of access from Murton Way to the south on 'Osbalwick Meadows' <u>Candidate</u> Site of Importance for Nature Conservation and provide compensatory provision for any loss.</p>
MM3.25	47	SS9 Para 3.48	<p><i>Paragraph deleted:</i> Education and community provision should be made early in the scheme's phasing, in order to allow the establishment of a new sustainable community. A new primary facility and secondary provision may be required to serve the development as there is limited capacity available in existing schools. Contributions towards secondary provision will be sought with a new facility provided in association with ST8 (Land North of Monks Cross). Further detailed assessments and associated viability work will be required.</p>
MM3.26	48	SS10	<p>i. Deliver a sustainable housing mix in accordance with the Council's most up to date Strategic Housing Market Assessment. <u>Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.</u></p>
MM3.27	48	SS10	<p>iv. Explore the creation of <u>Provide</u> a new green wedge to the west of the site south of the Garth Road link to play an important role in protecting ecological assets, safeguarding the historic character and setting of the city and conserving on-site heritage assets including Ridge and Furrow, archaeology, hedgerows and trees that contribute to the setting of Huntingdon. It should be linked into the adjacent new housing scheme currently under construction <u>development</u> at Windy Ridge/Brecks Lane...</p>
MM3.28	49	SS10	<p>vi. <u>Provide a detailed site wide recreation and open space strategy and demonstrate its application in site masterplanning. This must include:</u></p> <ul style="list-style-type: none"> ○ Create <u>Creation of</u> a new open space on additional land to the east of the Monks Cross Link Road (as shown on the proposals <u>Policies Map as allocation OS8</u>). This land remains in the Green Belt. Open space provision should still be provided to the required quantum within the main allocation boundary and t <u>Traffic calming measures should be provided along Monks Cross Link Road alongside the</u>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>provision of pedestrian footways and safe crossing points. Ecological mitigation is also required on land to the east of the Link Road.</p> <ul style="list-style-type: none"> o <u>Open space provision that satisfies policies GI2a and GI6</u>
MM3.29	49	SS10	<p>x. Demonstrate that all transport issues have been addressed, in consultation with the Council and Highways England, as necessary, to ensure sustainable transport provision at the site is achievable. The site will exacerbate congestion in the area, particularly at peak times given its scale and the capacity of the existing road network. <u>The transport and highway impacts of the site development should be assessed individually and cumulatively with sites ST7, ST9, and ST14, and ST35. Where necessary proportionate mitigation will be required should be addressed.</u></p>
MM3.30	49	SS10	<p>xi. Deliver high quality, frequent and accessible public transport services through the whole site including facilitation of links to local employment centres and York City Centre. It is envisaged such measures will enable 15% of trips to be undertaken using public transport. All measures proposed to support public transport use should be identified and agreed as part of a Sustainable Travel Plan which has an overall aim to achieve upwards of 15% of trips by public transport.</p>
MM3.31	50	SS11	Land North of Haxby (ST9) will deliver <u>approximately 735 dwellings...</u>
MM3.32	50	SS11	<p>i. Be of a high design standard which will provide an appropriate new extension to the settlement of Haxby.</p> <p>ii. Deliver a sustainable housing mix in accordance with the Council's most up to date Strategic Housing Market Assessment and affordable housing policy, addressing local need for smaller family homes and bungalows/sheltered housing.</p>
MM3.33	50	SS11	<p>iii. <u>Provide a detailed site wide recreation and open space strategy and demonstrate its application in site masterplanning. This must include:</u></p> <ul style="list-style-type: none"> • Create <u>Creation of</u> new open space to the south of the site (in accordance with policy GI6 shown on the proposals map) to reflect the needs of the Haxby and Wigginton ward. <u>This may include including</u> formal pitch provisions, informal amenity greenspace, play provision, cemeteries and allotments. The open space needs of the area should be assessed in detail, liaising with Haxby Town Council and Wigginton Parish Council, the neighbourhood plan group and local residents. • <u>Open space provision that satisfies policies GI2a and GI6.</u>
MM3.34	51	SS11	<p>i. Create new local facilities as required, subject to viability, to provide an appropriate range of shops, services and facilities to meet the needs of future occupiers of the development.</p>
MM3.35	51	SS11	<p>viii. Demonstrate that all transport issues have been addressed, in consultation with the Council as necessary, to ensure sustainable</p>

Ref	Page	Policy/ Paragraph	Main Modification
			transport provision at the site is achievable. The transport and highway impacts of the site development should be assessed individually and cumulatively with sites ST7, ST8, ST14 and ST15. Where necessary proportionate mitigation will be required should be addressed.
MM3.36	52	SS11 paragraph 3.56	The new open space shown on the proposals Policies Map...
MM3.37	52	SS12	... It will deliver approximately 1,348 dwellings, approximately 1200 1000 units of which will be delivered within the plan period....
MM3.38	52	SS12	ii. Deliver a sustainable housing mix in accordance with the Council's most up to date Strategic Housing Market Assessment and affordable housing policy.
MM3.39	52	SS12	iv. Deliver on site, accessible combined nursery and primary education facilities, which <u>meet the needs generated by the development, and</u> are well connected to housing by dedicated pedestrian/ cycleways. v. Secure developer contributions for secondary school places as necessary to meet the need for new places <u>generated by the development</u>
MM3.40	53	SS12	vi. Ensure provision of new all purpose access roads to the east/south from A1237 Outer Ring Road/ Wigginton Road roundabout <u>Clifton Moor Gate</u> and off the Wigginton Road/B1363 (as <u>indicatively</u> shown on the proposals Policies Map). The internal layout of any future development on the site could be such that it creates discrete sectors, each with a specific access.
MM3.41	53	SS12	vii. Demonstrate that all transport issues have been addressed, in consultation with the Council as necessary, to ensure sustainable transport provision at the site is achievable. The transport and highways impacts of the site development individually and cumulatively should be assessed with sites ST7, ST8, ST9, and ST15. and ST35 should be addressed. Where necessary, proportionate mitigation will be required.
MM3.42	53	SS12	viii. Deliver local capacity upgrades to the outer ring road in the vicinity of the site, to include associated infrastructure to protect public transport journey times on junction approaches. Opportunities to provide grade separated, dedicated public transport routes across the A1237 should be explored in feasibility, viability and cost-benefit terms. <u>Phased development which reflects the delivery of dualling works to the A1237 outer ring road, upgrades and creation of a 4th arm to the Clifton Moor Gate roundabout and pedestrian/cycle underpass to connect Clifton Moor to the site.</u>
MM3.43	53	SS12	ix. Deliver high quality, frequent and accessible public transport services throughout the development site, which provide links to other local rural communities where feasible, as well as to main employment centres. It is envisaged such measures will enable upwards of 15% of trips to be undertaken using public transport. All measures proposed to support

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>public transport use should be identified and agreed as part of a Sustainable Transport Strategy which has an overall aim to achieve upwards of 15% of trips by public transport.</u></p> <p>x. To encourage the maximum take-up of more active forms of transport (walking and cycling), ensure the provision of high quality, safe, direct and accessible pedestrian and cycle links which create well-connected internal streets and walkable neighbourhoods including that provide connectivity to:</p> <p>a) the community, retail and employment facilities immediately to the south, (likely to take the form of an overbridge); <u>via pedestrian/cycle underpass</u></p> <p>b) the surrounding green infrastructure network (with particular regard to public rights of way immediately west of the site) and improvements to A1237 crossing facilities; and</p> <p>c) existing pedestrian and cycle networks across the city <u>via pedestrian/cycle underpass that will connect Clifton Moor to the site.</u></p>
MM3.44	53	SS12	<p>xii. Protect and enhance local green assets, trees and hedge lines and enhance existing landscape character. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.</p>
MM3.45	53	SS12	<p><i>New clause added:</i></p> <p>xiv. <u>Provide a detailed site wide recreation and open space strategy and demonstrate its application in site masterplanning. Open space provision must satisfy policies GI2a and GI6.</u></p>
MM3.46	54	SS12 paragraph 3.61	<p>...to provide the required transport mitigation measures. <u>The design and layout of the road should minimise the impact upon the openness of the Green Belt and demonstrate how it would safeguard those elements which contribute to the special character and setting of the historic City.</u></p>
MM3.47	54	SS13	<p>...It will deliver approximately 3,339 dwellings, around 2,200 of which it is expected that 560 units of which will be delivered within the plan period...</p>
MM3.48	54	SS13	<p>ii. Deliver a sustainable housing mix in accordance with the Council's most up to date Strategic Housing Market Assessment and affordable housing policy</p>
MM3.49	54	SS13	<p>iii. ...The south eastern and south western boundaries of the site are less well contained than to the north so it will be important for the site to establish its own landscape setting. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features it should be addressed through the</p>

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			<u>masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.</u>
MM3.50	54	SS13	iv. Create new open space (as shown on the proposals map) within the site to maintain views of the Minster and existing woodland.
MM3.51	54	SS13	<p>v. Impacts to <u>Elvington Airfield SINC</u> and on biodiversity within the site and zone of influence will be addressed by following the mitigation hierarchy with the overall aim to prevent harm to existing biodiversity assets, delivering no net loss for biodiversity and maximise further benefits for biodiversity. Where required <u>Compensatory measures should take full account of the extent and quality of the asset being lost or damaged and equivalent or enhanced habitats should be provided within the development site of ST15, on the compensatory habitat of OS10 as provided for in Policy GI6 and on the western part of the existing runway shown on the Policies Map.</u></p> <p><i>New clause added:</i></p> <p>va. <u>Securing a minimum of 10% provision of biodiversity net gain in relation to ST15.</u></p> <p>vi. Follow a mitigation hierarchy to first seek to avoid impacts, then to mitigate unavoidable impacts or compensate unavoidable residual impacts on Heslington Tillmire SSSI and the Lower Derwent Valley SPA/Ramsar through the:</p> <ul style="list-style-type: none"> • incorporation of a new nature conservation area (as shown on the proposals <u>Policies Map as allocation OS10 and included within Policy GI6</u>) including a buffer of wetland habitats, a barrier to the movement of people and domestic pets on to the SSSI and deliver further benefits for biodiversity. A buffer of at least 400m from the SSSI will be required in order to adequately mitigate impacts unless evidence demonstrates otherwise; and • provision of a detailed site wide recreation and access strategy to minimise indirect recreational disturbance resulting from development and complement the wetland habitat buffer area which will be retained and monitored in perpetuity. A full understanding of the proposed recreational routes is required at an early stage. <p>vii. Deliver ecological mitigation and compensation measures 5 years prior to <u>pre-commencement</u> of any development. They must be supported by a long-term management plan (<u>30 year minimum</u>), and be retained and monitored in perpetuity.</p>
MM3.52	55	SS13	<p>viii. Protect the character, setting and enjoyment of Minster Way, <u>otherwise referred to as Langwith Stray, within ST15.</u></p> <p>ix. Provide an appropriate range of shops, services and facilities <u>for including social infrastructure such as</u> health, social, leisure, cultural and community uses to meet the needs of future residents. <u>Provision should be made early in the scheme's phasing in order to allow the</u></p>

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			establishment of a new sustainable community. This should be principally focused around a new local centre
MM3.53	55	SS13	x. Deliver new on-site education provision to meet nursery and primary education facilities, which meet the needs generated by the <u>development</u> , and potentially secondary demand, to be assessed based on generated need. New nursery, primary and potentially secondary provision will be required to serve the earliest phases of development. Secondary school facilities should be provided on land identified on the Policies Map if there is evidence that the need generated by the development justifies this provision. If not, appropriate contributions to off-site provision will be secured.
MM3.54	55	SS13	xi. Demonstrate that all transport issues have been addressed, in consultation with the Council and Highways England as necessary, to ensure sustainable transport provision at the site is achievable. The <u>transport and highway impacts of the site should be assessed individually and cumulatively with site's ST7, ST8, ST9, ST14, ST27, ST35 and ST36 should be addressed. Where necessary proportionate mitigation will be required.</u> xii. Ensure <u>phased provision of necessary transport infrastructure at the right time to access the site</u> with primary access via the A64 (as shown <u>indicatively on the proposals Policies Map</u>) and a potential secondary access via Elvington Lane. The capacity of the local highway network including Elvington Lane and junctions is limited. Elvington Lane can service the early phase of the development, subject to delivering a new link road between Elvington Lane and Hull Road, as well as works to the south of Grimston Bar Interchange/Elvington Lane Junction. This is subject to detailed assessment at the application stage and is to be agreed through an approved phasing strategy.
MM3.55	55	SS13	xiii. Retain Common Lane/Long Lane/Langwith Stray as cycle/pedestrian routes only to ensure protection of the character of Heslington Village. These routes are very lightly trafficked roads, and could provide pleasant cycle and pedestrian routes from the site to Heslington. It is essential that there is no vehicular transport access to Heslington village along these routes to ensure the setting of Heslington village is maintained. Create cycle and pedestrian routes along Common Lane/Long Lane/Langwith Stray from ST15 to Heslington, ensuring no vehicular access from ST15 to Heslington village along these routes to ensure the setting of Heslington village is maintained. xiv. <u>Deliver improvements to</u> Explore the potential for local bridleways (e.g. Fordlands Road/ Forest Lane) running through or near the site to be used as <u>year round</u> cycle routes.
MM3.56	55	SS13	xv. Provide dedicated secure access for existing local residents and landowners to be agreed with the community of Heslington. Appropriate solutions would need to ensure access is preserved for existing residents and landowners developed in consultation with the community of Heslington. Ensure that vehicular access to connect premises along

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			<p><u>Common Lane/Long Lane to Heslington is retained as part of the wider ST15 access arrangements.</u></p> <p>xvi. Deliver high quality, frequent and accessible public transport services through the whole site which provide links to <u>and between new the on-site local centre and</u> community facilities, as well as to York city centre and other appropriate service hubs, including <u>the</u> University of York. A public transport hub at the local centre should provide appropriate local interchange and waiting facilities for new residents. <u>All measures proposed to support public transport use should be identified and agreed as part of a Sustainable Transport Strategy, with the overall aim to achieve upwards of 15% of trips to be undertaken by public transport. It is envisaged such measures will enable upwards of 15% of trips to be undertaken using public transport.</u></p> <p>...</p> <p>xviii. Exploit <u>Optimise</u> synergies with the <u>existing university campus and</u> proposed university expansion in terms of site servicing including transport, energy and waste.</p>
MM3.57	56	SS13 paragraph 3.64	<p>...Any large-scale development solely relying on Elvington Lane would not be supported. <u>Initial modelling work suggests that the Elvington Lane access can accommodate around 1,000 units (approximately 30% of final development at 3,339 units). Public transport improvements, as well as pedestrian and cycle connections, between ST15, ST26 and ST27 should be considered in order to maximise opportunities to secure non car travel between these three sites.</u></p>
MM3.58	57	SS13 paragraph 3.67	<p>A joined-up transport approach would need to be taken to consider the site in combination with other potential developments in the city including the University Expansion Site (ST27) <u>and Elvington Airfield Business Park (ST26)</u>. The provision of a new <u>grade separated</u> junction onto the A64 would remain form part of the <u>essential infrastructure for any</u> development in this location. <u>In the interest of sustainability, opportunities should be explored to reuse the aggregates arising from the runway in ST15 in the construction of the new junction or other new highway infrastructure.</u> The viability of delivering significant new or improved transport infrastructure <u>has been must be considered and should be kept under review with evidence provided to demonstrate its robustness.</u> Equally, detailed analysis would will be required to confirm that sustainable travel options (to avoid the site being heavily car dependent) were <u>are</u> realistic and financially sound. The site will require high frequency public transport services based on the overall <u>a minimum target of 15% journeys by public transport bus.</u> In order to minimise car use the development would need a robust transport strategy <u>will be required</u> documenting alternative routes including proposals for buses, walking and cycling.</p>
MM3.59	57	SS14	<p>Terry's Extension Sites (ST16) will deliver 414 dwellings in total at these urban development sites, 22 dwellings on Terry's Clock Tower and approximately 33 dwellings on Terry's Car Park and approximately 56 dwellings on Land to the rear of Terry's Factory...</p>

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			<p>...</p> <p>Terry's Extension Site (Phase 3) – Land to the rear of Terry's Factory</p> <p>i. Retain and enhance the formal gardens area adjacent to the site.</p> <p>ii. Achieve high quality urban design which respects the character and fabric of the wider Terry's factory site and buildings of architectural merit. This includes conserving and enhancing the special character and/or appearance of the Tadcaster Road and the Racecourse and Terry's Factory Conservation Areas.</p> <p>iii. Development should complement existing views to the factory and clock tower.</p>
MM3.60	59	SS15	<p>Nestle South (ST17) will deliver 863 <u>approximately 581</u> dwellings in total, 263 <u>279</u> in Phase 1 and <u>around up to 600</u> 302 dwellings in Phase 2 at this urban development site.</p> <p>...</p> <p>iii. Provide a mix of housing in line with the Council's most up to date Strategic Housing Market Assessment.</p>
MM3.61	60	SS16	Land at Tadcaster Road, Copmanthorpe (ST31) will deliver <u>approximately</u> 158 dwellings
MM3.62	60	SS16	i. Deliver a sustainable housing mix in accordance with the Council's most up to date Strategic Housing Market Assessment
MM3.63	60	SS16	ii. Create new open space (as shown on the proposals Policies Map) within the site which should be delivered prior to the first phase of development occupation to ensure, in particular, the protection of the adjacent SSSI.
MM3.64	60	SS16	<p>v. Provide site access via Tadcaster Road, with no secondary vehicle access from Learmans Way.</p> <p>...</p> <p>vii. Provide required financial contributions to existing local primary and secondary facilities to enable the expansion to accommodate pupil yield. Secure developer contributions for primary and secondary school provision as necessary to meet the need generated by the development.</p>
MM3.65	61	SS17	<p>Hungate (ST32) – Phases 5+ <u>as identified on the Policies Map</u> will deliver approximately 328 <u>570</u> dwellings at this urban development site. In addition to complying with the policies within this Local Plan, the site must be delivered in accordance with the agreed site masterplan through existing outline and full planning consents <u>development proposals should have regard to</u></p> <p>In line with the Hungate Development Brief vision, <u>where appropriate</u>. ST32 must be of the highest quality which adds to the vitality and viability of the city centre, is safe and secure, and which promotes sustainable development. Priority should be given to pedestrians, people with mobility impairments, cyclists and public transport. Design should respect local amenity and</p>

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			character whilst being imaginative and energy-efficient. The special character and/or appearance of the adjacent Central Historic Core Conservation Area should be conserved and enhanced.
MM3.66	62	SS18	i. Deliver a sustainable housing mix in accordance with the Council's most up to date Strategic Housing Market Assessment and affordable housing policy, addressing local need for smaller family homes and bungalows/sheltered housing.
MM3.67	62	SS18	ii. Be of a high design standard to which will p Provide an appropriate new extension to Wheldrake whilst maintaining the character of the village.
MM3.68	62	SS18	iv. Undertake a comprehensive evidence-based approach in relation to biodiversity to address potential impacts of recreational disturbance on the Lower Derwent Valley Special Protection Area (SPA)/Ramsar/SSSI. <u>This will require the developer to publicise and facilitate the use of other, less sensitive countryside destinations nearby (e.g. Wheldrake Woods) and provide educational material to new homeowners to promote good behaviours when visiting the European site. The former could be supported by enhancing the local footpath network and improving signage.</u>
MM3.69	62	SS18	viii. Provide required financial contributions to existing nursery, primary and secondary facilities to enable the expansion to accommodate demand arising from the development. Secure developer contributions for primary and secondary school provision as necessary to meet the need generated by the development.
MM3.70	63	SS19	<i>Policy SS19 and explanatory text at paragraphs 3.82 – 3.88 deleted.</i>
MM3.71	67	SS20	Following the Defence Infrastructure Organisation's disposure disposal of the site by 2031 Imphal Barracks (ST36) will deliver <u>approximately</u> 769 dwellings at this urban development site. Development is not anticipated to commence until the end of the plan period. ...
MM3.72	67	SS20	i. Demonstrate that all transport issues have been addressed, in consultation with the Council and Highways England as necessary, to ensure <u>appropriate provision is made for sustainable transport provision at the site is achievable.</u> There are existing issues with traffic congestion in this area. The base traffic situation on the A19 is that it is at or exceeding capacity in the vicinity of Heslington Lane/Broadway. The potential transport implications <u>transport and highway impacts</u> of the site development must be fully assessed both individually and cumulatively with sites ST5 and ST15. <u>Where necessary proportionate mitigation will be required.</u>
MM3.73	67	SS20	ii. Deliver a sustainable housing mix in accordance with the Council's most up to date Strategic Housing Market Assessment.

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MM3.74	67	SS20	<p>iii. <u>An agreed masterplan to ensure the site's redevelopment will make a positive contribution to the character and distinctiveness of the local area, informed by:</u></p> <ul style="list-style-type: none"> o <u>an assessment of the architectural and historic interest of the site and its buildings, including the parade ground and other open areas, related to the site's military use and York's development as a garrison town; and,</u> o <u>the impact of development on the Fulford Road Conservation Area</u> <p>The development of this area must be informed by an assessment of architectural and historic interest of the site and its buildings. Those buildings which are considered to be of historic interest should be retained and reused.</p> <p>iv. The parade ground and other open area which are important to the understanding of the site and its buildings should be retained as open spaces in any development.</p> <p>v. If, following the City Council's review of the architectural and historic interest of this site, Imphal Barracks is included within the Fulford Road Conservation Area, development proposals would be required to preserve or enhance those elements which have been identified as making a positive contribution to its significance.</p> <p>vi. Regardless of the outcome of the paragraph above, the significance of the site's historic environment should be addressed. This includes conserving and enhancing the special character and/or appearance of the adjacent Fulford Road Conservation Area.</p> <p>vii. Be of a high design standard, ensuring the development reflects the history of the site and its previous military use. This site does not exist as an army barracks in isolation and has linkages to other military sites across the city and is linked to the development of York as a garrison town and this history should be reflected in the design of any scheme.</p> <p>viii. Undertake an archaeological evaluation consisting of survey and excavation of trenches to identify the presence and assess the significances of archaeological deposits.</p>
MM3.75	68	SS20	<p>x. Consider in detail the proximity and relationship of the site with Walmgate Stray, including undertaking further hydrological work to assess the potential impact of development on the Stray and to the value of the grassland, and to explore any waterlogged archaeological deposits. Recreational disturbance/pressure on the Stray and the Tillmire SSSI (individual and cumulative effects) should be considered <u>assessed and, where necessary, mitigated.</u></p> <p>xii. Create new local facilities as required <u>appropriate</u> to meet the needs of future occupiers of the development.</p> <p>xiii. Retain and enhance recreation and open space for community use to mitigate any potential impacts on the adjacent Walmgate Stray.</p>
MM3.76	70	SS21	<p>Land South of Airfield Business Park, Elvington (ST26) will provide <u>approximately</u> 25,080sqm of B1b, B1c, B2/B8 employment floorspace for research and development, light industrial/storage and distribution. In addition to complying with the policies within this Local Plan, the site must be</p>

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			<p>delivered in accordance with the following key principles, having regard to the following issues:</p> <p>...</p> <p>ii. Retain and enhance historic field boundaries where possible and reflect in the masterplanning of the site.</p> <p>...</p> <p>iv. Demonstrate that all transport issues have been addressed, in consultation with the Council as necessary, to ensure sustainable transport provision at the site is achievable. Impacts on Elvington Lane and Elvington Lane/A1079 and A1079/A64 Grimston Bar junctions will need to be mitigated. Demonstrate that all transport issues have been addressed including consideration of the provision of sustainable modes of transport.</p> <p>v. Further explore air quality, noise and light pollution and contamination issues.</p> <p>vi. Investigate further archaeological deposits on and around the site.</p> <p>...</p>
MM3.77	71	SS22	<p><i>New policy SS22, wholly replacing submission policy.</i></p> <p><u>Policy SS22: University of York Expansion</u></p> <p><u>As shown on the Policies Map as ST27, 21.2 ha of land to the south of the existing Campus East site is allocated for the future expansion of the university during the plan period. It will provide university uses consistent with Policy ED3 having regard to the following considerations together with those in ED1:</u></p> <ul style="list-style-type: none"> • <u>Create an appropriate buffer between the site and the A64 where the boundary is adjacent to the A64 in order to mitigate heritage and noise impacts and address landscape and visual impacts.</u> • <u>Assess cumulative transport impacts with other sites including ST5 and ST15 and in relation to the University's impacts provide appropriate mitigation.</u> • <u>Explore feasibility of a junction on the A64 to the south of the site with delivery in conjunction with ST15</u> • <u>Identify any opportunities with ST15 for managing development impacts in terms of site servicing including transport, energy and waste.</u> • <u>Deliver high quality, frequent and accessible public transport services to York City Centre. It is envisaged such measures will enable upwards of 15% of trips to be undertaken using public transport.</u> • <u>Optimise pedestrian and cycle integration, with access networks for a range of non-car uses to be accommodated.</u>
MM3.78 Policy	72	SS22 explanation	<p><i>New text, wholly replacing submission explanation:</i></p>

