



YORK

CITY OF YORK
LOCAL PLAN
Preferred Options
Consultation Statement 2018

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1.0 Introduction

- 1.1 The Local Plan will be the development plan for York over the 15 year period from 2015-2030. It includes a vision for the future development of the city and a spatial strategy and covers both strategic policies and allocations, alongside detailed development management policies. The preparation of the preferred options local plan followed on from the previous Local Development Framework process. The local plan preferred options document drew from the responses that were received during earlier consultations on the Core Strategy and other Local Development Framework documents.
- 1.2 The preferred options consultation commenced on 5th June 2013 and ran for a period of 8 weeks until 31st July 2013. The consultation undertaken presented a comprehensive and cost effective approach. At the preferred options stage of plan preparation there is no regulatory framework to adhere to however the consultation undertaken was in accordance with the council's adopted Statement of Community Involvement (2007). It was informed by the consultation techniques that have proved to be successful in the past and working alongside colleagues in the communications team. At the examination stage we will need to demonstrate that we have considered reasonable alternatives. The Preferred Options consultation will be critical in showing this to the Inspector at examination. The purpose of this report is to summarise the preferred options consultation, it outlines the consultation documents that were produced, sets out who was consulted, outlines the methods and techniques used during the consultation and summarises the main issues raised in the responses received.
- 1.3 As the preferred options consultation included sites this consultation statement should be read alongside the Site Selection Paper (2013) for detailed site analysis information. Copies of all responses received and tables providing a summary of comments on a site by site basis can be found on our website for information. A formal regulation 22(1)(c) statement will prepared at such a time as the local plan is submitted to the secretary of state for examination.

2.0 Consultation Documents

- 2.1 A number of documents were produced as part of the consultation to inform people about what the process involved, how they could respond and ways in which they could contact the forward planning team.
- 2.2 The following main consultation documents were produced:
- City of York Local Plan Preferred Options (2013).
 - Proposals Map - 1 city wide map and 15 area maps (2013).
 - Sustainability Appraisal and Technical Appendices (2013).
 - Sustainability Appraisal Non-Technical Summary (2013).
 - Heritage Impact Appraisal (2013).
 - Community Impact Assessment (2013).

2.3 A comments form and site submission response form were also available (see Annex A). A series of supporting Documents/Evidence Base were prepared as follows:

- Housing Requirements in York: Assessment of the Evidence on Housing Requirements in York (2013).
- City of York Economic and Retail Growth and Visioning Study (2013).
- Site Selection Technical Paper (2013).
- Safeguarded Land Technical Paper (2013).
- City of York Local Plan Area Wide Viability Study (2013).
- York Local Plan Preferred Options Consultation Audit Trail (2013).
- Consultation Draft Built Sports Facilities Strategy (2013).
- Transport Implications of the City of York Local Plan Preferred Options (2013).
- Consultation Draft City of York Playing Pitch Strategy (2013).
- Consultation Draft Local Heritage List Supplementary Planning Document (2013).
- Gypsy, Travellers and Showpeople Accommodation Needs Supporting Paper (2013).
- City of York Local Plan Waste and Minerals Technical Paper (2013).
- Cross Boundary Working: Demonstrating the Duty to Cooperate (2013).
- City of York Biodiversity Action Plan (2013).
- Strategic Flood Risk Assessment Revision 2 (2013).
- Infrastructure Delivery Plan (2013).
- Consultation Draft Streetscape Strategy and Guidance (2013).
- Heritage Topic Paper update (2013).
- Historic Character and Setting Technical Paper Update (2013).

2.4 All relevant existing evidence base documents associated with the development plan process were already published and available on the council's website which people were directed to from the preferred options consultation webpage.