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SS22 Explana tion			<p><u>Explanation</u></p> <p><u>3.97a The University of York retains a high profile in both the UK and in the rest of the world. The university's status is reflected in the high demand for student places, excellence in research and demand for research co-locations and it is currently projected that its growth will continue over the duration of the plan period. Without the campus extension, the university will not be able to continue to grow beyond 2026. As one of the leading higher education institutions, the university needs to continue to facilitate growth, within the context of its landscaped setting which gives it a special character and quality, to guarantee its future contribution to the need for higher education and research and to the local, regional and national economies. The 21.5ha of land at ST27 is allocated for university uses to support this growth.</u></p> <p>3.98 The University of York is a key component of the long-term success of the city and it is important to provide a long term opportunity for the University to expand. It offers a unique opportunity to attract businesses that draw on the Universities applied research to create marketable products. There is lots of evidence from around the country that shows the benefits of co-location of such businesses with a University. The University proposal is a key priority in the Local Economic Plan Growth Deal that has been agreed with the government and is also included as a priority area in the York Economic Strategy (2016) which recognises the need to drive University and research led growth in high value sectors. <u>The existing campus and ST27 will include new knowledge-based business floorspace and research led activities appropriate to a university campus. The site will also facilitate the re-configuration of the existing Campus 3 site to provide additional on-campus student accommodation helping to reduce the impacts on the private rented sector.</u></p> <p><u>3.98a ST27 plays a critical part in the attractive setting of the city. The land to the west is particularly important for maintaining the setting of Heslington village and key views. it has a distinctive landscape quality and provides accessible countryside to walkers and cyclists on the land and public footpaths. The expansion will bring development close to the A64 Ring Road with implications for the interface between the southern edge of York and the countryside to its south. To mitigate any impacts on the historic character and setting of the city, the expansion site must provide a landscape buffer between development on the site and the A64. This can be provided within the site where parallel to the A64, but beyond it on the other boundaries – maximising the developable area while responding sensitively to the landscape setting.</u></p> <p>3.99 A broadly four sided site which is generally well contained on three sides. The northern boundary is Low Lane, a narrow single track country lane which runs from Heslington in an easterly direction, to the point where it turns northwards towards the University campus. The boundary treatment is a hedge with intermittent trees along its edge. From the point where Low Lane turns northwards, the site boundary heads south east towards the Ring Road and the flyover (track which leads towards Grimston Grange). This part of the</p>

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			<p>boundary is denoted by a post and wire fence at the bottom of an embankment, overlooking the new velodrome. From this point, the sites south east boundary runs along the alignment of the Ring Road in a south westerly direction (with hedge and ditch boundary), to the next field boundary, where it cuts across the southern edge of the site. This boundary consists of a hedge field boundary to the point where it meets Green Lane, a narrow track bounded by hedges and trees on both sides, to the point where it meets Low Lane. Green Lane forms the western boundary of the site.</p> <p>3.99a <u>The site has a distinctive landscape quality and provides accessible countryside to walkers and cyclists on the land and public footpaths. The land to the west is particularly important for maintaining the setting of Heslington village and key views. To mitigate any impacts on the historic character and setting of the city the expansion site must create an appropriately landscaped buffer between development on the site and the A64. This can be buffer will be provided within the site where parallel to the A64, but beyond it on the other boundaries – maximising the developable area while responding sensitively to the landscape setting. This will be established through the masterplanning of the site.</u></p> <p>3.100 <u>Campus East was designed and established with the development area being car-free. It facilitates the majority of journeys being by non-car modes. Development of ST27 is expected to incorporate this principle. ST27 will be accessed from Hull Road via Campus East. In addition, the development should exploit any shared infrastructure opportunities arising from the proximity of the housing allocation at ST15: Land to the west of Elvington Lane to the University of York. The existing Heslington East campus is designed and established to offer significant proportions of journeys by walking, cycling and public transport. Any future proposals must continue this existing provision (including bus services).</u></p> <p>3.101 <u>'Vehicular access to ST27 will be from Hull Road or Field Lane via Kimberlow Lane and Lakeside Way, then south from Lakeside Way into the site'. The Heslington East Campus Extended Master Plan (June 2014) shows no additional entry points into the Campus from those already existing (Lakeside Way (bus and cycle only), Field Lane/Kimberlow Lane and Kimberlow Lane running south from Hull Road Grimston Bar Park & Ride link road.</u></p> <p>3.101a <u>A development brief for ST27 will be prepared by the University in line with relevant Plan policies. The University will engage with the Council and communities in preparing this development brief,.,</u></p>
MM3.79	73	SS23	<p>Land at Northminster Business Park (ST19) will provide 49,500sqm across the <u>of Use class E office, research and development, light industrial uses, industrial (Use Class B2) and storage/ distribution (Use Class B8) B1, B2, B8 uses based on a split of approximately 40/60 office (Use class E) B1a to light industrial (Use Class E) / B2/B8 which is the current ratio at the existing business park. In addition to complying with the policies within this Local</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>Plan, the site must be delivered in accordance with the following key principles having regard to the following issues:</p> <ul style="list-style-type: none"> i. Provide for a sustainable business park to help meet the city's employment needs, ensuring that its composition reflects the economic vision of York. ii. Develop a comprehensive scheme which is linked to the existing business park. ... iv. Promote sustainable transport solutions linking the proposed site to the Park & Ride. v. Optimise integration, connectivity and access through the provision of new pedestrian, cycle, public transport and vehicular routes to ensure sustainable movement into, out of and through the site. The site is in a sustainable location with access to the Poppleton Bar Park & Ride offering frequent bus routes to the city centre, access to Poppleton Rail Station and vehicular access to the A59. The site is in a sustainable location and all transport issues should be addressed including the optimisation of connectivity to sustainable modes of transport into, out of and through the site vi. Provide a high quality landscape scheme in order, as appropriate, either to mitigate impacts and screen the development and/or to provide providing an appropriate relationship with the surrounding landscape. Attention should be given to the site's relationship with the countryside to the west of the site, to the southern boundary of the site, with Moor Lane (bridleway) and the village of Knapton. vii. Ensure that the residential amenity of neighbouring residential properties is maintained. viii. Prepare a desk based archaeological assessment to inform the site masterplan.
MM3.80	74	SS24	Whitehall Grange, Wigginton Road (ST37) will provide up to 33,330sqm for B8 storage use. In addition to complying with the policies within this Local Plan, the site must be delivered in accordance with the agreed site masterplan through the existing outline consent a masterplan secured by planning permission.

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MM4.1	75	EC1	Provision for a range of employment uses during the plan period will be made on the following strategic sites (these over 5ha):									
MM4.2	75	EC1	<table border="1"> <thead> <tr> <th>Site</th> <th>Floorspace</th> <th>Suitable Employment Uses</th> </tr> </thead> <tbody> <tr> <td>ST5: York Central</td> <td>100,000sqm</td> <td>Office (Use Class E) B4a</td> </tr> <tr> <td>ST19: Land at Northminster Business Park (15ha)</td> <td>49,500sqm</td> <td>Light Industrial (Use Class E) B4c, Industrial (Use Class B2) and Storage/Distribution B8). May also be</td> </tr> </tbody> </table>	Site	Floorspace	Suitable Employment Uses	ST5: York Central	100,000sqm	Office (Use Class E) B4a	ST19: Land at Northminster Business Park (15ha)	49,500sqm	Light Industrial (Use Class E) B4c, Industrial (Use Class B2) and Storage/Distribution B8). May also be
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			<p>*This is an approximate and indicative figure based on the University of York's predicated growth and may be reduced to accommodate other employment generating University uses identified in Policy ED1</p> <p>York City Centre will remain the focus for main town centre uses (unless identified above). Proposals for main town centre uses for non city centre locations will only be considered acceptable where it can be demonstrated that they would not have a detrimental impact on the city centre's vitality and viability and the sustainable transport principles of the Plan can be met.</p> <p>Provision for a range of employment uses during the plan period will be made on the following other sites:</p> <table border="1"> <thead> <tr> <th>Site</th> <th>Floorspace</th> <th>Suitable Employment Uses</th> </tr> </thead> <tbody> <tr> <td>E8: Wheldrake Industrial Estate (0.45ha)</td> <td>1,485sqm</td> <td>B1b, B1c, B2 and B8.</td> </tr> <tr> <td>E9: Elvington Industrial Estate (1ha)</td> <td>3,300sqm</td> <td>B1b, B1c, B2 and B8. Research & Development (Use Class E), Light Industrial (Use Class E), Industrial (Use Class B2) and Storage/Distribution B8).</td> </tr> <tr> <td>E10: Chessingham Park, Dunnington (0.24ha)</td> <td>792sqm</td> <td>B1c, B2 and B8. Light Industrial (Use Class E), Industrial (Use Class B2) and Storage/Distribution B8).</td> </tr> <tr> <td>E11: Annamine Nurseries. Jockey Lane (1ha)</td> <td>3,300sqm</td> <td>B1a, B1c, B2 and B8. Office (Use Class E), Light Industrial (Use Class E), Industrial (Use Class B2) and Storage/Distribution B8).</td> </tr> </tbody> </table>	Site	Floorspace	Suitable Employment Uses	E8: Wheldrake Industrial Estate (0.45ha)	1,485sqm	B1b, B1c, B2 and B8.	E9: Elvington Industrial Estate (1ha)	3,300sqm	B1b, B1c, B2 and B8. Research & Development (Use Class E), Light Industrial (Use Class E), Industrial (Use Class B2) and Storage/Distribution B8).	E10: Chessingham Park, Dunnington (0.24ha)	792sqm	B1c, B2 and B8. Light Industrial (Use Class E), Industrial (Use Class B2) and Storage/Distribution B8).	E11: Annamine Nurseries. Jockey Lane (1ha)	3,300sqm	B1a, B1c, B2 and B8. Office (Use Class E), Light Industrial (Use Class E), Industrial (Use Class B2) and Storage/Distribution B8).
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MM4.3	77	EC1 paragraph 4.6	<p>4.6 ...The ELR Update (2017) has adjusted floorspace requirements to take account of development between 2012-2017 and to reflect the revised-plan period inclusive of an additional 5 years to ensure Green Belt permanence (2012-2038). A 5% vacancy factor and an additional 2-year land supply to allow for time for developments to be complete has also been added to calculations. Overall, around 38ha of new employment land is required; within this the largest components are 13.8 17.6ha for office (formerly B1a) and 16.1 13.7ha for B8 uses, as shown at Table 4.1 below.</p>																																																																											
MM4.4	77	EC1 Table 4.1	<p><i>New Table 4.1 added, replacing submission version Table 4.1</i></p> <p><u>Table 4.1: Employment Land Requirements 2017-2038 (including 5% vacancy), Factoring in Change of Supply 2012-2017 and Including 2 Years Extra Supply, updated March 2022</u></p> <table border="1"> <thead> <tr> <th rowspan="3">Use Class</th> <th colspan="2">2021-33</th> <th colspan="2">2033-38</th> <th colspan="2">Total 2021-2038</th> </tr> <tr> <th>Floorspace</th> <th>Land</th> <th>Floorspace</th> <th>Land</th> <th>Floorspace</th> <th>Land</th> </tr> <tr> <th>(m2)</th> <th>(Ha)</th> <th>(m2)</th> <th>(Ha)</th> <th>(m2)</th> <th>(Ha)</th> </tr> </thead> <tbody> <tr> <td>Office (formerly B1a)</td> <td>137,588</td> <td>15.5</td> <td>12,310</td> <td>2.1</td> <td>149,898</td> <td>17.6</td> </tr> <tr> <td>Research and Development (B1b)</td> <td>15,655</td> <td>3.7</td> <td>1,644</td> <td>0.4</td> <td>17,299</td> <td>4.1</td> </tr> <tr> <td>Light Industrial (formerly B1c)</td> <td>11,218</td> <td>1.9</td> <td>1,435</td> <td>0.4</td> <td>12,653</td> <td>2.3</td> </tr> <tr> <td>General Industrial (B2)</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Storage and Distribution B8</td> <td>54,986</td> <td>10.5</td> <td>15,705</td> <td>3.2</td> <td>70,691</td> <td>13.7</td> </tr> <tr> <td>B Uses Sub Total</td> <td>219,447</td> <td>31.6</td> <td>31,094</td> <td>6.2</td> <td>250,541</td> <td>37.7</td> </tr> <tr> <td>D2</td> <td>-17,887</td> <td>-1.1</td> <td>4,398</td> <td>1.1</td> <td>-13,489</td> <td>0.0</td> </tr> <tr> <td>Totals</td> <td>201,560</td> <td>30.5</td> <td>35,492</td> <td>7.2</td> <td>237,052</td> <td>37.7</td> </tr> </tbody> </table>	Use Class	2021-33		2033-38		Total 2021-2038		Floorspace	Land	Floorspace	Land	Floorspace	Land	(m2)	(Ha)	(m2)	(Ha)	(m2)	(Ha)	Office (formerly B1a)	137,588	15.5	12,310	2.1	149,898	17.6	Research and Development (B1b)	15,655	3.7	1,644	0.4	17,299	4.1	Light Industrial (formerly B1c)	11,218	1.9	1,435	0.4	12,653	2.3	General Industrial (B2)	0	0	0	0	0	0	Storage and Distribution B8	54,986	10.5	15,705	3.2	70,691	13.7	B Uses Sub Total	219,447	31.6	31,094	6.2	250,541	37.7	D2	-17,887	-1.1	4,398	1.1	-13,489	0.0	Totals	201,560	30.5	35,492	7.2	237,052	37.7
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MM4.5	78	EC1	<p><i>New paragraph added:</i></p> <p><u>4.8a The location of allocation E18 adjacent to Strensall Common SAC means that a comprehensive evidence base to understand the potential impacts on biodiversity from further development is required. Strensall Common is designated for its heathland habitats but also has biodiversity value above its listed features in the SSSI/SAC designations that will need to be fully considered. Although the common is already under intense recreational pressure, there are birds of conservation concern amongst other species and habitats which could be harmed by the intensification of disturbance. In addition, the heathland habitat is vulnerable to changes in the hydrological regime and air quality, which needs to be explored in detail. The mitigation hierarchy should be used to identify the measures required to first avoid impacts, then to mitigate unavoidable impacts or compensate for any unavoidable residual impacts, and be implemented in the masterplanning approach. Potential access points into the planned development also need to consider impacts on Strensall Common.</u></p>
MM4.6	78	EC2 explanation para 4.9	<p>When considering the loss of employment land and/or buildings the Council will expect the applicant to provide evidence proportionate to the size of the site of effective marketing the site/premises for employment uses for a reasonable period of time <u>and in most cases not less than 18 months</u>. Where an applicant is seeking to prove a site is no longer appropriate for employment use because of business operations, and/or condition, the council will expect the applicant to provide an objective assessment of the shortcomings of the land/premises that demonstrates why it is no longer appropriate for employment use. This includes <u>all employment generating uses, not just office or industrial uses outside the B use classes...</u></p>
MM4.7	80	EC5	<p>In addition to the allocation in villages in Policy EC1, York's rural economy will be sustained and diversified through:</p> <ul style="list-style-type: none"> • Supporting appropriate farm and rural diversification activity including office and leisure development (Use Classes B and D); • permitting camping and caravan sites (<u>on a temporary or permanent basis</u>) for holiday and recreational use where proposals can be satisfactorily integrated into the landscape without detriment to its character, are in a location accessible to local facilities and within walking distance of public transport to York, and would not generate significant volumes of traffic. <u>Such development would also need to address Green Belt policies, where relevant; and</u> <p>...</p>
MM4.8	81	EC5 Explanation paragraph 4.17	<p>...The scale of the proposals will be an important factor as often small sites are assimilated into the landscape more easily than larger sites. <u>In Green Belt locations, caravan sites are inconsistent with policy requirements to protect</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>openness, temporary permissions may be considered, where other criteria are met.</u></p>
MM4.9	82	R1	<p>...Main town centre uses will be directed to the city, district and local centres defined in this policy and in accordance with other Local Plan policies in relation to specific uses.</p> <p><u>Proposals for main town centre uses outside an identified centre should undertake a sequential test to identify why the proposal cannot be accommodated in a sequentially preferable location.</u></p> <p>Proposals for main town centre uses outside a defined city, district or local centre must be subject to an impact assessment where the floorspace of the proposed development exceeds the following thresholds:</p> <ul style="list-style-type: none"> • outside York city centre: greater than 1,500 sqm gross floorspace. • outside a district centre: greater than 500 sqm gross floorspace. • outside a local centre: greater than 200 sqm gross floorspace. <p><u>These thresholds should also be applied where variation of condition applications are proposed to change the nature of goods sold within a unit.</u></p> <p><u>Where new retail provision is proposed as part of the development of a strategic site then this will not be subject to an impact assessment, providing the provision is appropriate in scale to serve only the local day to day shopping needs of residents of the site.</u></p> <p>Advice should be sought ...</p>
MM4.10	84	R2	<p>...</p> <p>Development proposals for main town centre uses outside defined district and local centres that would result in significant adverse impact on the continued or future function, vitality and viability of a centre will be refused.</p>
MM4.11	85	R3	<p>The vitality and viability of the city centre is supported and enhanced, with the Primary Shopping Area (PSA) as shown on the proposals <u>policies</u> map...</p> <p>In the PSA, proposals for new retail floorspace (use class <u>E A4</u>) will be permitted<u>supported</u>. Proposals...</p> <p><u>Primary Shopping Frontages</u></p> <p>The concentration of <u>retail A4</u> uses in the primary shopping frontages, as defined on the proposal map, will be safeguarded and enhanced. Proposals that would involve the loss, by change of use or redevelopment, of ground floorspace class <u>E A4</u> shops will generally be resisted. However, proposals for other uses may be permitted if it can be demonstrated that:</p> <p>i. the proposal has an active frontage and contributes to the vitality and viability of the primary shopping frontage; the proposed uses will provide</p>

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			<p>a service direct to members of the public and can demonstrate a comparable footfall generation to an <u>retail</u> A4 use;</p> <p>ii.the proposal will have an attractive shop front which contributes positively to the appearance of the street;</p> <p>iii.the proposal would not result in non-retail uses being grouped together in such a way that would undermine the retail role of the street;</p> <p>iv.a minimum of 70% <u>E</u> A4 uses will be required unless it can be demonstrated that it would be beneficial to the vitality and viability of the primary shopping frontage;</p> <p>...</p> <p><u>Secondary Shopping Frontages</u></p> <p>In secondary frontage areas, changes to non-retail use at ground floor level will be considered favourably <u>permitted</u> where it can be demonstrated that the proposal:</p> <p>...</p>

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MM5.1	91	H1	<p>Policy H1: Housing Allocations</p> <p>In order to meet the housing requirement set out in Policy SS1 the following sites, as shown on the proposals <u>Policies</u> Map, and set out in the schedule below are proposed <u>allocated primarily</u> for residential <u>use</u> development.</p> <p>Planning applications for housing submitted for these allocations will be permitted if in accordance with the phasing indicated. An application on an allocated site in advance of its phasing will be approved if:</p> <ul style="list-style-type: none"> • the allocation's early release does not prejudice the delivery of other allocated sites phased in an earlier time period; • the release of the site is required now to maintain a five year supply of deliverable sites; and • the infrastructure requirements of the development can be satisfactorily addressed. <p>Where developers are seeking revisions to existing planning permissions and associated conditions and S106 agreements, changes in market conditions will be taken into account</p> <p>Where sites contain existing open space this will be an important consideration in the development of the site and the open space needs of the area will need to be fully assessed.</p> <p>This policy applies to all the sites listed in the Table 5.1 overleaf:</p> <p><u>Development proposals will be permitted where the following criteria are satisfied:</u></p> <ul style="list-style-type: none"> • <u>For sites that contain existing open space (**), where appropriate, it should be retained on-site or re-provided off-site.</u> • <u>For sites located within 5.5km of Strensall Common SAC (#) the development must accord with the requirements of Policy G12 and G12a</u>

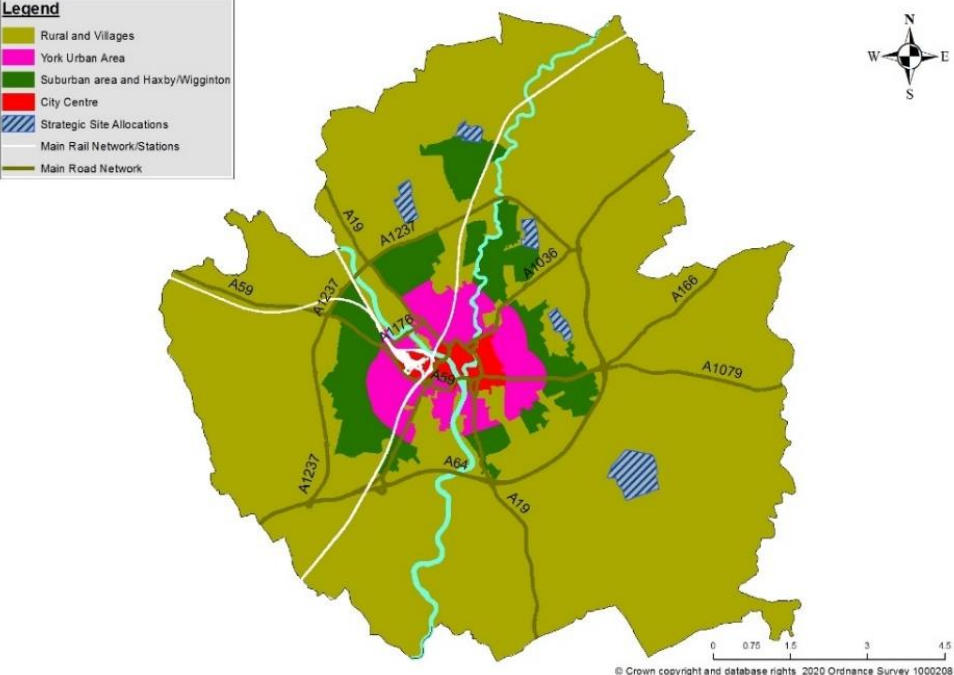
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MM5.2	92	H1 Table 5.1	<p>Table 5.1: Housing Allocations</p> <table border="1"> <thead> <tr> <th>Allocation Reference</th> <th>Site Name</th> <th>Site Size (ha)</th> <th>Estimated Yield (Dwellings)</th> <th>Estimated Phasing</th> </tr> </thead> <tbody> <tr> <td>H1[#]</td> <td>Former Gas Works, 24 Heworth Green (Phase 1 and 2)</td> <td>2.87 <u>3.54</u></td> <td>271 <u>607</u></td> <td>Short to Medium Term (Years 1 – 10)</td> </tr> <tr> <td>H4[#]</td> <td>Former Gas works, 24 Heworth Green (Phase 2)</td> <td>0.67</td> <td>65</td> <td>Medium Term (Years 6–10)</td> </tr> <tr> <td>H3^{**#}</td> <td>Burnholme School</td> <td>1.90</td> <td>72 <u>83</u></td> <td>Short Term (Years 1 – 5)</td> </tr> <tr> <td>H5^{**}</td> <td>Lowfield School</td> <td>3.64</td> <td>165 <u>2</u></td> <td>Short to Medium term (Years 1 – 10)</td> </tr> <tr> <td>H6</td> <td>Land R/O The Square Tadcaster Road</td> <td>1.53</td> <td>028 <u>2</u></td> <td>Short to Medium Term (Years 1 – 10)</td> </tr> <tr> <td>H7^{**#}</td> <td>Bootham Crescent</td> <td>1.72</td> <td>86 <u>93</u></td> <td>Short to Medium Term (Years 1 – 10)</td> </tr> <tr> <td>H8</td> <td>Askham Bar Park & Ride</td> <td>1.57</td> <td>60</td> <td>Short Term (Years 1 – 5)</td> </tr> <tr> <td>H10</td> <td>The Barbican</td> <td>0.96</td> <td>187</td> <td>Short to Medium Term (Years 1 – 10)</td> </tr> <tr> <td>H20</td> <td>Former Oakhaven EPH</td> <td>0.33</td> <td>536 <u>2</u></td> <td>Short Term (Years 1 – 5)</td> </tr> <tr> <td>H22</td> <td>Former Heworth Lighthouse</td> <td>0.29</td> <td>45</td> <td>Short Term (Years 1 – 5)</td> </tr> <tr> <td>H23</td> <td>Former Grove House EPH</td> <td>0.25</td> <td>44</td> <td>Short Term (Years 1 – 5)</td> </tr> <tr> <td>H29</td> <td>Land at Moor Lane Copmanthorpe</td> <td>2.65</td> <td>889 <u>2</u></td> <td>Short Term (Years 1 – 5)</td> </tr> <tr> <td>H31[#]</td> <td>Eastfield Lane Dunnington</td> <td>2.51</td> <td>76 <u>83</u></td> <td>Short Term (Years 1 – 5)</td> </tr> <tr> <td>H38</td> <td>Land RO Rufforth Primary School Rufforth</td> <td>0.99</td> <td>33 <u>21</u></td> <td>Short Term (Years 1 – 5)</td> </tr> <tr> <td>H39</td> <td>North of Church Lane Elvington</td> <td>0.92</td> <td>32</td> <td>Short Term (Years 1 – 5)</td> </tr> <tr> <td>H46^{**#}</td> <td>Land to North of Willow Bank and East of Haxby Road, New Earswick</td> <td>2.74 <u>4.90</u></td> <td>104</td> <td>Short Term (Years 1 – 5)</td> </tr> <tr> <td>H52[#]</td> <td>Willow House EPH, Long Close Lane</td> <td>0.20</td> <td>15</td> <td>Short Term (Years 1 – 5)</td> </tr> <tr> <td>H53³</td> <td>Land at Knapton Village</td> <td>0.33</td> <td>4</td> <td>Short Term (Years 1 – 5)</td> </tr> <tr> <td>H55[#]</td> <td>Land at Layerthorpe</td> <td>0.20</td> <td>20</td> <td>Short Term (Years 1 – 5)</td> </tr> <tr> <td>H56^{**#}</td> <td>Land at Hull Road</td> <td>4.00</td> <td>70</td> <td>Short Term (Years 1 – 5)</td> </tr> </tbody> </table>	Allocation Reference	Site Name	Site Size (ha)	Estimated Yield (Dwellings)	Estimated Phasing	H1 [#]	Former Gas Works, 24 Heworth Green (Phase 1 and 2)	2.87 <u>3.54</u>	271 <u>607</u>	Short to Medium Term (Years 1 – 10)	H4 [#]	Former Gas works, 24 Heworth Green (Phase 2)	0.67	65	Medium Term (Years 6–10)	H3 ^{**#}	Burnholme School	1.90	72 <u>83</u>	Short Term (Years 1 – 5)	H5 ^{**}	Lowfield School	3.64	165 <u>2</u>	Short to Medium term (Years 1 – 10)	H6	Land R/O The Square Tadcaster Road	1.53	028 <u>2</u>	Short to Medium Term (Years 1 – 10)	H7 ^{**#}	Bootham Crescent	1.72	86 <u>93</u>	Short to Medium Term (Years 1 – 10)	H8	Askham Bar Park & Ride	1.57	60	Short Term (Years 1 – 5)	H10	The Barbican	0.96	187	Short to Medium Term (Years 1 – 10)	H20	Former Oakhaven EPH	0.33	536 <u>2</u>	Short Term (Years 1 – 5)	H22	Former Heworth Lighthouse	0.29	45	Short Term (Years 1 – 5)	H23	Former Grove House EPH	0.25	44	Short Term (Years 1 – 5)	H29	Land at Moor Lane Copmanthorpe	2.65	889 <u>2</u>	Short Term (Years 1 – 5)	H31 [#]	Eastfield Lane Dunnington	2.51	76 <u>83</u>	Short Term (Years 1 – 5)	H38	Land RO Rufforth Primary School Rufforth	0.99	33 <u>21</u>	Short Term (Years 1 – 5)	H39	North of Church Lane Elvington	0.92	32	Short Term (Years 1 – 5)	H46 ^{**#}	Land to North of Willow Bank and East of Haxby Road, New Earswick	2.74 <u>4.90</u>	104	Short Term (Years 1 – 5)	H52 [#]	Willow House EPH, Long Close Lane	0.20	15	Short Term (Years 1 – 5)	H53 ³	Land at Knapton Village	0.33	4	Short Term (Years 1 – 5)	H55 [#]	Land at Layerthorpe	0.20	20	Short Term (Years 1 – 5)	H56 ^{**#}	Land at Hull Road	4.00	70	Short Term (Years 1 – 5)
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			H58#	Clifton Without Primary School	0.70	215	Short Term (Years 1-5)
			H59***	Queen Elizabeth Barracks – Howard Road, Strensall	1.34	45	Medium to Long Term (Years 6-15)
			SH1	Land at Heworth Croft	1.7	160 ²	Years 1-5
			ST1**	British Sugar/Manor School	46.3	1,200	Lifetime of the Plan (Years 1-16)
			ST2	Civil Service Sports Ground Millfield Lane	10.40	263 ⁶	Short to Medium Term (Years 1-10)
			ST4#	Land Adjacent to Hull Road	7.54	244-263	Short to Medium Term (Years 1-10)
			ST5	York Central	35.0	1,700 2,500	Lifetime of the Plan and Post Plan period (Years 1-21)
			ST7#	Land East of Metcalfe Lane	34.5	845	Lifetime of the Plan (Years 1-16)
			ST8#	Land North of Monks Cross	39.5	968	Lifetime of the Plan (Years 1-16)
			ST9#	Land North of Haxby	35.0	735	Lifetime of the Plan (Years 1-16)
			ST14#	Land West of Wigginton Road	55.0	1,348	Lifetime of the Plan and Post Plan period (Years 1-21)
			ST15#	Land West of Elvington Lane	159.0	3,339	Lifetime of the Plan and Post Plan period (Years 1-21)
			ST16	Terry's Extension Site – Terry's Clock Tower (Phase 1)	2.18	22	Short Term (Years 1-5)
			ST16	Terry's Extension Site – Terry's Car Park (Phase 2)		39 ² 3	Short to Medium Term (Years 1-10)
			ST16	Terry's Extension Site – Land to rear of Terry's Factory (Phase 3)		56	Short to Medium Term (Years 1-10)
			ST17#	Nestle South (Phase 1)	2.35	263 279	Short to Medium Term (Years 1-10)
			ST17#	Nestle South (Phase 2)	4.70	600 302	Medium to Long Term (Years 6-15)
			ST31	Land at Tadcaster Road, Copmanthorpe	8.10	158	Short to Medium Term (Years 1-10)
			ST32#	Hungate (Phases 5+)	2.47 1.1	328570	Short to Medium Term (Years 1-10)
			ST33	Station Yard, Wheldrake	6.0	447-150	Short to Medium Term (Years 1-10)
			ST35**	Queen Elizabeth Barracks, Strensall	28.8	500	Medium to Long Term (Years 6-15)
			ST36**	Imphal Barracks, Fulford Road	18.0	769	Post Plan period (Years 16-21)
<p>*Allocated for specialist housing (Use Class C3b) for residential extra care facilities in association with the Wilberforce Trust. ** Sites that contain existing open space Notes</p>							

Ref	Page	Policy/ Paragraph	Main Modification
			<div style="border: 1px solid black; padding: 5px;"> <ol style="list-style-type: none"> 1. <u>Includes completed dwellings on sites where development has commenced.</u> 2. <u>Sites expected to come forward for student housing or communal establishments (and reflected in estimated yield)</u> 3. <u>Site lies within settlement that is washed over Green Belt, but development does not require very special circumstances to be demonstrated.</u> </div>
MM5.3	94	H1 explanation	<p>Sites with Existing Permissions</p> <p>5.3 <u>The sites allocated for housing will provide a range and choice of sites capable of meeting future requirements and in line with the spatial strategy for the City of York detailed in Section 3. An estimated yield is attributed to each site and is an indicative figure to demonstrate how the Local Plan housing requirement can be met. For sites with permission the figure is the total number of dwellings approved (as at 1 April 2022). Where the site is without planning permission, the figure is in most cases an estimate based on the size of the site, an assumption about the net developable area, and an assumption about the net residential density aligned to Policy H2. Site yields are only 'indicative', and do not represent a fixed policy target for each individual site. Developers are encouraged to produce the most appropriate design-led solution, taking all national policies and other Local Plan policies into account.</u></p> <p>Planning permission will be renewed for housing on these sites providing that the proposal accords with the relevant policies in this plan and there have been no material changes to justify refusal of the permission. If renewal of a planning permission is sought the proposal will be tested against the relevant policies in the plan and changes to the previously permitted scheme may be required to ensure the proposed development properly addresses the now extant policies in the plan. Note: as at the 1st April 2017 there were extant planning permissions for 3,578 homes which will contribute towards meeting the overall housing requirement in the Plan.</p> <p><i>Paragraphs 5.4 to 5.8 deleted</i></p> <p>5.9 Local Planning Authorities are expected to demonstrate that they have a rolling five year supply of deliverable sites, measured against the housing requirement set out in Policy SS1, with an additional 5% or 20% buffer (for five years) depending on past delivery to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land. Developable sites or broad locations should be identified for years 6-10 and where possible for years 11-15. To fulfil these requirements and to provide additional certainty we have <u>the Council has</u> chosen to allocate land for the full plan period, including the G<u>green B</u>elt period, to 2037/38 to meet the minimum housing requirement as set out in Policy SS1 of 822 <u>867</u> dwellings per year 867 additional dwellings. The Council accepts that there has been persistent under delivery of housing as defined in the NPPF and consequently has included enough land in the early years of the trajectory to ensure there is a 20% buffer in the 5 year supply. This land has been brought forward form later in the plan period. Progress on meeting delivery targets will be assessed through the authority monitoring report and the 20% buffer will be rolled forward within the 5 year supply until such time as the under delivery has been satisfactorily addressed. This does not mean that overall more land has been allocated in the plan, what it does mean is that the development trajectory (see Figure 5.1) ensures that in the early years of the plan additional land is available to address previous under delivery.</p>

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			<p>5.10 <u>A number of sites are not expected to complete within the plan period. The total allocated capacity of sites exceeds the Council's housing requirement and if delivery rates can be increased then these sites could provide additional supply to react to market signals.</u></p> <p>As part of our desire to generate development opportunities within the City of York, we wrote to and emailed nearly 2,000 contacts from our Local Plan and Strategic Housing Land Availability Assessment (SHLAA) database asking people to submit sites, which they thought had potential for development over the Plan period. The response to the call for sites along with previous proposals from the 2008 call for sites the SHLAA in 2011, the employment land review, and proposals put forward in response to the earlier consultations on this Local Plan generated over 800 sites all of which were tested through the site selection methodology which we consulted on as part of the preferred options Local Plan consultation in 2013 and subsequent consultations as part of the further sites consultation in 2014 and preferred sites consultation in 2016.</p> <p><i>Paragraphs 5.11 to 5.16 deleted</i></p>																																																																																																																																																																																																																																
MM5.4	96	H1 explanation	<p><i>Figure 5.1: Housing Trajectory - replaced</i></p> <p>Housing Requirement and Housing Supply 2017 - 2033</p> <table border="1"> <caption>Estimated data for Housing Requirement and Housing Supply 2017 - 2033</caption> <thead> <tr> <th>Year</th> <th>Completions</th> <th>Windfall Allow from 2025/26)</th> <th>Unallocated sit extant consent communal est</th> <th>Unallocated sit extant consent</th> <th>Allocated strat (ST)</th> <th>Allocated non-sites (H)</th> <th>Annual Housing Requirement</th> </tr> </thead> <tbody> <tr><td>2017/18</td><td>1350</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>867</td></tr> <tr><td>2018/19</td><td>450</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>867</td></tr> <tr><td>2019/20</td><td>620</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>867</td></tr> <tr><td>2020/21</td><td>700</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>867</td></tr> 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MM5.5	97	H1 explanation Table 5.2	<p><i>Table 5.2 deleted:</i></p> <p>Table 5.2: Housing Trajectory (Start date 1st April 2017, end date 31st March 2033)</p> <table border="1"> <thead> <tr> <th>Year</th> <th>0</th> <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5</th> <th>6</th> <th>7</th> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> <th>13</th> <th>14</th> <th>15</th> </tr> <tr> <th>2017/18</th> <th>2018/19</th> <th>2019/20</th> <th>2020/21</th> <th>2021/22</th> <th>2022/23</th> <th>2023/24</th> <th>2024/25</th> <th>2025/26</th> <th>2026/27</th> <th>2027/28</th> <th>2028/29</th> <th>2029/30</th> <th>2030/31</th> <th>2031/32</th> <th>2032/33</th> </tr> </thead> <tbody> <tr> <td>Projected Completions including Windfall Allowance (From 2020/21)</td> <td>590</td> <td>730</td> <td>1758</td> <td>1602</td> <td>1682</td> <td>1433</td> <td>1286</td> <td>1144</td> <td>1200</td> <td>1169</td> <td>1179</td> <td>1162</td> <td>924</td> <td>884</td> <td>874</td> </tr> <tr> <td>Annual Housing Target</td> <td>867</td> <td>867</td> <td>867</td> <td>867</td> <td>867</td> <td>867</td> <td>867</td> <td>867</td> <td>867</td> <td>867</td> <td>867</td> <td>867</td> <td>867</td> <td>867</td> <td>867</td> </tr> <tr> <td>Inherited Shortfall (2012 - 2017) Annualised over Plan Period</td> <td>56</td> <td>56</td> <td>56</td> <td>56</td> <td>56</td> <td>56</td> <td>56</td> <td>56</td> <td>56</td> <td>56</td> <td>56</td> <td>56</td> <td>56</td> <td>56</td> <td>56</td> </tr> <tr> <td>Annual Target (Inclusive of shortfall)</td> <td>923</td> <td>923</td> <td>923</td> <td>923</td> <td>923</td> <td>923</td> <td>923</td> <td>923</td> <td>923</td> <td>923</td> <td>923</td> <td>923</td> <td>923</td> <td>923</td> <td>923</td> </tr> <tr> <td>Over/Under Supply of Housing against cumulative annual target</td> <td>299</td> <td>-34</td> <td>-227</td> <td>608</td> <td>1287</td> <td>2046</td> <td>2556</td> <td>2919</td> <td>3140</td> <td>3417</td> <td>3663</td> <td>3919</td> <td>4158</td> <td>4159</td> <td>4071</td> </tr> </tbody> </table>	Year	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Projected Completions including Windfall Allowance (From 2020/21)	590	730	1758	1602	1682	1433	1286	1144	1200	1169	1179	1162	924	884	874	Annual Housing Target	867	867	867	867	867	867	867	867	867	867	867	867	867	867	867	Inherited Shortfall (2012 - 2017) Annualised over Plan Period	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	Annual Target (Inclusive of shortfall)	923	923	923	923	923	923	923	923	923	923	923	923	923	923	923	Over/Under Supply of Housing against cumulative annual target	299	-34	-227	608	1287	2046	2556	2919	3140	3417	3663	3919	4158	4159	4071
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MM5.6	100	H2	<p>Where appropriate, development proposals on strategic sites that are not consistent with the rates above must provide satisfactory justification for a bespoke approach to site density. the specific master planning agreements that provide density targets for that site may override the approach in this policy, which should be used as a general guide.</p>																																																																																																																	
MM5.7	101	H2 explanation	<p><i>Submission Figure 5.2 Density Zones replaced:</i></p> <p>Figure 5.2 Density Zones</p>																																																																																																																	

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MM5.8	102	H3	<p>Policy H3: Balancing the Housing Market</p> <p>The Council will <u>expect developers to provide housing solutions that contribute to meeting York's housing needs, as identified in the latest Local Housing Needs Assessment (LHNA) and in any other appropriate local evidence. New residential development should therefore maintain, provide or contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities.</u></p> <p>seek to balance the housing market across the plan period and work towards a mix of housing identified in the Strategic Housing Market Assessment (SHMA). Proposals for residential development will be required to balance the housing market by including a mix of types of housing which reflects the diverse mix of need across the city. This includes flats and smaller houses for those accessing the housing market for the first time, family housing of 2 to 3 beds and homes with features attractive to older people.</p> <p>The housing mix proposed should have reference to the SHMA and be informed by:</p> <ul style="list-style-type: none"> • Up to date evidence of need including at a local level; and • The nature of the development site and the character of the local surrounding area.
MM5.9	102	H3	<p>Proposals will be supported that are suitable for the intended occupiers in relation to the quality and type of facilities, and the provision of support and/or care.</p> <p><u>Housing should be built as flexible as possible to accommodate peoples' changing circumstances over their lifetime. The Council will encourage developers to deliver an appropriate proportion of housing that meets the higher access standards of Part M Building Regulations (Access to and use of buildings), unless it is demonstrated that characteristics of the site provide reasons for delivery to be inappropriate, impractical or unviable. a broad cross section of society to help meet a wide range of needs.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
MM5.10	103	H4	<p>Policy H4: Promoting Self and Custom House Building</p> <p>As part of meeting housing need, proposals for self and custom house building, to be occupied as homes by those individuals, will be supported where they are in conformity with all other relevant local and national policies.</p> <p>Proposals for residential development on strategic sites (sites 5ha and above) developers will be required to supply at least 5% of dwelling plots for sale to self builders or to small/custom house builders subject to appropriate demand being identified by the Council. Plots should be made available at competitive rates...</p>
MM5.23	105	H5	<p>Safeguarding Existing Supply</p> <p>Proposals which fail to protect existing Gypsy and Traveller sites or involve a loss of pitches/plots will not be permitted unless it can be demonstrated that they are no longer required or equivalent alternative provision can be made. Existing Gypsy and Traveller sites are shown on the proposals Policies Map, and are listed below:</p> <ul style="list-style-type: none"> - James Street, Layerthorpe - Water Lane, Clifton; and, - Outgang Lane, Osbaldwick <p>Meeting Future Need</p> <p>In order to meet the accommodation needs of Gypsies and Travellers, provision will be made in the following ways:</p> <p>a) Within Existing Local Authority Sites</p> <p>In order to meet the need of Gypsies and Travellers that meet the planning definition, 10 3 additional pitches will be provided identified within the existing three Local Authority sites at:</p> <ul style="list-style-type: none"> - <u>Water Lane, Clifton; and</u> - <u>Outgang Lane, Osbaldwick</u> <p><u>The development of further pitches at Water Lane, Clifton is subject to the production and approval of a Masterplan that demonstrates how the principles set out in part C (below) are to be addressed on the site. The provision of all new pitches on the site must be in accordance with the approved Masterplan. No further accommodation is to be occupied at the site until such a Masterplan has been submitted and approved and the measures it identifies have been carried out.</u></p> <p><u>The development of further pitches at Outgang Lane, Osbaldwick is subject to the production and approval of a Masterplan that demonstrates how the principles set out in part C (below) are to be addressed on the site. The Masterplan must also:</u></p> <ul style="list-style-type: none"> • <u>Identify measures to improve the access arrangements to the site to ensure it is brought up to an acceptable standard, with the carriageway properly surfaced, and pavements and street-lighting provided. This should involve a link from the north of the site to the new road that will connect Strategic Site ST7 (Land East of Metcalfe Lane) to Murton Way.</u> • <u>Provide details of the significant landscaping belt and/or other measures required to lessen the environmental impact of the adjacent waste processing site.</u>

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			<p>No further accommodation is to be occupied at Outgang Lane, Osbaldwick until such a Masterplan has been submitted and approved, and all necessary access, landscaping and other measures it identifies have been carried out.</p> <p>b) Within Strategic Allocations In order to meet the need of those 28 44 Gypsies and Traveller households that do and do not meet the planning definition:</p> <p><u>Residential development proposals on strategic sites Applications for larger development sites of 5 ha or more will be required to: provide a number of pitches within the site or provide alternative land that meets the criteria set out in part c) of this policy to accommodate the required number of pitches.</u></p> <p><u>Commuted sum payments to contribute to development of pitches elsewhere will only be considered where it is demonstrated that on site delivery is not achievable due to site constraints and that there are no suitable and available alternative sites for the required number of pitches that can be secured by the developer.</u></p> <ul style="list-style-type: none"> — Provide a number of pitches within the site; or — Provide alternative land that meets the criteria set out in part (c) of this policy to accommodate the required number of pitches; or — Provide commuted sum payments to contribute towards to development of pitches elsewhere. <p>The calculations for this policy will be based on the hierarchy below:</p> <ul style="list-style-type: none"> - 100 - 499 dwellings - 2 pitches should be provided - 500 - 999 dwellings - 3 pitches should be provided - 1000 - 1499 dwellings – 4 pitches should be provided - 1500 - 1999 dwellings - 5 pitches should be provided - 2000 or more dwellings - 6 pitches should be provided
MM5.24	106	H5	<p>c) Planning Applications In addition to the above allocated sites, development for Gypsy and Traveller sites will be permitted where proposals:</p> <ol style="list-style-type: none"> i. do not conflict with the objective of conserving and enhance York’s historic and natural environment. This includes the city’s character and setting and internationally, nationally and locally significant nature conservation sites, green corridors and areas with an important recreation function; ii. ensure accessibility to public transport and services; iii. are suitable in terms of vehicular access and road safety including internal space for adequate parking and turning; iv. ensure that development does not have an undue impact on the residential amenity of current residents and future occupiers, including leading to unacceptable levels of congestion, pollution and air quality; and v. appropriately manage flood risk. <p>In addition, proposals will be expected to:</p> <ol style="list-style-type: none"> vi. provide adequate provision for storage, recreation space, amenity provision and utility services; vii. ensure that the size and density of pitches/plots are in accordance with <u>have regard to</u> best practice guidance;

Ref	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> viii. incorporate appropriate landscape proposals to have a positive influence on the quality and amenity of the development; ix. ensure that residents living nearby are not unduly affected by noise, disturbance or overlooking; and x. ensure future occupiers would not be subject to significant adverse environmental impacts. <p>Any permission granted for a Gypsy and Traveller development will be subject to a condition limiting occupation to Gypsies and Travellers, as appropriate.</p>
MM5.13	107	H6	<p>...</p> <p>Safeguarding Existing Supply Proposals which fail to protect existing Travelling Showpeople yards or involve a loss of pitches/plots will not be permitted unless it can be demonstrated that they are no longer required or equivalent alternative provision can be made. Existing Travelling Showman yards are shown on the proposals <u>Policies</u> Map, namely The Stables, Elvington (temporary permission until 2020).</p> <p>Meeting Future Need</p> <p>There is a total need of 3-4 Showpeople plots over the plan period (this includes the plot with temporary planning permission at The Stables). This is split into 23 plots in years 2016-21, and 1 plot in the period to 2032.</p> <p>...</p>
MM5.14	108	H6	<p>...</p> <p>c) Planning Applications</p> <p>...</p> <p>In addition, proposals will be expected to:</p> <p>...</p> <ul style="list-style-type: none"> vii. ensure that the size and density of pitches/plots are in accordance with <u>have regard to</u> best practice guidance;...
MM5.25	108	H5 and H6 explanation	<p>Explanation</p> <p>5.36 Key evidence including the Equality and Human Rights Commission report <i>Inequalities Experienced by Gypsy and Traveller Communities (2009)</i> suggests that today Gypsies and Travellers are the most marginalised and disadvantaged of all minority groups nationally, suffering the greatest inequalities across a range of indicators.</p> <p>5.37 Planning Policy for Traveller Sites (2015 2023) introduced a revised the definition for Travellers which states that households that do not <u>travel and have not ever travelled</u> for work purposes fall outside the planning definition of a Traveller. In light of the revised definition, the Council <u>updated the evidence that informed the City of York Gypsy and Travellers Accommodation Assessment (2022)</u> and the resulting pitch requirements are set out in table 5.3 commissioned consultants to undertake an update of the Gypsy, Traveller, and Showpeople Accommodation Assessment completed in 2013. As part of this update, Gypsy, Traveller and Showpeople households completed as revised survey which could be used to analyse their travel patterns and to conclude whether or not they fall into the revised definition of Travellers.</p> <p>5.38 Table 5.3 overleaf is taken from the City of York Gypsy and Travellers Accommodation Assessment Update (2017) and summarises the number of households in York which do/do not meet the definition</p>

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			<p>Table 5.3: <u>Pitch needs for Gypsy and Travellers 2022-2038 Meeting the Revised Definition of a Traveller</u></p> <table border="1"> <thead> <tr> <th>Delivery Status</th> <th>Pitch Requirements</th> </tr> </thead> <tbody> <tr> <td>Meet Planning Definition (including undetermined)</td> <td>12</td> </tr> <tr> <td>Do not meet Planning Definition (including undetermined)</td> <td>26</td> </tr> <tr> <td>Total</td> <td>38</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th>Households in York</th> <th>GT AA¹</th> <th>SHMA²</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Households that meet the planning definition (incl. 10% of unknown need)</td> <td>3</td> <td>0</td> <td>3</td> </tr> <tr> <td>Households that do not meet the planning definition (incl. 90% of unknown need)</td> <td>0</td> <td>44</td> <td>44</td> </tr> <tr> <td>Total</td> <td>3</td> <td>44</td> <td>47</td> </tr> <tr> <td>Showpeople households that meet the planning definition</td> <td>3</td> <td>0</td> <td>3</td> </tr> <tr> <td>Total</td> <td>3</td> <td>0</td> <td>3</td> </tr> </tbody> </table> <p>5.39 In accordance with Government guidance set out in the NPPF (2012) and Planning Policy for Traveller Sites (2015 2023), the Council is required to identify a supply of specific, deliverable Gypsy, Traveller and Travelling Showpeople sites sufficient to provide five years' worth of sites against their locally set targets to meet accommodation needs of these groups who meet the revised definition in York.</p> <p>5.40 It is recognised that Gypsies and Travellers and Travelling Showpeople have different needs and that the two different groups should not be located on the same areas of land. Gypsy and Traveller and Travelling Showpeople provision has its own specific terminology. Gypsy and Traveller provision is expressed in 'pitches' on sites whereas Travelling Showpeople provision is expressed as 'plots' on sites often called a 'yard'. Nationally, pitch/plot sizes range from 200 m² to 500 m². An upper measurement of 500 m² has been used in the allocation of sites to allow final design to Sites will be designed to accommodate all of the requirements set out in design guidance, including landscaping, play space and access arrangements. Space has will also been taken into account for equine grazing which is a much needed provision in York. Final pitch sizes will ultimately be a matter for detailed planning applications to determine.</p>	Delivery Status	Pitch Requirements	Meet Planning Definition (including undetermined)	12	Do not meet Planning Definition (including undetermined)	26	Total	38	Households in York	GT AA ¹	SHMA ²	Total	Households that meet the planning definition (incl. 10% of unknown need)	3	0	3	Households that do not meet the planning definition (incl. 90% of unknown need)	0	44	44	Total	3	44	47	Showpeople households that meet the planning definition	3	0	3	Total	3	0	3
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¹ GTAA – Gypsy and Traveller Accommodation Assessment