3.0 Who was invited to make representations

3.1 To support the production of York's Local Development Framework (now local plan), the council have compiled a database to include statutory consultation bodies and key stakeholders, alongside individuals who have registered an interest in the York development plan process or have expressed an interest to be informed of the progress of planning documents in York. The local plan database comprises a number of categories; specific consultation bodies, general consultation bodies, other groups/organisations and individuals. An internal consultation was also undertaken with relevant officers and all Members were informed of the consultation and how to comment. Consultation with neighbouring authorities, as part of the duty to cooperate, utilised existing structures through Local Government North Yorkshire and York and the Leeds City Region.

3.2 In addition to writing to database consultees and undertaking internal consultation, the council sought to further publicise the preferred options consultation and give

details on how and when comments could be made. This is discussed in Section 4 below.

4.0 How people were invited to make representations

4.1 Over 2,000 consultees from the local plan database were sent an email or a letter informing them of the consultation and the opportunity to comment, alongside details of the web page and where to find more information. A copy of the letter sent to consultees can be found at Annex B.

4.2 There were several ways in which people and organisations could comment on the preferred options. These were by:

- filling in the comments form and either posting or emailing to the forward planning team;
- writing to the forward planning team;
- emailing the forward planning team;
- using the electronic comments form which could be found on the council's website; and
- using the council's online consultation tool and completing an online response form which could be found on the council's website.

4.3 To ensure as many people knew about the consultation and to give details on how and when comments could be made this was achieved through the following:

- A press release was issued to publicise the start date of the consultation.
- All of the consultation documents were made available to view and download on the council's website, including a link to the online survey. The preferred options consultation webpage was clearly publicised on the council's homepage, as well as on the council's current consultations section of the website;
- Hard copies of the consultation documents were placed in all of the City of York Council libraries and at the council's reception at West Offices. It was also possible for those who required hard copies to ring or email the forward planning team and request a copy of the documents;
- Key consultation documents were made available in accessible formats on request, including large print or another language;
- A city wide leaflet was circulated to every household and available at the West Offices reception, libraries, public exhibitions and at doctors surgeries. A copy of the leaflet can be found at Annex C
- A poster advertising the consultation (alongside copies of consultation materials) were placed in each council library for the public to view. Area based maps were also available in each library showing the proposals in that location.
- The local plan twitter feed/facebook page was used to publicise the consultation, both at the start of the consultation and towards the end of the consultation period to make people aware that the deadline for comments is approaching.
- There was an article on the consultation in the council's Streets Ahead magazine for council home tenants.

- An article about the consultation was placed in the online internal newsletter for City of York council staff. A headline was also included on the council's intranet to alert staff to the consultation (recognising that the council is one of the largest employers in York).
- Parish councils were approached about putting up consultation publicity material on their notice boards or at their meetings and to hand out leaflets to publicise the consultation. Materials were provided to parish councils.

4.4 A series of meetings and exhibitions were also arranged to publicise the consultation and engage with interested parties. Targeted meetings were held with specific consultees and key stakeholders, including the Highways Agency and English. A total of 15 public exhibitions were held. 11 public exhibitions were held at locations across the local authority area covering the wards as follows:

- **West Offices - Central:** Guildhall, Micklegate, Clifton and parts of Holgate, 9th July.
- **Heworth Without Community Centre - East:** Heworth, Hull Road, Derwent, Heworth Without and Osbaldwick, 13th June.
- **Acomb Explore Library - West:** Westfield, parts of Holgate and parts of Rural West, 20th June.
- **Folk Hall, New Earswick - North East:** Huntington & New Earswick, Haxby & Wigginton and Strensall, 4th July.
- **Fulford Social Hall - South:** Heslington, Fulford and Fishergate, 24th July.
- **Howell Hall, Copmanthorpe- South Outer:** parts of Rural West, parts of Bishopthorpe and Wheldrake, 18th June.
- **Clifton Moor Church and Community Centre - North West:** Skelton, Rawcliffe and Clifton Without, 26th July.
- **York College - South West:** Dringhouses and Woodthorpe, parts of Bishopthorpe and parts of Rural West, 17th July.
- **Poppleton Centre – West Outer:** Rural West, 27th June.
- **Oaken Grove Community Centre, Haxby– North Outer:** Haxby and Wigginton and Strensall, 19th June
- **The Reading Rooms, Dunnington - East Outer:** Derwent, parts of Osbaldwick and parts of Strensall, 25th June.

4.5 Working with colleagues in neighbourhood management it was considered that the above locations provide the best locations for the exhibitions to ensure that all residents will be able to attend at least one event. Exhibitions took place late afternoon into early evening (2.30 until 7pm) to ensure that people were able to attend outside of working hours. At the exhibitions there were boards with information about the local plan and the consultation, leaflets, comments forms and officers who were available to answer any questions. Holding an exhibition at York College enabled engagement with young people who are identified in the Statement of Community Involvement (2007) as a 'hard to reach group'.

4.6 A further two exhibitions were held in the city centre on 12th June and 6th July to publicise the consultation, with officers present to answer questions. One of the exhibitions was held on a Saturday to ensure as many people as possible could attend. An exhibition was also held on 2nd July at large out of town supermarket at

Clifton Moor as another method of publicising the consultation given the high footfall at large supermarkets. Finally, a staff exhibition was held on 24th July at the council's main offices, recognising that City of York Council is one of the largest employers in the city.

- 4.7 A developers workshop was held at the council in partnership with ATLAS (providing an independent advisory service available at the request of Local Authorities to support them in dealing with complex large scale housing led projects) to discuss what information was required from developers and how to take forward the strategic sites.
- 4.8 A number of articles also appeared in the local, regional and national press which referred to York's Local Plan. Issues related to York's Local Plan consultation were also discussed as part of a Westminster Hall debate on 3rd July. Julian Sturdy MP, Hugh Bailey MP and Nick Boles MP debated the purpose of Green Belt and the strength of protection afforded to Green Belt land through the National Planning Policy Framework in the context of setting York's Green Belt boundaries through the Local Plan.

5.0 Main issues raised

- 5.1 Approximately 9,457 responses were received from 4,945 respondents. Respondents included residents, interest groups, parish councils, prescribed bodies¹, developers, agents and land owners. To facilitate accessible consultation respondents were able to send comments through a variety of methods. As a result responses were received by letter, email, comments form and online survey. In addition to individual responses 21 petitions were submitted during the consultation period, containing a total of 9,111 signatures:
1. Huntington and New Earswick - 668 signatures
 2. Save Acomb Moor Petition - 59 signatures
 3. Save the Green Belt Petition - 81 signatures
 4. (Cllr Ann Reid – see Council Meeting 18th July 2013 agenda item 6 (ii)) – 2,302 signatures
 5. Dunnington Gypsy and Traveller Site - 5 signatures
 6. Proposed Siting of Gypsy and Travellers' Site on Common Road, Dunnington by City of York Council - 136 signatures
 7. Dunnington Parish Council – 1,323 signatures
 8. Objection to H37, ST4 and SF4 - 89 signatures
 9. Copmanthorpe - 879 signatures
 10. Petition against the Huntington Travellers Site – 139 signatures
 11. Wheldrake - 43 signatures
 12. Save the Green Belt Petition (Cllr Lynn Jeffries - see Council Meeting 18th July 2013 agenda item 6 (ii)) - 124 signatures
 13. Stop the Clifton Gate Proposals (Julian Sturdy MP) – 14 signatures

¹ Under the Duty to Co-operate Local Authorities are required to demonstrate cooperation in plan making with adjoining authorities and other organisations. The Town and Country Planning (Local Planning) (England) Regulations 2012 prescribes those bodies to which the Duty to Co-operate applies.