² SHMA – Strategic Housing Market Assessment

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>5.40a The Council is committed to investing in each of its owned and managed traveller sites to ensure that current and future residents are not exposed to unsatisfactory living conditions and that steps are taken to improve existing facilities. In addition to this, following adoption of the plan the Council will undertake an early site search within the terms of PPTS and assess any options that emerge as potential alternatives sites to the further expansion of its sites at Osbaldwick and Clifton. Options will need to be considered in the context of the masterplan process required by part A of Policy H5. The masterplan outputs will form a benchmark against which options shall be assessed. This work will be undertaken as part of a comprehensive package of actions developed and progressed in collaboration with the gypsy and traveller community to ensure that existing inequalities are properly addressed.</u></p> <p>5.41 Three Two plots for Travelling Showpeople have has been identified for the first 5 years of the plan period at The Stables, Elvington, with a further 1 plot in the same yard for the future expansion of the existing family in year 2032. The nature of Travelling Showpeople's work, requires level hard standings and covered sheds for the maintenance and storage of large fairground rides. For this reason, applications for yards in existing and allocated employment sites will be supported where the provision will not compromise the employment land supply.</p> <p>5.42 The suitability of the location of any further sites for Gypsies, Travellers or Travelling Showpeople which come forward during the plan period will be determined in accordance with criteria i – v of Policies H5 and H6. These consider the natural and historic environment, access to public transport and services, road access and congestion, flood risk and amenity. The development of the allocated sites and any further sites that come forward during the plan period will be determined in accordance with Policies H5 and H6 criteria vi – x. These consider the provision of storage and recreation space, amenity provision, size and density of pitches/plots, landscaping of the site, amenity of nearby residents and future occupiers of the site.</p> <p><u>5.42 The suitability of sites not allocated for Gypsies, Travellers or Travelling Showpeople in this Local Plan will be assessed against the locational principles within criteria i-v of Policies H5 and H6 (Part C) as appropriate. All development proposals (including those forming part of a strategic allocation) will need to demonstrate that the site's design and layout observes the principles within criteria vi-x of Policies H5 and H6, as appropriate.</u></p> <p><u>Where proposals seek to provide a commuted sum in lieu of either on or off-site pitch provision, applications will need to comprehensively demonstrate the following:</u></p> <ol style="list-style-type: none"> 1. <u>That the design parameters (vi – x in part C of Policy H6) cannot be satisfactorily achieved through evidence of a site and masterplan appraisal (which should include layout and capacity assessments as well as a demonstration of all reasonable attempts to overcome any site constraints); and,</u> 2. <u>That there are no available sites which would be suitable for the number of pitches required. Evidence should include an appraisal of sites on the market at the time of the application with clear justification for their rejection.</u> <p><u>Committed sums will be calculated on the basis that costs are met in full including, where appropriate, land purchase, professional fees, construction, and operating costs.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>5.43 A condition will be attached to any permission to ensure that the sites remain in use by Gypsies and Travellers or Travelling Showpeople, as appropriate and the number of pitches and plots are retained to ensure a supply to need demand.</p> <p>Delivery</p> <ul style="list-style-type: none"> • Key Delivery Partners: City of York Council, Developers, Housing Charities, Gypsy, Roma, Traveller and Travelling Showpeople stakeholders • Implementation: Planning applications and strategic site masterplans
MM5.17	110	H7	<p>Policy H7: <u>Off Campus Purpose Built Student Housing</u></p> <p>The University of York and York St. John University must address the need for any additional student housing which arises because of their future expansion of student numbers. In assessing need, consideration will be given to <u>off campus provision and the capacity of independent providers of bespoke student housing in the city and whether it is economically prudent to provide additional student accommodation</u>. To meet any projected shortfall, provision by the University of York can be made on either campus. Provision by York St. John University is expected to be off campus but in locations convenient to the main campus.</p> <p>SH1: Land at Heworth Croft, as shown on the proposals <u>Policies Map</u>, is allocated for student housing for York St. John University students.</p> <p>Proposals for new off campus purpose built student accommodation, other than <u>the allocation at SH1</u>, will be <u>permitted supported</u> where <u>all of the following criteria are satisfied</u>:</p> <ol style="list-style-type: none"> i. there is a proven <u>it can be demonstrated that there is a need for student housing which cannot be met on campus;</u> and ii. it is in an appropriate location for education institutions and accessible by sustainable transport modes; iiia <u>The rooms in the development are secured through a nomination agreement for occupation by students of one or more of the University of York and York St. John University;</u> and iii. the development would not be detrimental to the amenity of nearby residents and the design and access arrangements would have a minimal impact on the local area; <u>and</u> iv. <u>The accommodation shall be occupied only by full-time students enrolled in courses of one academic year or more and conditions or obligations shall be imposed to secure compliance with this requirement and for the proper management of the properties.</u> <p><u>For new student accommodation a financial contribution should be secured towards delivering affordable housing elsewhere in the City. The contribution will be calculated on a pro rate basis per bedroom using the following formula:</u></p> $\text{Average York Property price} - \text{Average York Fixed RP Price} \times 2.5\% = \text{OSFC per student bedroom}$ <p><u>The contribution will be required only from the number of units creating a net gain. For mixed-use developments of student accommodation with general housing a pro-rata approach will be used to determine whether a contribution is required, and how much this should be. Contributions towards affordable housing provision from new student accommodation will not be sought where the student accommodation site which at the date of adoption of the Plan is owned</u></p>

Ref	Page	Policy/ Paragraph	Main Modification						
			<p>by a university and which will continue to be owned by a university to meet the accommodation needs of its students. Where a developer considers the contribution cannot be fully met, they should justify the level of provision proposed through an open book appraisal to demonstrate to the Council's satisfaction that the development would not otherwise be viable.</p> <p><u>Developers may not circumvent this policy by artificially subdividing sites and are expected to make efficient use of land.</u></p> <p>Conditions will be used to ensure the proper management of the accommodation in the interests of the amenity of adjacent properties and that any development remains occupied by students in perpetuity, unless and until an alternative use is approved by the Council.</p>						
MM5.18	111	H7	<p>...</p> <ul style="list-style-type: none"> the likely future supply of accommodation based on extant planning permissions <u>and estate strategies of the relevant education provider.</u> <p><u>The assessment should form the basis of a formal agreement between a developer and an education provider, confirming the number of bedspaces and accommodation type required.</u></p>						
MM5.19	114	H9	<p>...</p> <p><u>Residential development proposals on Strategic sites (over 5ha) should incorporate the an appropriate provision of accommodation types for older persons in accordance with Policy H3 within their site masterplanning.</u> For sheltered/extra care accommodations a mix of tenures will be supported.</p> <p>Where development falls within Use Class C3, affordable housing provision will be required <u>in line with the requirements set out in policy H10.</u></p>						
MM5.20	115	H9 explanation para 5.59	<p>Where specialist accommodation is provided, it will be important to ensure that it enables residents to live independently as far as possible by ensuring it is located close to facilities and services or that they are accessible by public transport. <u>Residential development on Strategic sites (of over 5ha) should incorporate a wider range of accommodation suitable for older people</u></p>						
MM5.21	115	H10	<p>Policy H10: Affordable Housing</p> <p>To help maximise <u>the planning system's contribution to meeting affordable needs and to support the Council's target to deliver 3,265 affordable dwellings, affordability across the housing market, the Council will support residential schemes for 2 5 or more dwellings will be permitted where the following criteria are satisfied which:</u></p> <p>i. reflect the relative viability of development land types in York by providing affordable housing is provided percentage levels for site thresholds as set out in accordance with Table 5.4 as a minimum. Higher rates of provision will be sought where development viability is not compromised.</p> <p>Table 5.4: Affordable Housing Site Thresholds</p> <table border="1"> <thead> <tr> <th>Threshold</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>Brownfield sites => <u>of 15 or more dwellings (gross)</u></td> <td>20%</td> </tr> <tr> <td>Greenfield sites => <u>of 15 or more dwellings (gross)</u></td> <td>30%</td> </tr> </tbody> </table>	Threshold	Target	Brownfield sites => <u>of 15 or more dwellings (gross)</u>	20%	Greenfield sites => <u>of 15 or more dwellings (gross)</u>	30%
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			<table border="1" data-bbox="528 264 1426 1122"> <tr> <td>Urban, Suburban and Rural <u>All sites 115-14² dwellings</u></td> <td>210%¹</td> </tr> <tr> <td>Urban brownfield sites 5-10 dwellings²</td> <td>15%¹</td> </tr> <tr> <td>Urban greenfield sites 5-10 dwellings²</td> <td>19%¹</td> </tr> <tr> <td>Urban brownfield sites 2-4 dwellings²</td> <td>6%¹</td> </tr> <tr> <td>Urban greenfield sites 2-4 dwellings²</td> <td>10%¹</td> </tr> <tr> <td>Sub-urban brownfield sites 5-10 dwellings²</td> <td>10%¹</td> </tr> <tr> <td>Sub-urban greenfield sites 5-10 dwellings²</td> <td>15%¹</td> </tr> <tr> <td>Sub-urban brownfield sites 2-4 dwellings²</td> <td>2%¹</td> </tr> <tr> <td>Sub-urban greenfield sites 2-4 dwellings²</td> <td>7%¹</td> </tr> <tr> <td>Rural brownfield sites 5-10 dwellings²</td> <td>11%¹</td> </tr> <tr> <td>Rural brownfield sites 2-4 dwellings² that</td> <td>3%¹</td> </tr> <tr> <td>Rural greenfield sites 5-10 dwellings²</td> <td>17%¹</td> </tr> <tr> <td>Rural greenfield sites 2-4 dwellings²</td> <td>8%¹</td> </tr> </table> <p data-bbox="528 1122 1426 1256">Notes to Table 1. This is the target percentage to be used in the off-site financial contribution calculation following sub-clause (iii) below 2. For sites <u>5-10 dwellings</u> that have a maximum combined gross floorspace of more than 1,000sqm (excluding outbuildings)</p> <p data-bbox="528 1290 1461 1442">ii on sites of 15 homes and above on-site provision will be expected, unless off-site provision or a financial contribution of equivalent value can be robustly justified. iii. on sites of 2-45 <u>5-14</u> homes an off-site financial contribution (OSFC) is required in accordance with the approved formula set out below:</p> <p data-bbox="528 1473 1477 1536" style="text-align: center;">Average York Property price – Average York Fixed RP Price x <u>10% Target</u> = OSFC per dwelling</p> <p data-bbox="528 1597 1490 1899">iv. make provision which reflects tenure split in terms of social renting and intermediate housing, as set out in the most up to date SHMALHNA or other <u>best available evidence</u>. v. fully integrate the affordable housing <u>is fully integrated</u> by pepper potting throughout the development with no more than two affordable dwellings placed next to each other. The size and type of homes should be a pro-rata mix of the total homes provided on site, taking into account current assessments of local need where on-site provision is required. The affordable housing should be <u>and is</u> visually indistinguishable from the open market dwellings.</p> <p data-bbox="528 1944 1461 2022">... This policy will apply if a development proposal below thresholds in table 5.4 is followed by an obviously linked proposal at any point where the original</p>	Urban, Suburban and Rural <u>All sites 115-14² dwellings</u>	210% ¹	Urban brownfield sites 5-10 dwellings ²	15% ¹	Urban greenfield sites 5-10 dwellings ²	19% ¹	Urban brownfield sites 2-4 dwellings ²	6% ¹	Urban greenfield sites 2-4 dwellings ²	10% ¹	Sub-urban brownfield sites 5-10 dwellings ²	10% ¹	Sub-urban greenfield sites 5-10 dwellings ²	15% ¹	Sub-urban brownfield sites 2-4 dwellings ²	2% ¹	Sub-urban greenfield sites 2-4 dwellings ²	7% ¹	Rural brownfield sites 5-10 dwellings ²	11% ¹	Rural brownfield sites 2-4 dwellings ² that	3% ¹	Rural greenfield sites 5-10 dwellings ²	17% ¹	Rural greenfield sites 2-4 dwellings ²	8% ¹
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			<p>permission remains extant or up to 5 years following completion of the first scheme, and the combined total of dwellings (or floorspace) is 5 or more dwellings (or 1,000sqm or more floorspace).</p>
MM5.22	117	H10 explanation	<p>Thresholds</p> <p>5.60 NPPF (2012) requires Councils to set policies for meeting identified affordable housing need, and that those policies should be sufficiently flexible to take account of changing market conditions.</p> <p>5.61 Given the conclusions reached in the City of York Affordable Housing Viability Study (2010) and Annex 1 (2011) (AHVS) and the City of York Local Plan and CIL Viability Assessment (2017), Based on viability evidence prepared in support of the Local Plan, developments within York are expected <u>should be able to provide the target minimum levels of affordable homes set out in Policy H10 approved for development management purposes.</u> Therefore no individual site assessment will be required where submissions proposals <u>achieve these policy requirements.</u> targets and this is to be encouraged in order to reduce time on further analysis and negotiation.</p> <p>...</p> <p>Types</p> <p>5.63 Affordable housing in York includes social rented and intermediate housing provided to specified eligible households whose needs are not being met by the open housing market, and who cannot afford to enter that market. The definition specifically excludes low cost market housing.</p> <p>Tenure/Mix</p> <p>5.64 The City of York Council SHMA and Addendum (2016) recommends an 80% social and affordable rented and 20% intermediate split.</p> <p>5.65 A full range of property sizes and types <u>tenures</u> are needed to satisfy the affordable housing needs of the city and providing small or poor quality accommodation will not be seen as satisfying the policy. In order to help build mixed and sustainable communities the mix and tenure of affordable homes provided on sites should have regard to the latest LHNA (or other available evidence) need to be pro-rata of the market homes, integrated within the site and indistinguishable from the market housing on site.</p> <p>5.66 The affordable homes should be visually indistinguishable from the open market dwellings and need to be <u>fully integrated within the development by pepper potting throughout with no more than two affordable dwellings placed next to each other.</u> The exception to this is apartment blocks if they are to be transferred freehold to Registered Providers. These affordable apartment homes should be provided in an apartment block rather than pepper potted throughout the development. The size and type of homes should be a pro-rata mix of the total homes provided on site, taking into account current assessments of local need where on-site provision is required. The affordable housing should be visually indistinguishable from the open market dwellings.</p> <p>5.67 The Council will make public any updates to the evidence on housing mix and tenure split that is currently provided in the SHMA <u>LHNA</u>. Developers should consult the Council's web site prior to making any planning application to confirm the then <u>current position on this matter.</u> <u>Information related to the average York property price and fixed RP price will also be provided on the Council's website.</u></p>

Provision

5.68 In accordance with national guidance affordable housing provision for sites of 15 homes and above will normally be expected to be provided on site. Following the change to national planning guidance, the council can no longer seek financial contributions towards affordable housing on rural schemes of 1 to 10 units with a gross area of no more than 1,000sqm. Planning obligations on affordable housing and other matters can only be applied to schemes of 11 new homes or more or 1 to 10 new homes with a total gross floorspace of more than 1,000sqm.

The commuted sum is calculated using the following formula and will be updated annually:

$$\text{Average York Property price} - \text{Average York Fixed RP Price} \times \% \text{ Target} = \text{OSFC per dwelling}$$

Table 5.5: Commuted Payment Calculation

Dwelling threshold	Average York property price (Land Registry March 2017)	Average York fixed RSL price	% target	Commuted payment
Urban, Suburban and Rural sites 11-14 dwellings	£241,042	£75,000	20%	£33,208.40
Urban brownfield sites 5-10 dwellings ¹	£241,042	£75,000	15%	£24,906.30
Urban greenfield sites 5-10 dwellings ¹	£241,042	£75,000	19%	£31,547.98
Urban brownfield sites 2-4 dwellings ¹	£241,042	£75,000	6%	£9,963
Urban greenfield sites 2-4 dwellings ¹	£241,042	£75,000	10%	£16,604.20
Sub-urban brownfield sites 5-10 dwellings ¹	£241,042	£75,000	10%	£16,604.20
Sub-urban greenfield sites 5-10 dwellings ¹	£241,042	£75,000	15%	£24,906.30
Rural brownfield sites 5-10 dwellings ¹	£241,042	£75,000	11%	£18,265
Rural brownfield sites 2-4 dwellings ¹	£241,042	£75,000	3%	£4,984
Rural greenfield sites 5-10 dwellings ¹	£241,042	£75,000	17%	£28,227

Ref	Page	Policy/ Paragraph	Main Modification					
			<table border="1"> <tr> <td>Rural greenfield sites 2-4 dwellings[†]</td> <td>£241,042</td> <td>£75,000</td> <td>8%</td> <td>£13,283</td> </tr> </table> <p>Note [†] <u>For sites that have a maximum combined gross floorspace of more than 1,000sqm</u></p> <p>5.70 Any other off site provision or commuted payment in lieu of on-site provision for affordable housing will only be acceptable if it is robustly justified. The commuted payment will be calculated as the difference between the transfer price and the market value of the specific home(s) on that site.</p> <p>Artificial Subdivision 5.74 Artificial subdivision where it is proposed to phase development, sub-divide sites or when there is a reasonable prospect of adjoining land being developed for residential purposes in tandem or the future, the Council, will consider the whole site for the purpose of determining whether the scheme falls above or below the thresholds</p> <p>...</p>	Rural greenfield sites 2-4 dwellings [†]	£241,042	£75,000	8%	£13,283
Rural greenfield sites 2-4 dwellings [†]	£241,042	£75,000	8%	£13,283				

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MM6.1	121	HW1	<p>The Council will work with local communities and voluntary sector organisations to help preserve and re-use existing community assets.</p> <p>Development proposals which involve the loss of existing community facilities, or facilities last used for community purposes, will not <u>only</u> be supported in <u>exceptional circumstances where</u>; unless it can be demonstrated that:</p> <ul style="list-style-type: none"> i. facilities of equivalent or greater capacity and quality (in terms of function, accessibility, adaptability and variety of use) are provided elsewhere on the site; or ii. <u>if site constraints do not allow on-site re-provision</u>, facilities of equivalent or greater capacity and quality (as defined above) are <u>re-provided off-site</u>, in a location that equivalently or better serves the local community's needs, <u>and is well served by public transport and easy to reach on foot and by bike</u>; iii. <u>robust evidence is submitted to demonstrate that the facilities no longer serve a community function and demonstrably cannot be adapted to meet other community needs or are surplus to requirements</u>; or iv. in the case of commercial facilities, evidence is provided that demonstrates the facilities are no longer financially viable <u>with no market interest</u>. <p>Developers must consult with the local community about the value of the asset and the impact that a loss of facilities may have. If <u>Where</u> facilities are to be <u>re-provided elsewhere</u>, a clear commitment to replace them <u>will be</u></p>

			<u>secured as part of the planning permission or S106 agreement. in a timely manner must be evidenced, in order for planning permission to be granted. Where the facilities have been re-provided or re-located in advance, evidence of this re-provision should be included within any planning application.</u>
MM6.2	122	HW1 explanation para 6.5	For the purpose of the policies within this section, community facilities should be taken to mean the buildings, facilities, and services that meet the day-to-day-needs of communities. This may include libraries, post offices, <u>public houses</u> and community meeting places, such as youth groups, places of worship, and parish and village halls.
MM6.3	122	HW1 explanation para 6.9	A loss of viable community facilities will only be permitted if they are replaced by facilities of equal or greater capacity and quality <u>(and the replacement is secured by planning obligation) and met by developer contributions. In exceptional circumstances, their loss will be approved if it can be demonstrated that they no longer serve a community function and cannot be adapted to meet other community needs, or are surplus to requirements.</u> Applications which involve the disposal of community assets must therefore include an assessment of the current function, accessibility, and adaptability of the facility. <u>Any assessment which seeks to demonstrate that the facility is surplus to requirements must provide evidence of facilities in the immediate area which can appropriately cater for the loss of the relevant facility and is accessible for current users by public transport, foot and cycle.</u> Applications must demonstrate how alternative other facilities will meet or exceed these standards of provision from the facility to be lost....
MM6.4	123	HW1 explanation para 6.10	The Local Plan has an important role to play in ensuring that community facilities are provided in the most effective and accessible way. Existing services must be protected as much as possible, however, it is also important to ensure that existing facilities are 'fit for purpose'. Changes in the economic climate may mean that some <u>commercial</u> facilities (such as public houses) are no longer financially viable. Only in such circumstances, and when no alternative community use is possible, will a loss of <u>commercial</u> facilities will be permitted. Evidence that the facilities have been <u>appropriately</u> marketed for a minimum of a two years year without success will be required to demonstrate they are unviable. <u>This should consist of (as a minimum) a report explaining the marketing process and its outcomes, including the terms offered, any interest received and why it was not successful. In addition, an open book-based viability appraisal must be submitted to demonstrate that the facility is not viable, and could not reasonably be made viable</u>
MM6.5	123	HW2	Applications for strategic residential developments must be accompanied by an audit of existing community facilities and their current capacity, prepared by the applicant. Developments that place additional demands on existing services will be required to provide proportionate new or expanded community facilities, to meet the needs of existing and future occupiers. These should be provided on site or, <u>where on site provision is not possible due to site constraints, or where the council agrees provision could better meet needs elsewhere,</u> developer contributions will be sought to provide <u>new or expanded facilities.</u> these additional facilities.

			<p>As the population grows and population demographics change over the plan period, new facilities will be required. The Council will work with communities and other partners to help address deficits in community facilities.</p> <p>The Council will support applications for new <u>or expanded</u> community facilities when an existing deficit or future need has been identified. Where appropriate, <u>Facilities should be designed to be adaptable and multi-purpose, in order to future-proof services and enable a wide range of community uses. Any new or expanded facilities must be accessible and well-served by public transport, footpaths and cycle routes.</u></p>
MM6.6	123	HW2 paragraph 6.12	<p><u>As the population grows and demographics change over the plan period, new facilities will be required. The Council will work with communities and other partners to help address deficits in community facilities.</u></p>
MM6.7	125	HW3	<p>...</p> <p>For strategic sites facilities should be provided on-site, where possible. If <u>Where</u> off-site provision is necessary <u>or more appropriate</u>, facilities should still be accessible to the community it will serve residents; be well served by public transport; and be easy to reach on foot and by bike. <u>Applications for strategic residential developments must be accompanied by an audit of existing built sports facilities and their current capacity, prepared by the applicant.</u></p> <p>The loss of built sports facilities (either currently or last used for sports activities) will only be permitted in exceptional circumstances where:</p> <ul style="list-style-type: none"> • a needs assessment provided by developers, and in accordance with the most up to date Built Sports Facilities Strategy (<u>or subsequent replacement strategy</u>), identifies an over-provision in the area; or • the development only affects part of the site and does not impact on <u>reduce</u> its value <u>capacity</u> for sport; or • it would be replaced by a facility of equivalent or better quality and capacity, in a location that still serves the same community which is accessible by public transport, foot and bicycle. and that has adequate management arrangements. • <u>the proposal is for alternative built sports facilities where the need outweighs the loss of the existing facility.</u> <p>Development for new or expanded built sports facilities will be <u>strongly</u> supported where a deficiency in <u>or future</u> provision has been identified, and when it is well located, accessible to all <u>in terms of age and ability, subject to the specific sports uses proposed</u>, and when suitable infrastructure exists or can be created to manage and maintain the facility. Development of new sports facilities should be co-located with other health and community facilities and schools, where possible, to encourage participation in exercise. Any future demand should, in the first instance, be met through extensions and expansion of existing high-quality sustainable sites.</p>

MM6.8	125	HW3 paragraph 6.20	6.20 New development must not compromise current or future residents' health and wellbeing and the Council will work to safeguard existing sports facilities. <u>Where new facilities are required to address need arising from a new development, suitable management arrangements and/or an appropriate operator would be required to be secured as part of the obligations.</u> York's built sports facilities will be protected unless it can be demonstrated that the use is no longer viable, is surplus to need, or that high-quality alternative provision can be made that maintains a service in the existing area of benefit.
MM6.9	127	HW4	<p>The Council will support development <u>proposals for new or expanded childcare provision where</u> that helps meet the city's need for childcare provision.</p> <p>All new strategic sites Applications for strategic residential developments, and as listed in Table 5.1 must be accompanied by will be expected to conduct an audit of existing childcare facilities and their current capacity. If increased demand from new residents would be expected to exceed the existing capacity of facilities in the vicinity, additional new facilities must be incorporated into the masterplanning of the site. Developer contributions will be sought to provide new or expanded facilities. and supported by developer contributions unless it can be demonstrated that this is not viable or deliverable.</p> <p>Proposals which fail <u>will lead to the loss of</u> to protect existing childcare facilities <u>must</u> will be refused unless it can be demonstrated that the provision is no longer required, or no longer viable, or if that equivalent replacement facilities can <u>will</u> be provided elsewhere. <u>This will be secured as part of the planning permission or S106 agreement.</u></p> <p>Applications for new childcare provision should be accompanied by an assessment that demonstrates the need for additional childcare provision in the locality. The Council will work with schools, parents and carers to ensure that their needs are understood.</p> <p>Any proposed new or replacement childcare facilities should be sited in accessible locations within or near to the areas of identified need, they should be well-served by public transport, and be easily accessible by walking and by bike.</p>
MM6.10	128	HW5	<p>Primary and Secondary Care</p> <p>The Council will work closely with GPs and the NHS Vale of York Clinical Commissioning Group (or any successor organisation) to understand the current and projected primary care needs of communities.</p> <p>The Council will support the provision of new or enhanced primary <u>and secondary</u> care services when there is an identified need.</p> <p>Improved, enlarged or additional primary <u>or secondary</u> healthcare facilities <u>will</u> <u>may</u> be required to support residential developments that place additional demands on services beyond their current capacity, in line with the National Planning Policy Framework.</p>

			<p>Developer contributions will be required to support the increase in provision. An assessment of the accessibility and capacity of existing primary <u>and secondary</u> care services will be required at the application stage <u>for all residential strategic sites</u>.</p> <p><u>Development P</u> proposals which fail to protect <u>include</u> existing primary <u>or secondary</u> care services <u>must re-provide the service as part of the proposal or involve the loss of services, will not be supported, unless it can be demonstrate-d the facilities are no longer required or that relocating facilities would better meet the community's needs.</u></p> <p>Any new primary <u>or secondary</u> care facilities must be easily accessible by public transport, walking, and cycling.</p> <p>Secondary Care</p> <p>The Council will work closely with the York Teaching Hospital NHS Foundation Trust, and with Tees, Esk and Wear Valley NHS Foundation Trust (or any successor organisations), to understand their needs; help ensure their sites are fit for purpose; and enable them to provide safe, effective and sustainable healthcare, for the plan period and beyond.</p>
MM6.11	129	HW5	<p>York Teaching Hospital NHS Foundation Trust</p> <p>The Council will support the redevelopment of York Teaching Hospital NHS Foundation Trust (as identified on the Proposals <u>Policies</u> Map) to enable it to expand its capacity; to uphold and improve the quality of secondary care it delivers; and ultimately to remain on its existing site for the long term, ensuring the optimum delivery of secondary care services in York.</p> <p>The Council will support the redevelopment of the staff car park on the existing York Teaching Hospital NHS Foundation Trust site to meet its immediate need for increased capacity in Accident and Emergency. The Council will work with York Teaching Hospital NHS Foundation to develop a new</p> <p><u>A Travel Plan will form part of any detailed planning application</u> to ensure that the loss of car parking facilities <u>will be appropriately managed to ensure not compromise access or to care is not compromised</u>.</p> <p>To enable the Trust to expand existing clinical facilities the Council will support the development of the extension to York NHS Hospital Trust site (as shown on the Proposals <u>Policies</u> Map as HC1), for health and social care purposes, such as a GP practice or short-term residential care. The Council will continue to work with the Trust to help them make additional changes to their site as their needs change over the plan period.</p> <p>Tees, Esk and Wear Valley NHS Foundation Trust ... as shown on the proposals <u>policies</u> map as HC2).</p>
MM6.12	129	HW5 paragraph 6.36	<p>6.36 Healthcare services must be responsive to the current and projected needs of local communities. <u>The assessment submitted to support planning applications should reflect the catchment for each kind of healthcare facility,</u></p>

			<p><u>reflecting that primary and secondary care facilities provide very different services and their catchment areas reflect that.</u> This is contingent upon having appropriately located sites, which are able to cope with local demand and provide a sustainable and effective service. The Council will help protect existing healthcare facilities and support the relevant bodies to expand their premises, or seek alternative, more suitable sites, where appropriate.</p>
MM6.13	130	HW6	<p>The Council will work closely with Yorkshire Ambulance Service NHS Foundation Trust, North Yorkshire Police, and North Yorkshire Fire and Rescue Service, to ensure that their changing needs are understood. The Council will support the development of new emergency service facilities, where there is a demonstrable need, and in appropriate locations that enable them to meet necessary response times.</p> <p>The Council will support the Yorkshire Ambulance Service NHS Foundation Trust's new 'Hub and Spoke' estate model. Hubs provide essential clinical and maintenance and facilities, while spoke facilities provide additional opportunities for ambulances to be stationed close to areas of demand. The Council will support the development of additional sites for ambulances at key points in densely populated areas, close to major highways.</p> <p>The following sites have been identified as requiring additional spoke facilities:</p> <ul style="list-style-type: none"> ● ST7: Land East of Metcalfe Lane ● ST8: Land North of Monks Cross ● ST9: Land North of Haxby ● ST15: Land West of Wigginton Road <p>Such facilities would need to provide:</p> <ul style="list-style-type: none"> ● A 6 x 3m serviced building with water, electricity and drainage. ● Parking facilities for two ambulances. <p>These facilities would need to be located within the development and close to the main highway.</p>
MM6.14	131	HW7	<p>Proposals for <u>major residential developments</u> must provide a statement <u>as part of any detailed planning application</u>, proportionate to the size of the development, showing how the following design principles have been adequately considered and incorporated into plans for development:</p> <ul style="list-style-type: none"> ● well-designed streetscapes that encourage residents to spend time outdoors; ● the provision of safe, easy to navigate and attractive public footpaths and cycle paths between dwellings, to encourage physical activity; ● <u>the incorporation of formal and informal play spaces and outdoor gyms to encourage physical activity for all age groups and abilities;</u> ● good connections to neighbouring communities and green spaces, in the form of footpaths and cycle routes, including the extension and protection of public rights of way, where appropriate; ● spaces for communities to come together;

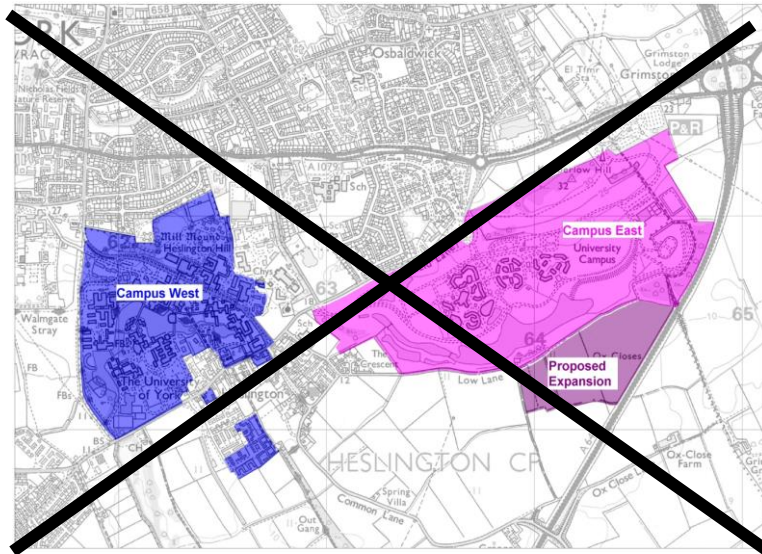
		<ul style="list-style-type: none"> • adaptations to <u>designing buildings and public spaces to be accessible for all ages and life stages, including for those with limited mobility;</u> • <u>considerations for how the design may impact on crime or perception of safety, including lighting strategies for public spaces;</u> and • <u>buildings that are adaptable to the changing needs of residents.</u> <p>Details of how these principles have been considered should be noted <u>included</u> in the Design and Access Statement accompanying the proposal.</p> <p>All new strategic sites must complete a Health Impact Assessment (HIA) prior to the submission of a <u>and submit as part of the planning application</u>. HIAs are a means to systematically assess the potential health risks and benefits of new developments on existing and future communities. They promote the development of actions to mitigate negative impacts and maximise community benefit.</p>
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Ref	Page	Policy/ Paragraph	Main Modification
MM7.1	134	ED1	<p><i>New policy text, wholly replacing submission policy.</i></p> <p><u>To enable the continuing development of the University of York, the following range of higher education and related uses will be permitted on the University's existing campuses as identified in Figure 7.1:</u></p> <ul style="list-style-type: none"> • <u>academic, teaching, research and continuing professional development uses</u> • <u>housing for staff and students</u> • <u>arts, cultural, sports and social facilities ancillary to higher education uses</u> • <u>conference facilities</u> • <u>research/knowledge-based businesses, including University-led collaboration projects with industry</u> • <u>other uses ancillary to the university, including support services for the uses identified above.</u> <p><u>The University of York must address the need for any additional student housing which arises because of its future expansion of student numbers taking account of on-site provision and the capacity of independent providers. Provision will be expected to be made on campus in the first instance where this can be accommodated, or off-campus, in line with considered under Policy H7.</u></p> <p><u>Policies ED2 campus west and ED3 campus east address specific matters concerning those parts of the University Campus but the following requirements apply to all development on the University campuses and ST27 (the expansion site):</u></p> <ol style="list-style-type: none"> <u>Proposals for new facilities or uses should be supported by an up-to-date development brief to cover campus west, campus east and the extension site which should demonstrate the need for these in the context of the University's estate strategy.</u> <u>Proposals should have regard to the historic setting of York and should where appropriate be accompanied by a heritage impact assessment.</u>

			<p>iii. <u>Satisfactory integration of development within the existing campus west, east (and ST27) so that it conserves or enhances its character and open space.</u></p> <p>iv. <u>Proposals for landscaping are required to integrate with the existing development and/or to screen as appropriate.</u></p> <p>v. <u>Proposals should ensure that existing student housing capacity meets need from expansion in student numbers and that the student housing capacity of Campus West is not reduced below 3,586 unless re-provided on Campus East</u></p> <p>vi. <u>Make an efficient use of land, including optimising densities, within the scope of the applicable constraints.</u></p> <p>vii. <u>Appropriate connections to transport including connections to the city centre and walking and cycling links within the campus or externally.</u></p> <p><u>Facilities for sport, and essential operations to support this, and for landscaping, adjacent to campus west, campus east and ST27 may be located within the Green Belt if they are appropriate development, preserve the openness of the Green Belt, and meet the above criteria.</u></p>
MM7.2	134	ED1 explanation para 7.1a (new) to 7.2	<p><u>7.1a The University of York has an important role in the City (as well as nationally and internationally). It can help:</u></p> <ul style="list-style-type: none"> • <u>enable the city of York to contribute directly to the delivery of national growth strategies;</u> • <u>enable key Local Enterprise Partnership priorities to be realised;</u> • <u>support the York Economic Strategy; and</u> • <u>contribute to delivering the local plan vision of supporting the delivery of sustainable economic growth.</u> <p><u>7.2 The Heslington campus comprises Campus West, the original campus laid out in the 1960s and Campus East, open since 2009. Site allocation ST27 provides for the further expansion of Campus East. To ensure that the Heslington Campus can the existing campuses forming the University make a full contribution to the life of the city, it is important that they <u>it continues</u> to be used for predominantly higher educational and related uses. It is also vital that opportunities are maintained for the University's cultural, social and sports facilities to be used by the wider public.</u></p>
MM7.3 Policy	134	ED1 Explanation New paragraphs 7.2a, 7.2b, 7.2c, 7.2d and 7.2e Para 7.3	<p><u>7.2a Campus West (shown in Figure 7.1) contains a number of listed buildings and features and much of the campus is listed as Registered Park and Garden. It is an important asset to the city. It was designed as a park campus with buildings; it is a 'set piece'. In that respect the ratio of open space to buildings is fundamental to the original design concept. This has shifted over time but it is important to ensure that in any future development that there is not harm to the composition. The built footprint at Campus West is approximately 23%; However, it was the quality of the initial design ambition and visionary approach to landscape vision that has resulted in the success of the campus, not just the application of built footprint principles. It is this quality of design and innovative landscaping approach which is sought to be met through the policy.</u></p> <p><u>7.2b Development at Campus East has been established in an outline planning permission and approved design brief. Further development and the proposed ST27 extension (shown on Figure 7.1) will need to maintain the parkland setting, established at Campus West to create a</u></p>

			<p><u>cohesive campus, and the high design quality established there. The location near the A64 has an important role in maintaining the setting and compact nature of the city. A high visual quality and good design, whilst also enhancing public amenity in terms of access to the countryside and wildlife interest, is therefore essential. This includes preservation and, where possible, enhancement of the views that can be seen from the site. This should support the realisation of a similarly ambitious and committed approach to Campus West, which must be developed, controlled and implemented through a masterplanned approach.</u></p> <p><u>7.2c This masterplanned approach to development at the Heslington campuses will be formalised in a Development Brief prepared by the University in consultation with Historic England. This should also involve appropriate engagement with surrounding communities. It is important that this Development Brief optimises the use of the existing estate, making the most efficient use of land and buildings across Campus East and West. To enable this, the Development Brief will be informed by the University's 5 to 10-year estates strategy (or integrated infrastructure plan or equivalent). Such a strategy is likely to address plans for student growth, for research activity and for business collaboration in the context of the University's funding and resource constraints (and wider government policy) and set out capital investment plans and programmes. The Development Brief should reflect evidence in the estate strategy which ensures, and provides evidence to show, that current space and land is efficiently used within accepted constraints having regard to the performance and fitness of the existing estate. The University and the Council will continue to engage closely and maintain regular dialogue on the definition and evolution of any strategy.</u></p> <p><u>7.2d An annual student housing survey should also be submitted to the Council. If in any year an annual survey demonstrates that there is unmet student housing demand on the site in excess of 50 bedspaces, the university must undertake to bring forward and implement plans to provide additional accommodation on site as a priority or offsite in line with Policy H7.</u></p> <p><u>7.2e The University was established in the city centre in 1962 at Kings Manor, Campus West following in 1964 and Campus East in 2009. A business start-up hub facilitated by the University has been established in offices at the Guildhall. The Council will work with the University to accommodate research/ knowledge business uses in the City Centre and elsewhere consistently with other policies in this Plan.</u></p> <p>7.3 Campus East provides the potential for a cluster of knowledge based companies to locate, to the benefit of city and University. Such uses will contribute to the implementation of the York Economic Strategy (2016) and to the vitality of the University's research activities.</p>
MM7.4 Policy ED2: Campus West	135	ED2	<i>New policy text, wholly replacing submission policy</i> Policy ED2: Campus West <u>Proposals for new development on University of York Campus West (including the extension and redevelopment of existing buildings) will be permitted having regard to the following requirements together with those in ED1:</u>

			<ul style="list-style-type: none"> • <u>Development at this site should maintain the parkland setting of the campus and preserve the integrity of the original design. This will include ensuring the heights of new buildings are appropriate to their surroundings and do not exceed the height of any high mature tree canopies, unless heritage impacts can be appropriately managed justifying a greater height.</u> • <u>Maintenance and where required expansion of an adequate internal cycle and pedestrian network which links to entrance points and bus stops</u> • <u>General car parking (excluding accessible parking spaces) does not exceed 1,520 spaces</u>
MM7.5	135	ED2 explanation paragraphs 7.4, 7.4b (new) and 7.5	<p>7.4 Campus West is shown overleaf at Figure 7.1. To ensure that university buildings on Campus West meet the requirements of a modern higher education institution, the replacement of buildings that are no longer fit for purpose and life expired will be supported. Proposals for extension or redevelopment should be in accordance with the provisions of the emerging University of York Development Brief, the principles of which are set out in Policy ED2 above. For information on the uses permitted at Campus West please see Policy ED1. The starting point for proposals should be to gain an understanding of the significance of the campus as a designed heritage asset (landscape and buildings) to determine whether further development is possible and where this is best located. The landscape and buildings were composed as a unified whole. It is important that development at Campus West:</p> <ul style="list-style-type: none"> • <u>Maintains the spatial relationship between open green and blue space and developed land (buildings, carparking and other hardstanding) across the campus.</u> • <u>Limits the height of new buildings, including extensions to existing buildings, and should not in most cases break or intrude above the existing skyline of high canopy trees</u> • <u>Respects the composition of the designed landscape, which as a Registered Park and Garden should be conserved and enhanced.</u> <p>7.4b <u>Car parking is restricted at this site, which is well served by buses. Car travel should be minimised with a focus on walking and cycling both to and across the campus and priority should be given to sustainable modes of travel.</u></p> <p>7.5 In accordance with the Section 106 legal agreement for Campus East, the level of student housing capacity at Campus West must be retained at least at the level at 2006, at the date of the agreement. This was established at 3,586 bedspaces.</p>
MM7.6 Figure 7.1	136	ED2 Fig 7.1	<i>Delete submission Figure 7.1</i>



Replace with new Fig 7.1

University of York boundary and ST27



MM7.7	136	ED3	<p><i>New policy text, wholly replacing submission policy:</i></p> <p>Policy ED3: <u>University of York</u> Campus East</p> <p><u>The expansion of facilities on Campus East will be permitted having regard to the following requirements together with those in ED1:</u></p> <ul style="list-style-type: none"> i. <u>Campus East and ST27 will across both sites deliver research/knowledge based uses identified in the existing planning permission for Campus East in line with Policy EC1</u> ii. <u>Appropriate connections to transport facilities including connections to the City Centre and links for sustainable modes of transport (including walking and cycling) both within the campus and externally</u> iii. <u>Total car parking shall not exceed 1,500 spaces</u>
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MM7.8	136	ED3 explanation paragraphs 7.6 to 7.12	<p><i>New explanation entirely replacing submission explanation:</i></p> <p><u>7.6 Campus East and the ST27 extension (shown on Figure 7.1) provides the potential for a cluster of knowledge-based companies to locate, to the benefit of city and University.-This aspiration will be reflected in the Development Brief for the site which will address the design parameters set out in Policy SS22 where they relate to ST27 expansion site.</u></p> <p><u>7.6a Campus East was designed to be car free. Car parking should continue to be minimised, across the campus a focus will be on walking and cycling and bus travel over private car travel in line with Policy ED1 and reflected in Policy SS22.</u></p>
MM7.9	140	ED5	<p>Policy ED5: York St. John University Further Expansion</p> <p>To support the continued success of York St. John University the following sites, as shown on the proposals<u>policies</u> map, are allocated for the uses below:</p> <p>Sport uses: Land at Northfield, Haxby Road The following range of sports and related uses will be permitted on land at <u>Northfield where proposals are consistent with GI5 and relevant Green Belt policies:</u></p> <ul style="list-style-type: none"> • <u>outdoor sports facilities, together with associated car and cycle parking;</u> • <u>appropriate indoor sports facilities; and</u> • <u>other outdoor recreational activity.</u> <p>Student Housing: SH1: Land at Heworth Croft. Proposals for new student housing on land at Heworth Croft will be permitted having regard to the following requirements, together with those in other policies in the plan including H7, ENV4 and GI6:</p> <ul style="list-style-type: none"> • <u>A sequential approach to the site's layout to ensure residential uses are developed on areas at the lowest risk of flooding and the new open space is brought forward on land within the functional floodplain; and.</u> • <u>The impact of development's scale and massing on the setting of the Heworth Green/ East Parade Conservation Area.</u>
MM7.10	140	ED5 explanation paragraph 7.16	Delete paragraph 7.16
MM7.11	141	ED5 explanation new paragraph 7.18a	<p><u>As identified in Policy H1, it is considered that an indicative capacity of 400 bedspaces could be accommodated. However, realising this density of development is contingent on appropriate mitigation of flood risk and ensuring the scale and massing is appropriate to the context, and in particular the impact on the setting of the Heworth Green/ East Parade Conservation Area.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
MM8.1	146	D1	<p>Development proposals will be supported where they improve poor existing urban and natural environments, enhance York’s special qualities and better reveal the significances of the historic environment. Development proposals that fail to take account of York’s special qualities, fail to make a positive design contribution to the city, or cause damage to the character and quality of an area will be refused.</p> <p><u>Development proposals that:</u></p> <ul style="list-style-type: none"> • <u>fail to take account of York’s special qualities;</u> and/or • <u>fail to make a positive design contribution to the city, and/or</u> • <u>cause damage to the character and quality of an area will be refused.</u> <p><u>Where appropriate, D</u>development proposals should adhere to the following detailed design points:</p>
MM8.2	146	D1	<p>...</p> <p>ii. Density and Massing</p> <ul style="list-style-type: none"> • demonstrate that the resultant <u>proposed massing and density</u> of a development proposal will be appropriate for its proposed use and neighbouring context. • demonstrate that the combined effect of development does not dominate <u>its wider setting, including</u> other buildings and spaces, paying particular attention to <u>those of historic significance</u>. adjacent buildings or parks of architectural or historic significance. <p>...</p> <p>iv. Building Heights and Views</p> <ul style="list-style-type: none"> • respect York’s skyline by ensuring that development does not <u>detract from</u> challenge the visual dominance of the Minster or <u>harm</u> the city centre roofscape. • respect and enhance views of landmark buildings and important vistas. <p>...</p> <p>iv. Character and Design Standards</p> <p>...</p> <ul style="list-style-type: none"> • maximise sustainability potential. • <u>ensure design considers residential amenity so that residents living nearby are not unduly affected by noise, disturbance, overlooking or overshadowing.</u>
MM8.3	149	D2	<p>...</p> <p>Development proposals will be encouraged and supported where they:</p> <p>...</p> <p>ii. conserve protect and enhance landscape quality and character, and the public’s experience of it and make a positive contribution to York’s special qualities;</p>

			<p>iii. demonstrate a comprehensive understanding of the interrelationship between good landscape design, bio-diversity enhancement and water sensitive design;</p> <p>iv. create <u>or utilise</u> opportunities to enhance the public use and enjoyment of existing and proposed streets and open spaces;</p> <p>v. recognise the significance of landscape features such as mature trees, hedges, and historic boundaries and York's other important character elements, and retain them in a respectful context where they can be suitably managed and sustained;</p> <p>...</p> <p>viii. create a comfortable association between the built and natural environment and attain an appropriate relationship of scale between building and adjacent open space, garden or street. In this respect consideration will be also be given to function and other factors such as the size of mature trees; and</p> <p>...</p>
MM8.4	151	D3	<p>...</p> <p>i. Development proposals will be supported where they:</p> <ul style="list-style-type: none"> • enable and promote the delivery of new cultural facilities and/or activities and services such as permanent and temporary public arts; • provide facilities, opportunities, and/or resources for cultural programmes and activities, during <u>and/or</u> after the development period; <p>...</p>
MM8.5	152	D4	<p>Development proposals within or affecting the setting of a conservation area will be supported where they:</p> <p>i. <u>are designed to preserve or enhance those elements which contribute to the character or appearance of the Conservation Area; are designed to preserve or enhance the special character and appearance of the conservation area and would enhance or better reveal its significance;</u></p> <p>ii. <u>would enhance or better reveal its significance or would help secure a sustainable future for a building; and</u></p> <p>iii. <u>safeguard important views guided by existing evidence, including in the York Central Historic Core Conservation Area Appraisal, and other local views. respect important views; and</u></p> <p>iii. <u>are accompanied by an appropriate evidence based assessment of the conservation area's special qualities, proportionate to the size and impact of the development and sufficient to ensure that impacts of the proposals are clearly understood.</u></p> <p>Outline p<u>Planning applications for development within or affecting the setting of conservation areas will only be supported if full design details are included, sufficient to show the likely impact of the proposals upon the <u>significance character and appearance</u> of the Conservation Area <u>are included.</u></u></p> <p>Changes of use will be supported when it has been demonstrated that the primary uses of the building can no longer be sustained, where the proposed</p>

			<p>new use would not significantly harm the special qualities and significance of the conservation area.</p> <p>Harm to buildings, <u>plot form</u>, open spaces, trees, views or other elements which make a positive contribution to a Conservation Area will be permitted only where this is outweighed by the public benefits of the proposal. Substantial harm or total loss to the significance of a Conservation Area will be permitted only where it can be demonstrated that the <u>harm or loss is necessary to achieve proposal would bring substantial public benefits that outweigh that harm or loss.</u></p> <p>Changes of use will be supported when it has been demonstrated that the <u>beneficial current primary</u> uses of the building can no longer be sustained, where the proposed new use would not significantly harm <u>the prevailing character of the area.</u> the special qualities and significance of the conservation area.</p> <p>Applications should be accompanied by an appropriate evidence based assessment of the conservation area's special qualities, proportionate to the size and impact of the development and sufficient to ensure that impacts of the proposals are clearly understood.</p>
MM8.6	153	D4 new paragraph 8.26a	<p><u>8.26a When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.</u></p>
MM8.7	153	D5	<p>Proposals affecting a Listed Building or its setting will be supported where they:</p> <ul style="list-style-type: none"> i. preserve, enhance or better reveal those elements which contribute to the significance of the building or its setting. The more important the building, the greater the weight that will be given to its conservation; and ii. help secure a sustainable future for a building at risk. iii. are accompanied by an appropriate, evidence based heritage statement, assessing the significance of the building. <p>Changes of use will be supported where it has been demonstrated that the original use of the building is no longer viable and where the proposed new use <u>of the building would not harm its significance and would help secure a sustainable future for a building at risk.</u></p> <p>Harm or substantial harm to an element which contributes to the significance of a Listed Building or its setting will be permitted only where this is</p>