14. Stop the Travelling Showpeople Site (Julian Sturdy MP) - 288 signatures
15. Protect York's Green Belt (Julian Sturdy MP) - 416 signatures
16. "Save the Green Belt" Petition (Cllr Ann Reid - see Council Meeting 18th July 2013 agenda item 6 (ii)) – 1,084 signatures
17. Petition opposing the development of land at Moor Lane (Cllr Ann Reid - see Council Meeting 18th July 2013 agenda item 6 (ii)) - 259 signatures
18. The Future of Huntington - 53 signatures
19. Gypsy and Travellers Site, Malton Road, Huntington – 1,036 signatures
20. Dunnington WI– Response to Local Plan Preferred Options - 26 signatures
21. Travellers Site in Huntington E-Petition - 87 signatures

5.2 Further details on the petitions are set out in Annex D. It should be noted that there may be duplication between individual responses received and signatures on a petition with some residents signing a petition and also putting in an individual response on the same topic. Four of the petitions contained over 1,000 signatures and were reported to Full Council on 10th October 2013 in accordance with the council's petitions scheme. There were a further four e-petitions running on www.democracy.york.gov.uk during the consultation period which also covered issues relating to the Local Plan. These are separate from the Local Plan consultation, with closing dates running beyond the end of the consultation period:

- Say no to the proposed plans of a 16 acre permanent travellers site in Knapton York – 1,204 signatures (closed 1st September 2013). Reported to Full Council on 10th October 2013;
- Say no to the Draft Local Plan for Dunnington – 75 signatures (closed 1st September 2013);
- Stop Copmanthorpe Housing Estates and Wind Farm Plans – 311 signatures (closed 31st December 2013); and
- Protect York's Green Belt – 887 signatures (closed 31st December 2013). We received a request to combine petition 15 (see above) with this e-petition. This took the overall number of signatures to over 1,000 (1,303 signatures in total) and therefore this petition was also reported to Full Council on 10th October 2013 (1,232 signatures on 2nd October 2013).

5.3 The purpose of this section is to outline the main issues raised by consultees as part of the preferred options consultation. The issues have been grouped under the relevant sections of the further sites consultation documents. It should be noted that the views expressed below are of those who submitted representations as part of the consultation and not necessarily the views of City of York Council.

About the Plan

Key Issues Raised	
Objection	<ul style="list-style-type: none"> • To ensure that the plan is habitats regulations compliant a clear and unequivocal statement of intent is added as to how detailed policies, plans and projects and other activities will be treated as and when they arise. Without this the plan is potentially left open to legal challenge at later stages.
Comment	<ul style="list-style-type: none"> • Queried who participated in the local plan visioning workshops which were held in October 2012 and what were the outcomes.

Strategic Framework

Key Issues Raised	
Support	<ul style="list-style-type: none"> • Support for the aims of the Strategy for York, particularly being a leading environmentally friendly city and a world class centre for cultural, education and learning for all. • Supportive of the reference to the duty to cooperate and the recognition of the importance of close working with neighbouring authorities. • Agree that there has been satisfactory ongoing cross-boundary cooperation between Selby and York through officer and members bodies, not least the Leeds City Region and York and North Yorkshire board/technical officer group. • Note that since the previous inspector's assessment the council has made significant and welcomed progress in relation to the duty to cooperate.
Objection	<ul style="list-style-type: none"> • Greater reference could be made to neighbourhood plans, in particular the status of neighbourhood plans in the planning process. • Concern as to whether the council has sufficiently discharged its duty to cooperate as required by the Localism Act and the National Planning Policy Framework. • There does not appear to be any convincing evidence to demonstrate that the duty to co-operate has been undertaken appropriately for the plan. For example, there is no evidence of issues identified and how these have or will be addressed jointly.
Comment	<ul style="list-style-type: none"> • As there is a requirement that neighbourhood plans should be in general conformity with the strategic policies of the Local Plan it would be helpful to set out which of the policies in the local plan are considered to be strategic. • There should be a narrative on the approach to the duty to cooperate with adjacent authorities which describes their approach to plan preparation as it is not clear whether the local plan has been prepared in association with adjoining authorities. • Currently understates and downgrades the significance of neighbourhood planning in the whole local plan and planning process. It needs to better explain the enhanced status of neighbourhood plans over that of parish plans and village design statements. • East Riding of Yorkshire Council is committed to working with City of York Council on cross boundary issues as we progress our local plans.