			<p>outweighed by the public benefits of the proposal. Substantial harm or total loss of a Listed Building will be permitted only where it can be demonstrated that the <u>substantial harm or loss is necessary to achieve proposal would bring substantial public benefits that outweigh that harm or loss, or all of the following apply:</u></p> <ul style="list-style-type: none"> ● <u>the nature of the heritage asset prevents all reasonable uses of the site; and</u> ● <u>no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and</u> ● <u>conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and</u> ● <u>the harm or loss is outweighed by the benefit of bringing the site back into use.</u> <p><u>Applications should be accompanied by an appropriate, evidence-based heritage statement, assessing the significance of the building, sufficient to understand the potential impact of the proposal on the significance of the building.</u></p>
MM8.8	154	D5 explanation	<p>...</p> <p><u>8.30a Where a development will comprise works to a heritage asset then building recording will be required. Building recording may comprise detailed archaeological survey or a photographic record, depending upon the significance of the heritage asset and the nature of the works proposed. The survey must be undertaken by a suitably experienced professional in accordance with a Written Scheme of Investigation approved by the Local Planning Authority and to the relevant Historic England and Chartered Institute for Archaeologists Standard and Guidance. The results of the building recording will be deposited with the City of York Historic Environment Record. Significant findings will also be formally published in order to make the information publicly accessible and to advance understanding</u></p> <p><u>8.30b When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.</u></p>
MM8.9	155	D6	<p>ii. <u>they will not result in harm to an element which contributes to the significance or setting of a Scheduled Monument or other nationally important remains, unless that harm is outweighed by the public benefits of the proposal. Substantial harm or total loss of a Scheduled Monument or other nationally important remains will be permitted only</u></p>

			<p><u>where it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss; the significances of the site or its setting;</u></p> <p>...</p> <p>iv. <u>the impact of the proposal is acceptable in principle and harm to archaeological deposits is unavoidable,</u> detailed mitigation measures have been agreed with City of York Council that include, where appropriate, provision for deposit monitoring, investigation, recording, analysis, publication, archive deposition and community involvement.</p>
MM8.10	155	D6 explanation	<p>8.31 ... Within the historic core, substantial harm is defined as greater than 5% disturbance to buried archaeological deposits through foundation design and infrastructure development as described in the York Development and Archaeology Study (1990). Within the historic core, substantial harm to nationally-important remains will be permitted only where it meets this target and disturbance to buried archaeological deposits is minimised as far as possible, where it can be demonstrated that the proposal would bring substantial public benefits <u>considered to outweigh the archaeological harm caused, and remaining deposits are preserved in-situ.</u> This policy approach has been adopted to ensure both the continued economic vitality of the city centre and the preservation in-situ of these highly significant deposits. In all other parts of the City of York, substantial harm to or loss of designated or undesignated features or deposits of national importance will be permitted only where this is outweighed by the public benefits of the proposal.</p> <p><u>8.31a Harm to archaeological features and deposits of less than national importance will be considered against the benefits of the proposal and the significance of the archaeology.</u></p> <p><u>8.31b Should a proposal include an area which has already been subject to piling and/or has been partially excavated every option to preserve the remaining archaeological resources in-situ should be explored. This should include the consideration of re-use of existing foundations where possible, including piles.</u></p> <p>...</p> <p><u>8.34a When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.</u></p>
MM8.11	156	D7	Policy D7: The Significance of Non-Designated Heritage Assets

			<p>Development proposals <u>affecting a non-designated heritage asset or its setting</u> will be encouraged and supported where they <u>conserve those elements which contribute to its significance</u>, are designed to sustain and enhance the significance of York's historic environment, including non-designated heritage assets.</p> <p>...</p> <p>Prior to the demolition, alteration, extension or restoration of heritage assets (both designated and on-designated) appropriate building recording relevant to the asset's significance and the scope of works will be undertaken.</p>
MM8.12	157	D7 Explanation paragraphs 8.35 to 8.37	<p>8.35 The National Planning Policy Framework (2012) encourages Local Authorities to consider the significance of <u>non-designated</u> all heritage assets. The concept of describing and appraising the significance of listed buildings, conservation areas and other 'designated assets' is longstanding in legislation and guidance, and is to be protected through the application of other policies in this section. <u>There are a number of processes through which non-designated heritage assets may be identified, including the local and neighbourhood plan-making processes, conservation area appraisals and reviews and as part of the decision-making process on planning applications. Following adoption of a Local List, this will be used to identify non-designated heritage assets. However, prior to this, applicants should consult relevant evidence alongside</u> This the policy's <u>however provides</u> clear local criteria, <u>to identify non-designated heritage assets.</u> The policy criteria help guide development decisions, enabling applicants and decision makers to better understand what is meant by 'significance' in relation to local non-designated heritage assets and their settings. Any development proposals that relate to non-designated heritage assets and their settings must be accompanied by an assessment of their significance in line with the criteria in Policy D7.</p> <p>8.36 Where a development will comprise works to a designated or non-designated heritage asset then building recording will <u>may</u> be required. Building recording may comprise detailed archaeological survey or a photographic record, depending upon the significance of the heritage asset and the nature of the works proposed. The survey must be undertaken by a suitably experienced professional in accordance with a Written Scheme of Investigation approved by the Local Planning Authority and to the relevant Historic England and Chartered Institute for Archaeologists Standard and Guidance. The results of the building recording will be deposited with the City of York Historic Environment Record. Significant findings will also be formally published in order to make the information publicly accessible and to advance understanding.</p> <p>8.37 City of York Council worked <u>has been working alongside</u> <u>with</u> a local community group (York Open Planning Forum) to establish a set of criteria to appraise and help establish a Local Heritage List for York, <u>which form the basis for the stated policy criteria.</u> Local Heritage Assets contribute to York's special character, significance and sense of place, as defined in the Council's Heritage Topic Paper Update (2014).</p>

MM8.13	158	D8	Harm to an element which contributed <u>contributes</u> to the significant <u>significance</u> of a Registered Historic Park and Garden will be permitted only where this is outweighed by the public benefits of the proposal. Substantial harm or total loss to the significance of a Registered Historic Park and Garden will be permitted only where it can be demonstrated that the <u>harm or loss is necessary to achieve proposal would bring</u> substantial public benefits <u>that outweigh that harm or loss</u> .
MM8.14	159	D8 explanation new paragraph	<u>8.41a When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.</u>
MM8.15	160	D10	<p>Development proposals within the areas of York Walls designated as Scheduled Ancient Monuments will be supported where they are for the specific purpose of enhancing physical and intellectual access to York Walls.</p> <p><u>Harm to the significance of York Walls will be permitted only where this is demonstrably outweighed by the public benefits of the proposal.</u></p> <p>Development proposals adjacent to or likely to affect the setting of the City Walls designated as Scheduled Monuments will only be permitted where:</p> <ol style="list-style-type: none"> i. they are accompanied by a Heritage Statement that clearly assesses the impact which the proposals are likely to have upon the elements <u>which contribute to their significance and principle characteristics which contribute to their significance</u> and the six principle characteristics of the City as identified in the Heritage Topic Paper; ii. they are <u>designed to preserve the special character of the city walls</u> be no higher than the city walls externally and not reduce their dominance; iii. they do not cause harm to those elements which contribute to the significance, <u>including the setting, or the setting</u> of York Walls; and iv. they are of the highest design quality which, where possible, enhances or better reveals the significance of York Walls; <u>and</u> <p><u>y any harm to the significance of the setting is demonstrably outweighed by the public benefits of the proposal.</u></p>
MM8.16	163	D13	<p>...</p> <p>In addition, within conservation areas and on buildings identified as heritage assets, illumination will only be supported where the fittings, wiring and level of illumination <u>are is</u> designed to preserve or enhance the historic character and appearance of the building, area and the premises trade as part of the evening economy.</p>

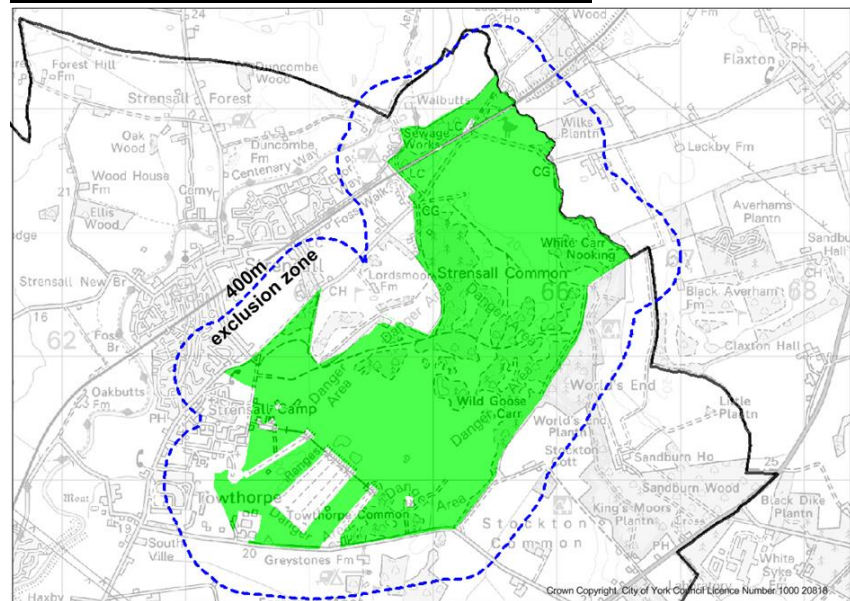
Ref	Page	Policy/ Paragraph	Main Modification
MM9.1	165	GI1	<p>...</p> <p>i. the delivery of the aspirations of partner strategy documents and action plans, including the Leeds City Region Green Infrastructure Strategy (20108) any other current regional strategies, any other plans formally approved in the future by the Council as part of the Green Infrastructure Strategy;</p> <p>...</p> <p>Where appropriate, dDevelopment proposals will be expected to demonstrate that they are consistent with the above objectives and meet other specific policies below on green infrastructure considerations have been taken into account, in line with the criteria above.</p>
MM9.2	166	GI2	<p><i>New clauses added:</i></p> <p>a. <u>assess potential effects on International Sites in accordance with the statutory protection which is afforded to the site. Proposals will be determined in accordance with statute.</u></p> <p>b. <u>demonstrate that proposals will not have an adverse effect on a National Site (alone or in combination). Where adverse impacts occur, development will not normally be permitted, except where the benefits of development in that location clearly outweigh both the impact on the site and any broader impacts on the wider network of National Sites.</u></p> <p>c. <u>demonstrate that where loss or harm to a National site cannot be prevented or adequately mitigated, as a last resort, provide compensation for the loss/harm. Development will be refused if loss or significant harm cannot be prevented, adequately mitigated against or compensated for.</u></p> <p>i. avoid loss or significant harm to Sites of Importance for Nature Conservation (SINCs) <u>and Local Nature Reserves (LNRs)</u>, whether directly or indirectly. Where it can be demonstrated that there is a need for the development in that location and the benefit outweighs the loss or harm the impacts must be adequately mitigated against, or compensated for as a last resort;</p>
MM9.3	166	GI2	<p>d. <u>Retain irreplaceable habitats, including ancient woodland and veteran trees. Development resulting in the loss, deterioration and/or fragmentation of irreplaceable habitats will not be supported unless there are wholly exceptional reasons and a suitable compensation plan exists.</u></p> <p>iv. result in net gain to, and help to improve, biodiversity; <u>achieve net gain in biodiversity in accordance with The Environment Act 2021 (when enforced) and national policy, contributing to the recovery of priority species and habitats and new habitat creation;</u></p>
MM9.4	167	GI2 explanation paragraph 9.5	<p>...</p> <p>The extent of that buffer could vary depending on the site, the type and value of the habitat present and the proposed change. <u>In addition, whilst recognising the benefits to people provided from access to nature, where</u></p>

			<p><u>appropriate developments will be required to fully assess and mitigate for the impact of recreational disturbance on SSSIs, SACs and SPAs</u></p>
MM9.5 Policy	167	GI2 explanation paragraph 9.6	<p><i>Submission paragraph 9.6 deleted:</i></p> <p><i>New paragraph 9.6 added:</i></p> <p><u>The Environment Act sets out a mandatory requirement for development to deliver at least a 10% biodiversity net gain. The provisions of the Act are subject to secondary legislation and development will need to comply with the regulations once it comes into force (expected November 2023).</u></p> <p><u>Net gains in biodiversity can be delivered by almost all development, by following the principles of the mitigation hierarchy and understanding the ecological constraints and opportunities from the early stages of design.</u></p> <p><u>Net gain should deliver genuine additional improvements for biodiversity by creating or enhancing habitats in association with development.</u></p> <p><u>Improvements should go beyond any required mitigation and/or compensation measures following the application of the mitigation hierarchy</u></p>
MM9.6	168	New policy GI2a	<p><u>GI2a: Strensall Common Special Area of Conservation (SAC)</u></p> <p><u>Development not directly connected with or necessary to the management of the SAC will only be permitted where it will not adversely affect the integrity of the Strensall Common SAC, either alone or in combination with other plans or projects. Proposals will be determined in accordance with the following principles:</u></p> <p>a) <u>There is an ‘exclusion zone’ set at 400m linear distance from the SAC boundary. Permission will not be granted for development that results in a net increase in residential units within this zone.</u></p> <p><u>Proposals for non-residential development within this zone must undertake Habitats Regulation Assessment to demonstrate that they will not harm the integrity of the SAC.</u></p> <p>b) <u>There is a ‘zone of influence’ between 400m and 5.5km linear distance from the SAC boundary.</u></p> <p>i. <u>Where new residential development is proposed within the zone of influence on allocated housing sites SS9/ST7, SS10/ST8, SS11/ST9 and SS12/ST14, provision of open space must include or secure access to areas of suitable natural greenspace secured by way of mitigation prior to any occupation of new dwellings and secured in perpetuity.</u></p> <p>ii. <u>Proposals for other housing development which are not within plan allocations will not be permitted unless it can be demonstrated that they will have no adverse effects on the integrity of the SAC, either alone or in combination with other plans or projects. Any necessary mitigation measures may be sought through planning contributions and must be secured prior to the occupation of any new dwellings and secured in perpetuity. Open space provision must also satisfy policy GI6.</u></p> <p><u>Explanation</u></p>

		<p><u>9.8a Strensall Common is designated as a Special Area for Conservation (SAC) and Site of Special Scientific Interest (SSSI). It also has biodiversity value above its listed features in the SSSI/SAC designations that will need to be fully considered.</u></p> <p><u>9.8b At over 570ha, it supports one of the largest areas of lowland heath in northern England. Extensive areas of both wet and dry heath occur and form a complex habitat mosaic with grassland, woodlands/scrub and ponds. Grazing, by sheep and cattle is the key management tool with stock typically present during summer and autumn. The heathland supports a diverse flora and fauna including such characteristic (and vulnerable) species such as nightjar, woodlark, marsh gentian, pillwort, pond mud snail and dark bordered beauty moth, with Strensall Common representing the only site for this species in England.</u></p> <p><u>9.8c Strensall Common is managed by the Yorkshire Wildlife Trust and Ministry of Defence (MOD) who operate an extensive training facility and firing range within and adjacent to the European site.</u></p> <p><u>9.8d The heath is subject to considerable recreational pressure from visitors, especially those with dogs. Although an established network of paths and periodic closures of part of the heath by the MOD (to facilitate training activities) can influence visitor behaviour. However, both the dry and wet heath habitats are particularly vulnerable to trampling, erosion and vandalism such as fire, fly-tipping, pollution and other activities associated with visitor pressure. Although the common is already under intense recreational pressure, there are birds of conservation concern amongst other species and habitats which could be harmed by the intensification of disturbance.</u></p> <p><u>9.8e In 2021, all of Strensall Common SSSI was considered by Natural England to be in favourable condition. However, the corresponding Site Improvement Plan identifies a number of threats including, inter alia, public pressure and air pollution. Natural England's Supplementary Advice (2019) highlights the threat posed to the maintenance of the grazing regime by the worrying and subsequent disturbance of livestock by dogs brought by visitors.</u></p> <p><u>9.8f In addition, the heathland habitat is vulnerable to changes in the hydrological regime and air quality, which will need to be considered and assessed in detail for any proposed development.</u></p> <p><u>9.8g Queen Elizabeth Barracks in Strensall, currently occupied by the Defence Infrastructure Organisation British Army, is largely within the 400m zone identified in the policy. The Defence Infrastructure Organisation plan to vacate Queen Elizabeth Barracks. The site currently includes single living accommodation and transit accommodation rather than conventional housing, but it is acknowledged that part of the site sits beyond the 400m zone where a net increase in residential uses may be acceptable in line with the policy. The Council will work proactively with any future developers of the site to enable development that address the policy and ensures adverse impacts on the SAC are avoided.</u></p>
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9.8h The Habitat Regulation Assessment (2020) has established that adverse effects on the integrity of the common cannot be ruled out without mitigation. The HRA suggests that residential development allocations (in Policy H1) within 5.5km of the common are likely to lead to an increase in recreational pressure which will require mitigation in the form of suitable natural greenspace and such other measures as may be considered necessary to prevent an adverse effect on the integrity of the SAC. Relevant policies/sites include strategic sites SS9(ST7), SS10 (ST8), SS11(ST9), SS12(ST14), SS15(ST17) and Policy H1 (allocation H46). The delivery of appropriate recreational open space on these sites will also need to be considered in line with policy G16. The HRA also anticipates that unallocated windfall development may come forward, although it is not possible at this stage to predict precisely where it will be proposed. To ensure that it does not cause any adverse effect on the integrity of the SAC, the HRA recommends the following policy controls: (1) no net additional dwellings will be permitted within 400m of the SAC, as it is not considered possible to prevent adverse effects from development in such close proximity to the SA; (2) where windfall development is proposed between 400m and 5.5km from the SAC, permission will not be granted unless it can be demonstrated that the proposals will not have an adverse effect on the integrity of the SAC, both in respect of the proposals themselves and in combination with other development; (3) any necessary measures which avoid or reduce such effects must be provided before first occupation and established in perpetuity. The Council will have to consider whether planning obligations will be required, including financial contributions to secure such measures. Proposals must also comply with Policy G16 which requires that all residential proposals contribute to the provision of open space, in particular helping to address deficiencies in the area surrounding a proposed development.

Applicable 400m development exclusion zone



MM9.7	169	G14	Development will be supported permitted where it: ...
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			<p>iv. does not create conflict between existing trees to be retained and new buildings, their uses and occupants, whether the trees or buildings be within or adjacent to the site; and</p> <p>v. supplements the city's tree stock with new tree planting where an integrated landscape scheme is required; <u>and,</u></p> <p><i>New clause vi added:</i></p> <p>vi. <u>Provides suitable replacement planting where the loss of trees or hedgerows worthy of retention is justified.</u></p>
MM9.8	170	GI5	<p>Development proposals will not be permitted which would harm the character of, or lead to the loss of, open space of environmental and/or recreational importance unless...</p> <p>...</p> <ul style="list-style-type: none"> meets the deficit of pitches in geographically appropriate and accessible way. This could be rectified through re-designation of any current surplus facilities in the area of benefit. <u>Provide new pitches in a suitable location that meet an identified need</u>
MM9.9 Policy		GI5 explanation paragraph 9.17	<p><u>Proposals involving the loss and/or replacement of open space sites/facilities should demonstrate that the population benefitting from the original site or facility will not be underprovided or subject to worsening not increase any identified deficiencies in open space in the area of benefit where the original site is located and consideration should be demonstrated as part of the planning process. Only in exceptional circumstances will the Council support proposals where a replacement facility or site is not delivered in advance of the open space undergoing redevelopment.</u></p> <p>...</p>
MM9.10	171	GI6	<p>All rResidential development proposals should contribute to the provision of open space for recreation and amenity <u>in accordance with current local standards and using the Council's up to date open space assessment.</u> The successful integration of open space into a proposed development should be considered early in the design process. The precise type of on-site provision required will depend on the size and location of the proposal and the existing open space provision in the area. Where there are deficiencies in certain types of open space provision in the area surrounding a proposed development, the Council will seek variations in the component elements to be provided by the developer in order to help to overcome them. Requirements will be calculated using the Council's up to date open space assessment and will be in line with the Council's Green Infrastructure Strategy.</p> <p>...</p>
MM9.11	172	GI6	<p>The Council will encourage <u>require</u> on-site provision where possible but off-site provision will be considered acceptable in the following circumstances:</p> <p>i. if the proposed development site would be <u>is</u> of insufficient size in itself to make the appropriate provision (in accordance with the Council's standards) feasible within the site; or</p> <p>ii. in exceptional circumstances, if taking into account a site's characteristics including but not limited to the accessibility/capacity of existing open space sites/facilities and the circumstances of the</p>

			<p>surrounding area the open space needs in the context of a up-to-date Playing Pitch and Built Sports Facility Strategy, it can be is demonstrated that of the proposed residential development provision can be met more appropriately by providing either new or enhanced provision off-site; and,</p> <p>iii. On allocated strategic sites, it may be appropriate for where through strategic green infrastructure masterplanning agreements that provide for green infrastructure approaches which to make accessible provision beyond the allocated site boundaries. Open space standards as set out in the most up to date open space evidence base document should still be used as a guide to overall provision.</p>
MM9.12	172	GI6	<p>New open space is identified on the proposals Policies Map at:</p> <p>...</p> <p>Indicative new significant areas of open space have been identified in connection with the following strategic sites, as shown on the proposals Policies Map:</p> <p>...</p> <ul style="list-style-type: none"> ● OS12: Land to the East of ST35 <p>...</p> <p>The precise delineation and extent of the new open space will be set through detailed masterplanning and the planning process. The areas indicated on the proposals map are a guide to general extent based on current understanding of site and other conditions.</p>

Ref	Page	Policy/ Paragraph	Main Modification
MM10.1	175	GB1	<p><i>New policy text, wholly replacing submission policy:</i></p> <p><u>Inappropriate development will not be approved except in very special circumstances. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.</u></p> <p><u>The construction of new buildings is inappropriate development. Exceptions to this are:</u></p> <p>a) <u>buildings for agriculture and forestry;</u></p> <p>b) <u>the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;</u></p> <p>c) <u>the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;</u></p>

			<p><u>d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;</u></p> <p><u>e) limited infilling in villages;</u></p> <p><u>f) limited affordable housing for local community needs under policy GB2; and</u></p> <p><u>g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:</u></p> <ul style="list-style-type: none"> <u>– not have a greater impact on the openness of the Green Belt than the existing development; or</u> <u>– not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the Council area.</u> <p><u>The following forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it:</u></p> <p><u>a) mineral extraction;</u></p> <p><u>b) engineering operations;</u></p> <p><u>c) local transport infrastructure which can demonstrate a requirement for a Green Belt location;</u></p> <p><u>d) the re-use of buildings provided that the buildings are of permanent and substantial construction;</u></p> <p><u>e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and</u></p> <p><u>f) development, including buildings, brought forward under a Community Right to Build Order or Neighbourhood Development Order.</u></p> <p><u>Proposals for development that is not inappropriate development will be subject to other policies in this Plan.</u></p>
MM10.2	176	GB1 Explanation paragraph 10.8	<p>The open countryside around York includes a significant number of buildings outside existing settlements. The extension or alteration of these buildings will be considered acceptable, in response to changing circumstances, provided there would be no greater visual impact on the Green Belt or open countryside as a result of the alterations, and where the design of any extension is in keeping with the original buildings. Furthermore, <u>treated as appropriate development provided that this does not result in disproportionate additions over and above the size of the original building.</u> When permission for this type of development is granted, <u>having regard to other policies in the Plan,</u> the applicant will be expected to agree to conditions ensuring that no further extensions will be permitted to the same building.</p>

MM10.3	178	Policy GB1 Explanation new paragraph	<u>10.17</u> Whilst infilling (defined as the filling of a small gap in an otherwise built-up frontage) is often perceived as acceptable in some locations, this ignores the fact that part of the character of many settlements is made up of gardens, paddocks and other breaks between buildings. It is important to protect those infill spaces, which contribute to the character of smaller settlements lying within the Green Belt. Infill development may also not be desirable if it would consolidate groups of houses, which are isolated from the main body of a village, or consolidate a ribbon of development extending into the open countryside. Infilling is location dependent, therefore in some settlements little or no infill development may be appropriate; in others a limited amount of infill on selected sites may be acceptable.
MM10.4	178	GB2	<i>Policy and explanation text deleted</i>
MM10.5	179	GB3	<i>Policy and explanation text deleted</i>
MM10.6	180	GB4	<p>Policy GB4 2: 'Exception' Sites for Affordable Housing in the Green Belt</p> <p><u>Exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Supporting evidence for this need will be required with any future planning application.</u></p> <p>The development of <u>limited</u> affordable housing on exception sites in the Green Belt is not inappropriate development and will be considered where:</p> <ul style="list-style-type: none"> i. the development contributes to meeting identified <u>local affordable housing</u> need as illustrated by an up-to-date <u>local</u> housing needs assessment; ii. the affordable housing is retained at an affordable price for future eligible households in perpetuity; iii. the development is within 800m of an existing defined settlement limit or is well related to the existing residential development and amenities located in or adjacent to a clearly identified village or settlement; and <p>...</p>
MM10.7	180	GB4 explanation paragraph 10:23	<u>10.2319</u> Housing need will have to be demonstrated and an up-to-date needs survey, <u>related to the local community nearest the location of the proposed development</u> , should be carried out with the City of York Council and the relevant parish council.

Ref	Page	Policy/ Paragraph	Main Modification
MM11.1	182	CC1	New buildings must achieve a reasonable reduction in carbon emissions of at least 28% unless it can be demonstrated that this is not viable. This should be achieved through the provision of renewable and low carbon technologies in the locality of the development or through energy efficiency measures. Proposals for how this will be achieved and any viability issues should be set out in an energy statement.

MM11.2	182	CC1	<p>Renewable and low carbon energy generation developments will be encouraged and supported in York. We <u>The Council</u> will work with developers to ensure that suitable sites are identified, and projects developed, working with local communities to ensure developments have their support.</p> <p>Developments on brownfield land will be encouraged.</p> <p>All applications will also need to consider the impact the scheme may have on: <u>Proposals for renewable and low carbon energy development, including ancillary development, will be permitted where impacts (direct, indirect, individual and cumulative) on the following considerations are demonstrated to be acceptable.</u></p> <p>...</p> <p>vi. the road network, <u>capacity and highway safety</u>, taking into account the accessibility of the site by road and public transport and also the proximity to the renewable fuel source; and</p> <p>...</p> <p><u>Applications will also be determined in accordance with any further considerations that apply to specific technologies for renewable energy or low carbon technologies that are set out in national planning policy or practice guidance.</u></p> <p>Any application for renewable energy would also need to consider the areas of potential and other technical requirements identified in the Council's most up to date Renewable Energy Study</p> <p>Strategic sites will be required to produce energy masterplans to ensure that the most appropriate low carbon, renewable and energy efficient technologies are deployed at each site, taking into account local factors and the specifics of the masterplans.</p> <p>Proposals for renewable and low carbon energy storage developments will be supported and encouraged, <u>subject to demonstrating that impacts on the above considerations are acceptable where relevant</u>. Developments should be sited a suitable distance from major residential areas and have suitable fire suppression procedures.</p>
MM11.3 Policy	184	CC1 explanation paragraph 11.8 – 11.11	<i>Paragraphs 11.8 to 11.11 deleted</i>
MM11.4	185	CC2	<p>Developments which demonstrate should achieve high standards of sustainable design and construction will be encouraged by demonstrating <u>Development proposals will be required to demonstrate</u></p> <ul style="list-style-type: none"> • energy and carbon dioxide savings in accordance with the energy hierarchy; • and water efficiency; and • Development proposals will be expected to consider consideration of good practice adaptation principles for climate resilience in their design, construction and operation. <p><u>Planning applications for development covered by this policy are required to include a Sustainability and Energy Statement to demonstrate how the requirements will be met and how development appropriately follows the energy hierarchy. ...</u></p>
MM11.5	185	CC2	<p><u>Sustainable Design and Construction of New Development</u> <u>A. Residential Development</u></p>

			<p>Proposals will be supported where they meet the following:</p> <p>All new residential <u>buildings development</u> of 1 or more <u>dwellings</u> should achieve:</p> <ol style="list-style-type: none"> i. <u>at least a 19% reduction in Dwelling Emission Rate compared to the Target Emission Rate (calculated using Standard Assessment Procedure methodology as per Part L1A of the Building Regulations 2013) on-site carbon emissions reduction of a minimum of 31% over and above the requirements of Building Regulations Part L (2013), of which at least 19% should come from energy efficiency measures;</u> and, ii. a water consumption rate of 110 litres per person per day (calculated as per Part G of the Building Regulations). <p><u>Pending anticipated changes to Building Regulations, developments should further aim to achieve up to a 75% reduction in carbon emissions over and above the requirements of Building Regulations Part L (2013) unless it is demonstrated that such reductions would not be feasible or viable. The Target Emissions Rate (TER) for proposed new dwellings should be calculated using version 10 of the Standard Assessment Procedure (SAP).</u></p> <p><u>Any higher level of reductions required through Building Regulations or other legislation will supersede the above requirements.</u></p>
MM11.6	185	CC2	<p><u>B. Non-residential development</u></p> <p>All new non-residential <u>buildings development</u> with a total internal floor area of 1000m² or greater should achieve:</p> <ol style="list-style-type: none"> i. <u>a 28% reduction in carbon emissions over and above the requirements of Building Regulations (2013) unless it is demonstrated that such reductions would not be feasible or viable;</u> and, ii. BREEAM 'Excellent' (or equivalent), <u>where feasible and viable and where development proposals are for 1,000m² or more.</u> <p><u>Strategic site developments should undertake a BREEAM Communities assessment (or equivalent).</u></p> <p><u>All new residential and non-residential developments will be required to submit an energy statement which demonstrates how these requirements will be met. This should include a sustainability checklist, which shows how principles for sustainable design, construction and operation will be achieved.</u></p>
MM11.7	185	CC2	<p><u>Conversion of Existing Buildings and Change of Use</u></p> <p><u>Applications-Proposals for conversion of existing residential buildings or change of use to residential use should achieve BREEAM domestic refurbishment 'very good' as a minimum.</u></p> <p><u>and-Proposals for non-residential conversions or change of use will need to achieve BREEAM Non-Domestic refurbishment and Fit out 'excellent' as a minimum.</u></p> <p><u>If proposals-Proposals relating relate to buildings-heritage assets should demonstrate the maximum BREEAM score that can be achieved having balanced issues of significance and value to the historic environment with wider benefits to the economy and to the environment as appropriate. of heritage and conservation value these standards would only be required where they can be achieved in a manner consistent with the appropriate</u></p>

			conservation of that asset. The extent to which they can be achieved must be demonstrated by the applicant
MM11.8	186	CC2	<p><i>New sub-section added:</i></p> <p><u>Strategic Sites</u> Development proposals on strategic sites should undertake a BREEAM Communities Assessment (or equivalent).</p> <p>Consequential Improvement to Existing Dwellings- When applications are made to extend dwellings, proposals will be expected to demonstrate reasonable and proportionate improvements to the overall energy performance of the dwelling. This will be in addition to the requirements of Part L of the Building Regulations.</p>
MM11.9	186	CC2 explanation paragraph 11.15	<i>Paragraph deleted</i>
MM11.10	186	CC2 Explanation	<p>11.12 Policy CC2 aims to ensure that all new developments achieve high standards of sustainable design and construction, by minimising greenhouse gas emissions, using resources efficiently, enhancing climate change resilience and promoting health and wellbeing. A sustainability statement will be required for all new residential and non-residential applications.</p> <p>11.12a The Council will assess compliance with this policy based on the <u>Sustainability and Energy Statement and/or the BREEAM report. BREEAM is used widely in local planning policy in the UK to demonstrate high standards of sustainable design and construction. Proposals affecting heritage assets will also need to draw together relevant evidence on significance and associated impacts in a manner that is proportionate to the scale of the proposal.</u></p> <p>11.12b The Sustainability and Energy Statement should be completed by a <u>suitably qualified individual and demonstrate how the emissions reduction will be achieved in line with the widely recognised energy hierarchy to:</u></p> <ul style="list-style-type: none"> • <u>Be Lean: use less energy</u> • <u>Be Clean: supply energy efficiently</u> • <u>Be Green: use low and zero carbon technologies</u> • <u>Be Seen: providing monitoring data to measure effectiveness</u>
MM11.11	<u>186</u>	CC2 Explanation	<p><i>New paragraphs added:</i></p> <p><u>11.13a Latest Building Regulations (June, 2022) requires a 31% reduction in carbon emissions from residential buildings. There is flexibility on how the emissions reduction is achieved (whether through fabric improvements or renewables). To ensure that each individual dwelling meets a minimum performance threshold and follows the energy hierarchy, a minimum 19% emissions reduction through energy efficiency measures has been applied.</u></p> <p><u>11.13b Further changes to energy efficiency standards for new homes with a new 'Future Homes Standard' are expected to be introduced by 2024. These will ensure new homes built from 2025 will produce 75-80% lower carbon emissions than homes delivered under current regulations. Policy CC2 therefore requires developers to design homes to meet this level of efficiency in advance of anticipated legislative changes. The Future Homes Standard is also expected to put much greater emphasis on 'fabric first' improvements and the Council aligns the policy to this.</u></p>

			<p><u>11.13c Any proposed reduction of at least 28% in carbon emissions in non-residential buildings can be achieved through either enhanced energy efficiency measures, use of renewable and low carbon sources, or a mix of both where appropriate</u></p> <p><i>Paragraphs 11.14 to 11.15 deleted</i></p>
MM11.12	187	CC2 explanation paragraph 11.18 – 11.23	<i>Paragraphs deleted</i>
MM11.13	188	CC3	<p>District Heating and Combined Heat and Power <u>Decentralised Energy Networks</u></p> <p>A. The Council strongly supports the development of decentralised energy, including both combined cooling, heating and power (CCHP) and combined heating and power (CHP) distribution networks <u>where the power source of such a network is non-fossil fuel based.</u></p> <p>B. <u>All major developments are required to assess the feasibility and viability of connecting to an existing decentralised energy network, or, where this is not possible, identified future network opportunities. Where neither option is feasible or viable, developments should evaluate the feasibility and viability of developing a site-wide network. Developments will be required to adopt a solution according to this order unless it is demonstrated that they would be neither feasible nor viable. This evidence should be included in the Sustainability and Energy Statement. Proposals for development within heat priority areas and all New Strategic Sites must demonstrate, that heating and cooling technologies have been selected in accordance with the following heating and cooling hierarchy, unless it can be clearly demonstrated that such requirements are not viable and/ or that an alternative approach would be more sustainable:-</u></p> <ol style="list-style-type: none"> <u>i. connection to existing (C)CHP distribution networks;-</u> <u>ii. site wide renewable distribution networks including renewable (C)CHP;-</u> <u>iii. site wide gas-fired (C)CHP distribution networks;-</u> <u>iv. renewable communal heating/ cooling networks;-</u> <u>v. gas-fired communal heating/ cooling networks;-</u> <u>vi. individual dwelling renewable heating; and-</u> <u>vii. individual dwelling heating, with the exception of electric heating.-</u> <p>C. All (C)CHP systems are required to be scaled and operated in order to maximise the potential for carbon reduction. Developments that do not connect to or implement (C)CHP or communal heating networks should be 'connection-ready'.</p> <p>D. Energy statements must be provided to demonstrate and quantify how development will comply with the energy requirements of this policy. Sustainability and energy statements should set out a level of detail proportionate to the scale of development. The Council will work proactively with applicants on major developments to ensure these requirements can be met.-</p>
MM11.14 Policy	189	CC3 explanation paragraph	<p>11.28 The Council will strongly support the use of decentralised energy in new developments, <u>and therefore requires all new major developments to assess the feasibility of connecting to an existing decentralised energy</u></p>

	11.28 – 11.34	<p><u>network, or where this is not possible establishing a new network. Applicants should consider the options below, in the order listed, to ensure that energy from an efficient source is used where possible:</u></p> <ol style="list-style-type: none"> 1. <u>Connect immediately:</u> <u>where feasible and viable, development will be required to connect immediately to existing networks that are likely to be operational in the long term, and do not require the network as a whole to increase its fossil fuel consumption (i.e. it should be demonstrated that the network either has spare and wasted capacity, or demonstrate that the energy in the decentralised network is sourced from renewable sources).</u> 2. <u>Connect in immediate future:</u> <u>where networks do not currently exist, developments will be required to assess the feasibility of connecting to identified future decentralised energy network opportunities in the vicinity of the site, having regard to best available evidence such as area specific feasibility studies and any other relevant energy plans. Where shown to be feasible and viable, development proposals must provide on-site infrastructure for connection and agree a timescale for connection where possible;</u> 3. <u>Provide a site wide low carbon network:</u> <u>where connection to an existing or planned network is not feasible, developments should evaluate the feasibility and viability of a site wide network using low carbon energy sources</u> <p>and particularly (C)CHP distribution networks, with the aspiration that this will help achieve the targets set in the Climate Change Action Plan for York. The Council will work with developers during pre-application discussions, in order to facilitate the development of district heating networks and buildings that are 'connection ready'.</p> <p><i>Paragraphs 11.29 – 11.34 (including figure 11.1 and table 11.1) deleted</i></p>
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Ref	Page	Policy/ Paragraph	Main Modification
MM12.1	192	ENV1	<p><i>New policy text, wholly replacing submission policy:</i></p> <p><u>Development will only be permitted if the impact on air quality is acceptable, including the provision of mechanisms which appropriately mitigate adverse impacts and further exposure to poor air quality.</u></p> <p><u>All applications which are:</u></p> <ul style="list-style-type: none"> <u>* major planning applications; or</u> <u>* within Air Quality Management Areas (AQMA's); or</u> <u>* with potential to generate significant air quality impacts; or</u> <u>* include air quality sensitive uses (including schools, hospitals, care homes)</u> <p><u>must submit a detailed Air Quality Assessment. This should quantitatively identify emissions arising from the proposal, air quality impacts and exposure to pollution as a result of the proposal and demonstrate how these will be minimised and mitigated against as part of the development.</u></p>

			<p><u>Where an Air Quality Assessment identifies there is potential for new occupants to be exposed to unacceptable levels of air pollutants, an exposure mitigation strategy will be required.</u></p>
MM12.2	195	ENV1 Explanation	<p>12.6 In order to reduce emissions to air and improve air quality the impact of development on air quality must be acceptable. The significance of the air quality impacts will depend on the context of the development. Air quality is likely to be a high priority consideration where the development leads to a breach, or significant worsening of a breach of an air quality objective, in an AQMA for example, or indeed where the development introduces new exposure into an exceedance area. Mechanisms must be put in place to prevent (or reduce as far as practically possible) further human exposure to poor air quality. This is applicable to both new developments and on existing sites that can be affected by new development. Development which includes 'relevant' locations in areas where air quality is known to be above or approaching air quality objective values must seek to reduce exposure according to the design mitigation hierarchy set out at Figure 12.2 below. Relevant locations can be defined as outdoor, non-occupational locations (e.g. schools, care homes, hospitals and residential properties) where members of the public are likely to be regularly exposed to pollutants over the averaging time of the air quality objectives.</p> <p>12.7 Applicants must use 'best endeavours' to minimise total emissions from their sites, <u>during both construction and operational phases</u>, including <u>minimising transport to and from them</u>. This will <u>may</u> include <u>measures requirements to minimise private car use prioritising walking and cycling promote and incentivise and provision of infrastructure to support the use of low emission vehicles and fuels</u>. <u>Consideration should also be given to the exposure mitigation hierarchy (see figure 12.2) in the design of the development to help minimise exposure to poor air quality.</u> and in some cases the provision of, or financial contribution towards the cost of low emission vehicles and associated infrastructure. Developer contributions to fund appropriate mitigation may be required. Examples include the provision of on-site electric vehicle recharging infrastructure and/or financial support for the provision low emission public transport services such as public transport and waste collection. The actual measures required will be site specific depending on the scale and location of the development and the connecting transport routes. A Low Emission Supplementary Planning Document (SPD) will be prepared which will set out how the Council will consider and how applicants should approach, planning applications that could have an impact on air quality. Minor planning applications are those proposals for 9 or less dwellings/up to 1,000sqm commercial floorspace and major planning applications are those proposals for 10 or more dwellings/over 1,000sqm commercial floorspace).</p> <p>...</p> <p>12.8 A detailed emissions assessment and/or a full detailed <u>Air Quality Impact Assessment are likely to will be required for major planning applications that have potential to generate significant air quality impacts or include air quality sensitive uses such as:</u></p>

			<ul style="list-style-type: none"> • generate or increase traffic congestion; • give rise to significant change in traffic volumes i.e. +/- 5% change in annual average daily traffic (AADT) or peak hour flows within AQMAs or +/- 10% outside AQMAs; • give rise to significant change in vehicle speeds i.e. more than +/- 10 kilometres per hour on a road with more than 10,000 AADT (or 5,000 AADT where it is narrow and congested); • significantly alter the traffic composition on local roads, for example, increase the number of heavy duty vehicles by 200 movements or more per day; • include significant new car parking, which may be taken to be more than 100 spaces outside an AQMA or 50 spaces inside an AQMA. This also includes proposals for new coach or lorry parks; • introduce new exposure close to existing sources of air pollutants, including road traffic, industrial operations, agricultural operations; • include biomass boilers or biomass fuelled Combined Heat and Power (CHP) plant (considerations should also be given to the impacts of centralised boilers or CHP plant burning other fuels within or close to an AQMA); • could give rise to potentially significant impacts during construction for nearby sensitive locations (e.g. <u>hospitals, schools, care homes, residential areas, areas with parked cars and commercial operations that may be sensitive to dust</u>); • will result in large, long-term construction sites that would generate large HGV flows (>200 movements per day) over a period of a year or more; and/or • requires an Environmental Impact Assessment. <p>12.9— Clear guidance in the form of a comprehensive schedule of the development triggers for what level of air quality assessment will be set out in the forthcoming Low Emission SPD, to ensure a clear and consistent approach. Information will also be provided on recommended low emission vehicle technologies and fuels that should be implemented to mitigate emissions. Mitigation measures are likely to include priority and parking incentives for low emission vehicles, the provision of electric charging points in new developments and car free developments. The potential of using developer contributions to fund low emission infrastructure and mitigate against emissions will also be explored.</p> <p><u>12.9a The Council will produce further guidance as necessary and will review the significance of the air quality impacts in line with local and national guidance.</u></p>
MM12.3	197	ENV2	<p>Development will not be permitted where it does not unacceptably harm the amenities of existing and future occupants on the site occupiers and existing in neighbouring communities.</p> <p>would be subject to significant adverse environmental impacts such as noise, vibration, odour, fumes/emissions, dust and light pollution without effective mitigation measures. Development proposals that are likely to give rise to the following environmental impacts Evidence must be submitted to demonstrate that environmental quality is to the satisfaction of the Council. how these</p>

			<p>matters have been considered in relation to both the construction and life of the development:</p> <ul style="list-style-type: none"> • <u>Increase in artificial light or glare;</u> • <u>Adverse noise and vibration; and</u> • <u>Adverse impact upon air quality from odour, fumes, smoke, dust and other sources;</u> <p>Development proposals for uses that are likely to have an environmental impact on the amenity of the surrounding area, including residential amenity, open countryside, local character and distinctiveness, and public spaces, must be accompanied by evidence that the impacts have been evaluated and the proposal will not result in loss of character, amenity or damage to human health, to either existing or new communities. This includes assessing the construction and operation phases of development.</p> <p>Where proposals are acceptable in principle, planning permission may be granted subject to conditions.</p> <p>For proposals which involve development with common party walls a verification report must be submitted to confirm the agreed mitigation works have been carried out.</p>
MM12.4	199	ENV3	<p>Where there is evidence that a site may be affected by contamination or the proposed use would be particularly vulnerable to the presence of contamination (e.g. housing with gardens), planning applications must be accompanied by an appropriate contamination <u>risk</u> assessment.</p> <p>Development of a site known to be or which has the potential to be affected by contamination will be permitted identified as being at risk will not be permitted where a contamination assessment does not fully assess the possible contamination risks, and / or where the proposed remedial measures will not deal effectively with the levels of contamination to ensure there are no significant impacts on human health, property, groundwater or surface water. Where proposals are acceptable in principle, planning permission will be granted subject to conditions.</p> <p>...</p>
MM12.5	201	ENV4	<p>...</p> <p><u>Development proposed in areas of flood risk must be informed by an acceptable site-specific flood risk assessment, following the Sequential Test and, if required, the Exception Test.</u></p> <p>An assessment of whether the development is likely to be affected by flooding and whether it will increase flood risk locally and elsewhere in the catchment must be undertaken. The assessment of proposed development against its flood risk vulnerability and its compatibility with this vulnerability, as defined in the most up to date Strategic Flood Risk Assessment (SFRA), will determine whether development is appropriate, what detailed policies for the resultant flood zone classification, as stated in the SFRA will apply, and whether a further Exception Test (that makes provision for sites in a zone with a higher probability of flooding to be assessed against wider</p>

		<p>sustainability benefits, provided that the flood risk posed is controlled and mitigated to an acceptable level) is subsequently required.</p> <p><u>Proposals located in areas known to be at risk from any form of flooding must demonstrate that:</u></p> <ul style="list-style-type: none"> i. <u>there is no direct or cumulative increase in flood risk locally or elsewhere in the catchment arising from the development; and,</u> ii. <u>The development will be safe during its lifetime with arrangements for the adoption, maintenance and management of any mitigation measures identified in a management and maintenance plan</u> <p>Where flood risk is present, development will only be permitted when the local planning authority is satisfied that any flood risk within the catchment will be successfully managed (through a management and maintenance plan for the lifetime of the development) and there are details of proposed necessary mitigation measures.</p> <p><u>A site-specific flood risk assessment that takes account of future climate change must be submitted with any planning application related to sites:</u></p> <ul style="list-style-type: none"> i. <u>in Flood Zone 1 larger than 1ha;</u> ii. <u>in Flood Zone 1 where development could be affected by flooding from sources other than rivers and the sea;</u> iii. <u>in Flood Zones 2 and 3; and</u> iv. <u>where development or change of use to a more vulnerable use may be subject to other sources of flooding</u> <p>A flood risk assessment must be submitted with any planning application where flood risk is an issue, regardless of its location within the flood zones. In addition, a site-specific flood risk assessment that takes account of future climate change must be carried out for all planning applications of 1 hectare or greater in Flood Zone 1 and for all applications in Flood Zones 2, 3a, 3a(i) and 3b.</p> <p>Areas of greater flood risk may be utilised for appropriate green infrastructure spaces. Proposals should adopt a sequential approach to site layout and the potential for green infrastructure to provide natural flood management and mitigation should be incorporated, where appropriate.</p>
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MM14.1	210	Section 14 Introduction paragraphs 14.2-14.3	<p>14.2 Transport policies have an important role to play contributing to this and also contributing to wider sustainability, environmental (including heritage) and health objectives. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel <u>and enabling development in a way which reduces its environmental impact.</u></p> <p>...</p>

			<p><u>14.3a A new Local Transport Strategy is being prepared and, informed by the Local Plan, it will set out the Council's approach to maximising sustainable transport use in York. It will inform a new Local Transport Plan which will be developed using the emerging Department for Transport guidance and will be submitted to government. This will set out York's transport priorities and act as a bidding document to government for further Transport Funding.</u></p> <p><u>14.3b The Local Transport Strategy will be supported by a number of implementation documents which will set out detailed plans for individual modes of transport or aspects of the transport system. One of the implementation documents will be York's Local Cycling and Walking Infrastructure Plan which will set out in detail how the York cycle and walk networks will be developed to provide effective walk/ cycle facilities to support the proposed development pattern. A further implementation document will be the Bus Service Improvement Plan, which will set out how the bus service in York will be developed.</u></p>
MM14.2	210	T1	<p>Development will be <u>permitted supported</u> where it minimises the need to travel and provides safe, suitable and attractive access for all transport users to and within it, including those with impaired mobility, such that it maximises the use of more sustainable modes of transport.</p> <p>This will be achieved by:</p> <ul style="list-style-type: none"> a. ensuring developments that can be reasonably expected to generate significant traffic movements are supported by frequent high quality public transport linking them to York's City Centre and other key destinations, as appropriate; and b. requiring development proposals to demonstrate <ul style="list-style-type: none"> i. There is safe and appropriate access to the adjacent adopted highway <u>for motor vehicles but also for pedestrians and cyclists.</u> <p>...</p> <p>...For all development, public transport services should be within reasonable safe walking and cycling travel distance of all parts of the development.</p> <p>In applying this policy it is recognised that in some circumstances developments will not be able to achieve these criteria (for example, in heart of foot streets area), so they can, subject to sufficient justification of effective accessibility (including taxis) being submitted by a developer, be relaxed. Also some developments may be of a sufficient size to warrant a higher degree of accessibility than would otherwise be required for its location.</p>
MM14.3	211	T1 explanation paragraph 14.4	<p>... The layout and design of development will need to balance safety, convenience and attractiveness whilst addressing potential conflict between the different modes of transport. <u>In applying this policy it is recognised that, in some circumstances, developments will not be feasible (for example, in the heart of footstreets area), so they can, subject to sufficient justification of effective accessibility, be applied more flexibly.</u></p>
MM14.4	213	T2	<p>The Plan will support the delivery of general and specific junction, highway or public transport infrastructure enhancements as set out in the Local Transport Plan 32 2011-2031 (LTP3) and subsequent associated (or complementary) investment programmes- <u>(including updates to the Local Plan Infrastructure</u></p>