Spatial Portrait

Key Issues Raised	
Support	<ul style="list-style-type: none"> • Support the identification of views of the Minster as one of the key defining features of the city in the landscape section. • Pleased to see that the importance of green infrastructure to the sustainability of the city is recognised.

	<ul style="list-style-type: none"> • Provides a good overview of the historic environment of the city and the challenges that it faces. • Welcomes the housing section and supports the aspirations for delivering the right amount and mix for housing. Agrees that needs to accommodate a more balanced housing mix and meet York's housing needs. Need to release more land for development.
Objection	<ul style="list-style-type: none"> • The section on York's unique historic environment contains no reference to other historic sites especially those in rural areas. These include listed properties, medieval sites and elsewhere where archaeological remains exist. Why are these sites not included if the rural area is to be included in the local plan. • Further detail is required in the geography section to highlight specific planning themes that require cross- boundary working. The principal concern is the need to work collaboratively with Selby District Council and the East Riding of Yorkshire Council. In relation to the Lower Derwent Valley and its international and national nature conservation designations. • Whilst under economy it is acknowledged that tourism is an important component of York's economy, the plan does not propose a specific policy to this effect.
Comment	<ul style="list-style-type: none"> • Seems that the interests of the residents of York are secondary to those of the tourist. Need to rebalance the York economy away from this form of economic activity. • Welcome acceptance that the local plan has a clear responsibility to contribute to the city's ambition to reduce carbon dioxide emissions. • No mention of resident's ecological footprint. This is very important too. • Recommend that reference is made under housing to the key challenge of making provision for increasing the supply of land for housing to meet the growth in households. • York St John University has had university status since 2006 and as such, would like the reference to its recent university status removed. Also request updating to reflect would latest survey results for the Times higher award for 2013 which rated the university as ninth for student experience.

Spatial Vision and Outcomes

Key Issues Raised	
Support	<ul style="list-style-type: none"> • Agree that the local plan should ensure that new development is not subject to, nor contributes to, inappropriate levels of flood risk. • Recognition that York is a key economic driver both within North Yorkshire and Leeds City Region is welcomed. Recognition that the delivery of new housing is linked to achieving York's economic aspirations is to be supported. • Fully supportive of the intention to deliver a fundamental shift in travel patterns and the focus of promoting sustainable development through the location of development in areas of good accessibility. • Agree with the preferred approach.

	<ul style="list-style-type: none"> • Support the provision of purpose built student accommodation. • Welcome reference to the intension of the plan to safe guard its outstanding heritage for future generations by promoting, development which respects the city’s special character. Also welcome how the plan intends to achieve this through the conservation and enhancement of six defining characteristics of York’s built environment.
Objection	<ul style="list-style-type: none"> • The vision is not particularly place specific nor does the articulate the special qualities and distinctiveness of the historic city. York’s character is its main selling-point. Should include a section specifically on the protection and enhancement of York’s special history character. • Ambition to keep employment levels high will not be achieved by increasing housing disproportionately to employment opportunities. • Important that the local plan and the planning process recognise the challenges of climate change but the vision statement is not visionary enough. • Vision is not appropriate as it fails to acknowledge that housing growth over the plan period is a key part of the plan. York needs to ensure that it delivers its housing requirements over the next fifteen years and subsequently this is a fundamental outcome which needs to be acknowledged. • Spatial vision is misleading and unrealistic. • No clear explanation of how preferred options will help to achieve the vision or meet the strategic ambitions. • Lacks ambition. • There is an over emphasis on York’s potential as a regional shopping centre to grow the economy. This is unrealistic, given global economic conditions and the long term future. • There is no mention of low-carbon infrastructure and green jobs. • Concerned with the reference to the term “exemplar new sustainable communities” no definition is provided, needs to be recognised how these aspirations may impact on the visibility of a proposal. • Reference should be added to safeguarding water resources and to protect and improve water quality with an overall aim of getting water bodies to ‘good’ status under the Water Framework Directive. • Ensuring that development is not subject to, or contribute to, inappropriate levels of flood risk should be added.
Comment	<ul style="list-style-type: none"> • Puts too much emphasis on economic growth at the expense of the environment. • York must be careful to retain its tradition and continue to provide for civilised city status i.e. beyond the ordinary, somewhere special to live and work. • The vision presented is biased in favour of the young, the middle class, and the graduates of the universities. • Excessive reliance on the sustainable community strategy along with the economic strategy which leads to excessive growth target. Would like to see the vision for York redrafted based on the results of an environmental capacity study for York to establish the appropriate

	<p>level of growth for a city such as York and with environmental sustainability at the core of the strategy. This is inaccurate and the plan is not suitable and will not adequately protect environment assets or promote social inclusivity.</p> <ul style="list-style-type: none"> • The local plan should help to safeguard the character and appearance of the surrounding villages. • Queried how York’s green infrastructure will be conserved and enhanced without a green infrastructure strategy.
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Sustainable Development

Key Issues Raised	
Support	<ul style="list-style-type: none"> • Support the approach suggested. • Welcome the addition of this model presumption in favour of sustainable development policy which seeks to meet the ethos/requirement of the National Planning Policy Framework. • Welcome the reference that the council will work proactively with applicants to find a solution that means that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. • Sustainable development should be guided by local level policy.
Objection	<ul style="list-style-type: none"> • Sustainable development for York must have as its starting point the conservation of its heritage assets. • Question how this will be translated into local level policy. Suggest that the model wording provided by the planning inspectorate should be the starting point for the policy but adapted as necessary to reflect York’s particular characteristics. • Object to this wording on the basis that it implies that climate change and social inclusivity are not contained within sustainable development, this is not NPPF compliant. • Plan would benefit from the deletion of this unnecessary policy, which repeats or restates national policy. • Not a local approach and it is also not a policy. Should be redrafted to set out a criteria based policy or policies against which planning applications can be determined. Without doing so it will not be effective. • The preferred approach does not contribute towards sustainable development. The county has difficulty feeding itself yet under ‘natural resources’ there is nothing about safeguarding agricultural land. Instead the plan proposes to allocate 22,000 acres of agricultural land for housing.
Comment	<ul style="list-style-type: none"> • Would prefer to see the definition of sustainable development adopted as part of the policy itself, rather than referred to in the supporting text. • Encouragement should be given to using water sustainable urban design techniques. • Important that policy implements sustainable design techniques as aspiration rather than setting minimum requirement.

	<ul style="list-style-type: none"> Do not accept that energy conservation and sustainable transport planning are particularly difficult in York, heritage of cycling culture is a positive advantage that has not been fully exploited.
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Spatial Strategy

Key Issues Raised	
Support	<ul style="list-style-type: none"> Supportive of the York sub area approach. Agree with the preferred approach. Pleased to see that the assessed growth needs will be met within the plan area without putting development pressure on neighbouring local authorities such as Hambleton. Selby District Council broadly supports York's recognition of itself as the gateway to north Yorkshire and the spatial planning responsibilities that brings as the leading settlement in the sub region (after Leeds). East Riding of Yorkshire Council supports Policy SS1 which recognises the important relationship between the city and neighbouring authorities. North Yorkshire County Council supports Policy SS1 in that it seeks to reflect the roles and functions of places in the York Sub Area, the North Yorkshire and York sub region and the Leeds City Region and commits to ensure that the housing needs of the city's population now and in the future are met within the city of York administrative area. Support for the intention of the plan to ensure York fulfils its role as a key economic driver within both the Leeds city region and the north Yorkshire sub region. It is important that the housing needs of the City of York's current and future population are met to achieve this.
Objection	<ul style="list-style-type: none"> It is unbalanced and puts too much emphasis on economic and housing growth at the expense of the city's unique historic and natural assets. The city's heritage assets should be the starting point for the development strategy. Criterion vi. should be moved to the beginning of the list of criteria. To be sound amendments are required throughout the plan to ensure the most appropriate land is released for development. Vital that sufficient land is outside of the Green Belt designation to ensure that housing need and demand can be met without having to develop on Green Belt in the future. The basis for the plan is economic growth for York that exceeds that which is realistic or desirable for this special city. The plan rightly extols the virtues and uniqueness of York as an individual city of enormous distinction. This sits uncomfortably with the constant references to its being subsumed into the 'sub region' of Leeds. Should build strategic relationships with the regions that surround it in terms of promoting local supply chains for food, goods and services and establishing positive relationships between urban areas and