		<p><u>Delivery Plan</u>), particularly the <u>Bus Service Improvement programme starting from 2022 and the programme to electrify up to two-thirds of York's bus network. The Council will enable and where appropriate require development to contribute to:</u></p> <ul style="list-style-type: none"> • <u>Expanded and improved bus services across the City, potentially including elements of Bus Rapid Transit services, to connect Site Allocations ST15 and ST14 to York city centre and adjacent development.</u> • <u>Expansion and improvements to the Park and Ride network to serve inter-urban bus services and reduce pressure on the strategic road network</u> • <u>Highways enhancements and traffic restraint measures in the city centre to improve public transport reliability</u> • <u>Rail and accessibility improvements including improvements to public transport interchange at York Station and development of a new Station at Haxby.</u> <p><u>The Council has identified specific projects as part of its Infrastructure Delivery Plan, highlighting timescale for delivery (whether short, medium and longer term) and associated funding and delivery bodies. This will be regularly reviewed and updated over the life of the Plan to support delivery.</u></p> <p><u>In addition, strategic public transport infrastructure, as listed below, and (if requiring land outside of the highway boundary to implement) as identified on the Proposals Policies Map, will be implemented in the short-term and medium-term timescales shown, and pursued in the long-term timescale shown.—</u></p> <p><u>Short-term (2017-22)</u></p> <p><u>i. The following highway enhancements to improve public transport reliability—</u></p> <ul style="list-style-type: none"> • <u>Electrification of 5 of 6 services on the park and ride network</u> • <u>public transport interchange improvements in York city centre at Rougier Street and Museum Street,—</u> • <u>Leeman Road / Shipton Road Corridor Improvements,—</u> • <u>improve bus routing and waiting facilities adjacent to the memorial gardens in Leeman Road</u> • <u>citywide improvements to the urban traffic control system—to improve service reliability, and</u> • <u>a package of physical measures to improve operation of the bus fleet and bus services in York city centre.</u> <p><u>Medium-term (2022-27)</u></p> <p><u>ii. Further expansion of the Askham Bar and Poppleton Bar Park & Ride facilities to match rising demand.—</u></p> <p><u>iii. The following highway enhancements to improve public transport services and reliability—</u></p> <ul style="list-style-type: none"> • <u>a segregated grade-separated bus (and pedestrian /cycle) route across A1237 to improve connectivity with the areas to the north-west of the city, and—</u>
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			<ul style="list-style-type: none"> • a dedicated public transport / cycle route linking the new settlement (ST15) to a suitable access on York's highway network in the urban centre of York (subject to confirmation of developers access proposals to site ST15 so not shown on the proposals policies map). <p>Long term (2027-32)</p> <ul style="list-style-type: none"> iv. A new railway station at Haxby. v. Traffic restraint measures in the city centre to improve public transport reliability <p>The Plan will also support (subject to compliance with other policies in the Plan) development proposals that</p> <ul style="list-style-type: none"> - vi. improve rail access and connectivity, including but not limited to new railway stations / halts for heavy or light rail services, and capacity improvements and other enhancements (including new technology applications, where appropriate) on rail lines running into or through York; or vii. provide highway enhancements to improve public transport reliability; or viii. facilitate the relocation of the Designer Outlet Park & Ride facility.
MM14.5	214	T2 Explanation paragraphs 14.15 to 14.23	<p>14.15 Preliminary <u>Transport modelling work undertaken using the City of York's strategic transport model predicts forecasts</u> that the volume of traffic on the highway network overall could increase by approximately 20% <u>15%</u> (an extra 7000 <u>6,500</u> vehicle trips in each peak) by 2033 <u>the end of the local plan period</u>. The corresponding predicted increase in travel time across the network is approximately 30% and the increase in network delay is approximately 55%. If not mitigated by improvements to non-car modes, T <u>this level of traffic growth could lead to significant delays being experienced on the radial routes into York, the outer ring road (A64 and A1237) and all routes within the outer ring road.</u></p> <p>14.16 To help mitigate this, the implementation of strategic public transport infrastructure, in association with service improvements seeks to encourage modal shift away from private motor vehicle use to more use of public transport. This offers <u>enhanced access for all members of the community to jobs, services and leisure opportunities and reduce reliance on private motorised transport for travel and hence minimise the increase in traffic levels arising from new development. This will be enabled through strategic projects led by the Council and where required to mitigate development impacts, through developer contributions associated strategic site allocations as identified in Section 3 of this Plan and from other developments in line with Policy DM1. The broad timescales for the delivery of these schemes shall match the anticipated growth in population and demand for travel in York over the plan period, and development-related opportunities.</u></p> <p>14.17 Policy T2 identifies <u>the approach of developing York's bus network in the short term through interventions through York's Bus Service Improvement programme, individual schemes with funding committed (such as rebuilding York Station frontage). In the longer term the focus will be on developing a Bus Rapid Transit system on the principal routes in York, including new</u></p>

		<p>settlements at Land West of Elvington Lane (ST15) and Land West of Wigginton Road (ST14). the principal strategic schemes that need to be delivered, but many more smaller projects with more local impacts will also be required, either individually or as part of larger projects. The Council will support development proposals which bring about the improvement of existing railway stations and facilities or the provision of new existing railway stations and facilities, or bring about some other improvement which will be beneficial to the operation of the line. More detail is contained in the Infrastructure Delivery Plan. York Railway Station is not included in this list (other than for the public transport interchange improvements at York Station) as it is subject to a shown in the separate specific policy (Policy T3).</p> <p>14.18 The development of new and improved public transport services and facilities will still need to satisfy policies throughout the plan in terms of protecting the built and natural environment and replacing amenities that may be otherwise removed by development.</p> <p>14.19 Askham Bar Park & Ride site currently has 1,100 car parking spaces, but it can be expanded to accommodate a further 150 spaces. The planning permission for the Poppleton Bar Park & Ride site (currently 600 spaces) allows for further expansion up to 1200 spaces. For new (or relocated) Park & Ride sites, location is an important factor in ensuring its effective operation. Sites should, ideally, be</p> <ul style="list-style-type: none"> • well signed; • adjacent to a major radial approach route; • on the edge of the built up area; • safe and easy to access; • outside any congested area to maximise the advantages of bus priority; and • adjacent to trip attractors (i.e. destinations in their own right) if there is a desire to attract non-Park & Ride passengers, particularly for 'back-trips', to the bus service. Siting trip generators (e.g. residential developments) near to bus stops at which Park & Ride services call could also attract non-Park & Ride passengers. <p>14.20 Improvements or new <u>major public transport</u> facilities should include sufficient car parking for persons with disabilities, cycle parking and facilities for buses, taxis and where appropriate, coaches. Provision of car parking (other than for people with disabilities) should be determined through a transport assessment and travel plan. New or improved facilities should also incorporate suitable signage and traffic management measures to reduce potential conflicts.</p> <p>14.21 The Council will support development proposals which bring about the improvement of existing railway stations and facilities or the provision of new existing railway stations and facilities, or bring about some other improvement which will be beneficial to the operation of the line. York Railway Station is not included in this list (other than for the public transport interchange improvements at York Station) as it is subject to a shown in the separate specific policy (Policy T3). At new or improved rail stations the</p>
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			<p>'station environment' must provide safe and convenient movement to and between platforms and include other facilities, such as sheltered waiting and ticketing facilities, public transport information and sensitive lighting and landscaping. Proposals for new or improved rail stations should also have improved access to them by all modes, in accordance with the Council's Hierarchy of Transport Users as set out in the Local Transport Plan 2011-2031 (LTP3).</p> <p>14.22 The strategic public transport improvements in the longer-term are vital to widen the transport choices available to people who live in, work in or visit York as the larger residential and employment sites come on-stream. <u>Improvements to the rail network will also reduce pressure on the strategic road network.</u></p> <p>14.23 More detail pertaining to how strategic public transport infrastructure is to be funded and delivered is contained in the Infrastructure Delivery Plan <u>which will be updated to ensure it reflects data on transport demand and the projects planned to address this.</u></p>
MM14.6	216	T3	<p>Development will be supported that:</p> <ol style="list-style-type: none"> i. conserves and, where appropriate, enhances those elements that contribute to the significance of the Listed Grade II* station; ii. improves the setting of and approaches to the station and the experience of those using it, to meet the demands of the modern rail customers; iii. increases the railway capacity at York Station (as identified on the Proposals <u>Policies</u> Map) to meet changing demands on and capacity in the rail network, over the duration of the Local Plan period and beyond, and to develop the station as ... vi. improves pedestrian and cyclist access to within and through the station, including, but not limited to <ul style="list-style-type: none"> • links to improved interchange with further links from <u>the station</u> this to the south-western quadrant of the city centre, ... vii. facilitates the continued use of essential operational rail lines and facilities or the establishment of new essential operational rail lines or facilities until such time, as determined by <u>the</u> rail regulator, that land required for York Central (Policy SS4) is no longer to remain in rail use.
MM14.7	219	T4	<p>The Plan will support the delivery of general and specific junction or other highway enhancements as set out in the Local Transport Plan 2011-2031 (LTP3) and subsequent associated (or complementary) investment programmes that improve journey time reliability on sections of the road network that experience high volumes of traffic or delay.</p> <p>In addition, strategic highway capacity improvements, as listed below and (if requiring land outside of the highway boundary to implement) as identified</p>

			<p>Proposals Policies Map, will be implemented in the short-term and medium-term timescales shown, and pursued in the long-term timescale shown: <u>The Council will enable and, where appropriate, require development to contribute to:</u></p> <p><u>Short-term (2017/18 – 2023/24)</u></p> <p>...</p> <p><u>Long-term (2027/28 – 2032/33)</u></p> <p>vii <u>New access off A64, including grade separated junction, to serve the Land West of Elvington Lane site (ST15)</u></p> <p>viii. <u>Upgrading the A1237 to dual-carriageway standard between the A64 Askham Bryan junction and A19 Shipton Road junction-</u></p> <p>ix. <u>Improvements to the A64 to mitigate trip growth on this route</u></p> <p>...</p> <p><u>The Council has identified specific projects as part of its Infrastructure Delivery Plan, highlighting timescale for delivery (whether short, medium and longer term) and associated funding and delivery bodies. This will be regularly reviewed and updated over the life of the Plan to support delivery.</u></p>
MM14.8	221	T5	<p>The Plan will support the delivery of general and specific schemes as set out in the Local Transport Plan 2011-2031 (LTP3) and subsequent associated (or complementary) investment programmes to provide a comprehensive cycling and pedestrian network and improve the environment for walking and cycling, <u>including in York's Local Cycling and Walking Infrastructure Plan (LCWIP), which is in development.</u></p> <p><u>The Council will enable and where appropriate require development to contribute to:</u></p> <ul style="list-style-type: none"> • <u>Improvement and expansion to the strategic cycle network across the City Of York Council</u> • <u>Improvements to the pedestrian network, including public realm enhancements and where feasible widening of the pavement</u> • <u>New pedestrian / cycle bridges across waterways including the River Foss</u> <p>In addition, strategic cycle and pedestrian network links and improvements, as listed below and (if requiring land outside of the highway boundary to implement) as identified on the Proposals Policies Map, will be implemented in accordance with the timescales shown, to encourage modal shift away from private motor vehicle use to more active and sustainable modes of transport:</p> <p><u>Short-term (2017/18 – 2022/23)</u></p> <p>i. <u>Widening of footway / cycle way on east side of Scarborough bridge and new approach ramps (includes direct link into York Station);</u></p>

			<p>ii. Haxby Road / Huntington Road Corridor (Phase 1 — north of existing Nestle site to A1237)*;</p> <p>iii. Wetherby Road / Acomb Road Corridor*;</p> <p>iv. Bishopthorpe Road South Corridor*;</p> <p>v. Fishergate North Corridor*;</p> <p>vi. Strensall Road Corridor (Strensall to A1237)*, and</p> <p>vii. University of York East Campus to West Campus link.</p> <p>Note schemes denoted thus (*) also extend into the medium term and long term.</p> <p>Medium Term (2022/23 — 2027/28)</p> <p>viii. Wigginton Road Corridor — Mill Lane to north of existing Nestle Site (ST17) (complementing Inbound bus priority measures on Wigginton Road);</p> <p>ix. Haxby Road / Huntington Road Corridor (Phase 2 — city centre to north of existing Nestle site (ST17));</p> <p>x. Hull Road Corridor (complementing Bus priority measures on the Hull Road corridor);</p> <p>xi. Hurricane Way / Stirling Road corridor**, and</p> <p>xii. Pedestrian / cycle bridges across the River Foss (as part of the re-development of the York Castle Gateway major regeneration area);</p> <p>Note scheme denoted thus (**) is a relatively small scheme that could be implemented the short-term.</p> <p>Long Term (2027/28 — 2032/33)</p> <p>xiii. Strategic north-south and east-west cycle routes through the city centre.</p> <p>In addition to the above, other schemes identified through the Council's Strategic Cycle Route Network Evaluation and Prioritisation Methodology (e.g. Strategic Infill cycle scheme package and Cycle Routes to Villages package) will be pursued.</p> <p>The Plan will also support proposals that improve access to and around new development, particularly strategic sites, and proposals that improve other cycle and pedestrian routes that are neither strategic network links nor routes included in the Proposals <u>Policies Map</u>.</p>
MM14.9	223	T6	<p>Development will be supported in locations close to existing or proposed public transport interchanges or <u>facilities high frequency public transport routes/facilities</u> provided that the development does not:</p> <ul style="list-style-type: none"> • lead to a loss of access to <u>the interchange or facility/route</u> and at the <u>interchange or facility</u>; or • have a detrimental impact on the operation of the interchange or facility/ route; or • have a detrimental impact on the interchange or <u>facility/route</u> or the <u>surrounding area</u>, such that the long-term viability of <u>public transport services</u> would be adversely affected; or

			<ul style="list-style-type: none"> • prejudice the existing or future expansion of the interchange or facility to accommodate more services or modes (e.g. <u>for example, freight</u>); or • generate a demand for travel by private motorised vehicles that is likely to be unsustainable either in the location of the development or on the wider highway network; or • have an adverse impact on the character, historic and natural environment and amenity of the area in the vicinity of the development, or • compromise the purpose of the Green Belt. <p>To prevent the loss <u>or reuse (for a different purpose)</u> of disused public transport corridors <u>(former rail line formations)</u> or public transport facilities that could otherwise be reused, new development will be not be permitted where it prejudices the reuse of disused public transport corridors or facilities, and where there is a reasonable prospect of the:</p> <ul style="list-style-type: none"> • reopening of the transport corridor or facility for either heavy rail or light rail (e.g. tram-train) operation, or other form of 'guided' public rapid transport service; or • the re-opening of a heavy rail/light rail (tram-train) station or halt; or • the provision of a rail head/freight facility; or • the continued use or future use of the transport corridor as a walking or cycling route or as a route for horse-riding; or • the transport corridor either functioning or being able to function as a wildlife corridor; or • the transport corridor being reclaimed for use as a linear park. <p>Where development is sited close to or is likely to have an impact on existing operational <u>or disused</u> railway lines or lines that may be reopened, no new crossings will be permitted. Furthermore, development proposals must demonstrate to the satisfaction of Network Rail that the safe use of affected level crossings as a result of development will not be compromised or the impacts can be mitigated.</p>
MM14.10	225	Policy T7 Explanation paragraph 14.49	<p>14.49 The coverage and content of a TS, TA or TP <u>Transport Statement or Transport Assessment</u> will vary significantly depending on the size and type of development they are required to support. Although NPPF does not state explicitly when a TS <u>Transport Statement</u> should be prepared in preference to a TA <u>Transport Assessment</u> (and vice versa), the transport issues arising out of smaller development proposals may not require a full TA <u>Transport Assessment</u> to inform the process adequately and identify suitable mitigation. In these instances, it has become common practice to produce a simplified report - a TS. There will also be situations where the transport issues relating to a development proposal are limited, and no formal assessment is necessary. <u>A transport statement will be required for major development and a Transport Assessment will be required for any development expected to generate 30 or more peak hour trips.</u> <u>Guidance thresholds for the preparation of a TS TA or TP will be contained in the 'Sustainable Transport for Development SPD.</u> In addition, the Council reserves the right to request a TS, TA or TP in other instances. <u>There may be instances where the location</u></p>

			and/or the nature of the development are considered to be particularly sensitive <u>and the Council requests a Transport Statement or Transport Assessment below these thresholds, for example a development in an area with sensitive heritage or high congestion levels.</u>
MM14.11	226	T8	<p>To improve the overall flow of traffic in and around York City Centre, improve road safety, provide an environment more conducive to walking and cycling, and contribute to overall environmental quality development <u>should comply with the Council latest parking standards guidance, incorporate appropriate demand management measures that reduce congestion, improve public transport journeys, ease pedestrian and cycle access to, within and through the development and improve the streetscape.</u> will be supported that is in compliance with the Council's up-to-date Parking Standards, as contained in the 'Sustainable Transport for Development' SPD.</p> <p>Development that increases the number of long-stay (i.e. more than 4 hours parking) car parking spaces in and around the city centre will not be permitted.</p> <p>Positive consideration will be given to development proposals incorporating appropriate demand management measures that reduce congestion, improve public transport journeys, ease pedestrian and cycle access to, within and through the development and improve the streetscape.</p>
MM14.12	230	C1	<p>The Council will seek the removal and relocation of any visually intrusive masts particularly in the city centre, as and when the opportunity arises. A planning condition will be used to implement the removal of redundant masts or other communications equipment, where appropriate.</p> <p>Communications Infrastructure in new developments All new development will be required to enable a Next Generation Access (NGA) broadband connection (i.e. to communications infrastructure that provides a broadband in excess of a minimum of 24Mbps (30Mbps for contracts signed from 2017 onwards)) unless the developer can clearly demonstrate that meeting this requirement is not viable. Where it can be demonstrated that the provision of a NGA broadband connection is not viable, proposals should provide a minimum download connection of 10Mbps and incorporate suitable infrastructure to support delivery of NGA broadband at a future date</p> <p>Developers of strategic sites (or other major schemes) should engage with communication providers and local broadband groups to explore how NGA broadband can be provided and how the development may contribute to and integrate with active broadband projects within the local area.</p>

Ref	Page	Policy/ Paragraph	Main Modification
MM15.1	235	DM1	<p>...</p> <p>The Council will seek contributions from developers to ensure that the necessary infrastructure is in place to support future development in York. Contributions will be sought to fund strategic infrastructure that helps to</p>

			<p>deliver the Vision, Spatial Strategy and Objectives of the Local Plan, as well as specific infrastructure that is necessary to deliver an individual site.</p> <p><u>Where developers demonstrate that there are exceptional circumstances which justify the need for a viability assessment at the application stage, the Council will consider the assessment. If the development is demonstrably unviable, consideration will be given to modifying the phasing of obligations and may extend to including a review mechanism in any legal agreement.</u></p> <p>...</p>
MM15.2	235	DM1 explanation paragraph 15.13	<p>Planning obligations (including contributions) <u>and any levy</u> will be sought in accordance <u>with legislation and Government policy</u>. Recent legislation has resulted in some reforms to restrict the use of planning obligations coming into effect and others that took effect from April 2014. For example, Part 11 of the Planning Act 2008 provided for the introduction of the Community Infrastructure Levy (CIL) and the Community Infrastructure Regulations, 2010 set out the detail of how CIL will be used to charge and pool contributions from a variety of new developments to fund infrastructure. The Council will consider what it will charge (and collect) contributions on a city-wide or area basis in order to help fund certain elements of strategic infrastructure that will be required to deliver all future development or the development of a particular area of the City. However, under the CIL regulations, as amended, the Council's ability to pool S106 has been limited since April 2015.</p>

MM15.3 Policy	237	DM1 explanation paragraph 15.15 and Table 15.1	<p>For the sustainable transport component within the 'Ensure Efficient and Affordable Transport Links' element of the Plan's Vision and Outcomes, preliminary transport modelling predicts that the volume of traffic on the highway network overall could increase by approximately 20¹⁵% (an extra 70⁶⁵000 vehicle trips in each peak) by the end of the local plan period. The corresponding predicted increase in travel time across the network is approximately 30% and the increase in network delay is approximately 55%. These are average values and there will be variations throughout the network, with some areas or specific junctions experiencing higher levels of delay than others. <u>Two things should, however, be highlighted in relation to traffic growth in York. First, the increasing level of delay on the network should be considered not in the context of the 2019 base values (as per Table 15.1), but against the traffic impacts of other development scenarios for York (on the basis that some development and population growth will be seen in the city whether a Local Plan is adopted or not). Modelling undertaken for the Local Plan illustrates that the chosen spatial distribution in the Local Plan imposes a similar traffic impact to alternative development scenarios. Secondly, the modelling represents a stress test of the network using a reasonable worse case scenario for trip growth. Between 2001 and 2021 York's population increased substantially, but this did not lead to a proportionate increase in trip making</u></p>
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Replace Table 15. 1 with:

Table 15. 1: Comparison of Future Year Modelled Travel Times with Baseline Year Travel Times (2019)

Route No.	Description	2019 Base year modelled peak hour trip time (decimal mins)		Future Year (2032/33) Forecast					
		AM	PM	Modelled peak hour trip time (decimal mins)		Increase from baseline year (decimal mins)		Difference versus a non Local Plan development pattern in 2033 (decimal mins) (a negative number shows the local plan outcome to be better on that corridor)	
		AM	PM	AM	PM	AM	PM	AM	PM
1	A1237 (Northbound)	27.7	34.9	33.8	35.8	+6.1	+0.9	0.0	-0.5
	A1237 (Southbound)	27.8	31.8	33.3	35.7	+5.5	+3.9	+1.0	-0.5
2	A64 (Northbound)	17.5	16.7	18.2	17.5	+0.7	+0.8	0.0	0.0
	A64 (Southbound)	16.7	16.6	17.4	17.1	+0.7	+0.5	+0.1	-0.1
3	Inner Ring Road (Clockwise)	21.9	24.2	24.9	28.7	+3.0	+4.5	-0.6	-1.1
	Inner Ring Road (Anti-clockwise)	23.0	25.2	25.6	28.9	+2.6	+3.7	-1.1	-0.5
4	A1036 Tadcaster Road (Inbound)	18.5	17.0	20.2	18.1	+1.7	+1.1	+0.1	-0.1
	A1036 Tadcaster Road (Outbound)	14.7	15.9	16.5	17.1	+1.8	+1.2	-0.1	-0.5
5	A19 Fulford Road (Inbound)	20.1	14.6	21.9	16.6	+1.8	+2.0	-1.2	-0.6
	A19 Fulford Road (Outbound)	11.8	16.0	12.3	18.2	+0.5	+2.2	-0.1	-0.3
6	A1079 Hull Road (Inbound)	18.5	16.2	20.9	19.0	+2.4	+2.8	-0.2	+0.7
	A1079 Hull Road (Outbound)	14.0	16.7	15.9	20.0	+1.9	+3.3	-0.1	-0.3
7	A1036 Malton Road (Inbound)	9.6	10.3	11.2	10.5	+1.6	+0.2	-1.6	-1.2
	A1036 Malton Road (Outbound)	8.3	9.0	9.6	9.8	+1.3	+0.8	-0.3	+0.3
8	B1363 Wigginton Road (Inbound)	16.9	15.6	18.3	15.4	+1.4	-0.2	+0.3	-0.1
	B1363 Wigginton Road (Outbound)	13.3	14.9	14.0	15.2	+0.7	+0.3	-0.2	+0.1
9	A19 Shipton Road (Inbound)	17.4	14.8	20.0	13.0	+2.6	-1.8	-0.7	+0.3

				A19 Shipton Road (Outbound)	11.6	12.7	12.6	13.5	+1.0	+0.8	-0.2	-0.3
			10	A59 Boroughbridge Road (Inbound)	15.9	15.4	17.4	16.7	+1.5	+1.3	-2.6	+0.9
				A59 Boroughbridge Road (Outbound)	15.0	14.6	16.9	14.9	+1.9	+0.3	-2.9	-0.1
			11	B1224 Wetherby Road (Inbound)	11.1	11.5	11.7	12.0	+0.6	+0.5	-0.6	-0.1
				B1224 Wetherby Road (Outbound)	10.3	10.2	10.6	10.2	+0.3	0.0	-0.1	-0.1
			12	Haxby Road (Inbound)	15.6	14.1	16.9	16.3	+1.3	+2.2	-0.5	+0.7
				Haxby Road (Outbound)	14.0	14.9	14.4	15.8	+0.4	+0.9	-0.3	-0.2
			13	Water End (to northeast)	3.7	4.0	5.7	4.5	+2.0	+0.5	0.0	0.0
				Water End (to southwest)	6.6	3.9	6.9	6.5	+0.3	+2.6	-0.1	-1.0
			14	Leeman Road (Inbound)	-	*	5.2	5.1	-	-	0.0	-0.1
				Leeman Road (Outbound)	-	-	8.1	7.0	-	-	-0.1	0.0
			15	Bishopthorpe Road (Inbound)	15.3	14.5	18.9	17.5	+3.6	+3.0	+0.2	-0.2
				Bishopthorpe Road (Outbound)	12.0	12.7	12.7	13.9	+0.7	+1.2	0.0	+0.1
MM15.4	239	DM1 explanation paragraph 15.21	<p>...Normal development costs and the costs of high-quality materials and urban design considerations are universally applicable and will not be allowed for in negotiations to reduce contributions. <u>Review mechanisms may be secured as part of a legal agreement requiring a 're-run' of the viability appraisal post-permission. Either actual or updated predictions of sales values and build costs of a development will be compared against the assumptions made in the application viability assessment to see whether the scheme's viability has improved in the time that has passed to allow policy compliant contributions to be secured.</u></p>									