	<p>surrounding countryside.</p> <ul style="list-style-type: none"> • Not convinced that an approach based simply on limitless economic growth will actually lead to a better quality of life for York’s residents. • Not supportive of HS2 but if the project does progress would want to see investment in improved rail/tram-train and sustainable transport links to the station as opposed to generating additional car travel into the city centre.
Comment	<ul style="list-style-type: none"> • Would like to see reference to the protection of long distance and key views introduced given some are of regional and national importance. Whilst the policy is locally focuses it is not a policy, instead it is a series of statements defining the spatial strategy of the plan which is based upon the aspirations for the future role and function of York. • Subsequent policies in the plan need to be drafted to reflect the objectives in Policy SS1. For example it is considered that the plan as currently drafted does not meet the housing needs of York’s current and future population and the proposals within the plan do not fully reflect the wider economic drivers and where actual demand for employment lies.

Policy SS2 Delivering Sustainable Growth For York

Key Issues Raised

Support	<ul style="list-style-type: none"> • The approach is consistent with Ryedale’s emerging development plan. • Approach will help to support sustainable patterns of development in the York Sub Area and reduce unnecessary development pressure beyond the Green Belt boundary. • Agree with view that it is important for economic and housing growth to be linked. • Based on a comprehensive and robust assessments of the factors that influence growth in and around of York and highlights the constraints and opportunities for new development. • People want to come to York to live and work; there is a desperate need for York to be allowed to grow. Bold step to the right direction. • Welcome spatial principles. • Believe that the city has a duty to provide new homes, particularly affordable ones, as there is clear need.
Objection	<ul style="list-style-type: none"> • Absence of effective and diligent collaboration with adjoining local authorities and infrastructure and utility providers. • Failure to consider what the infrastructure requirements will be. • Inflated and unrealistic housing targets. NPPF specifies that a plan should be realistic, but paragraph 10.3 of the plan acknowledges that delivering 1,090 homes a year will be challenging there is no coherent strategy to explain how step change from existing completion levels will be accomplished. • Unrealistic and over ambitious growth. • Concerned that the population growth figures might be overstated. • Development would not be sustainable, it would damage the setting and special character of the historic city. The need to conserve and

Policy SS2 Delivering Sustainable Growth For York	
	<p>enhance York's historic and natural environment should guide decisions about the quantum of development to be planned for as well as its location.</p> <ul style="list-style-type: none"> • Serious reservations about the proposals likely effects on Green Belt and the environment. • Overlooked the Arup recommended level of development of 850 dwellings a year and insisting on a higher level. • Opposed to PolicySS2. Support instead the protection of the Green Belt. • The statement that the Green Belt will be protected is not matched by the detail on the published plan which shows the total destruction of many parts of the existing propped Green Belt. • Do not agree with the proposals to build on 2,400 acres of Green Belt land. • Brownfield sites must be fully developed before any greenfield sites are even considered. • Excessive house building will transform the city into a dormitory town for Leeds. • York is a small city and needs to remain that way to retain the things that make it special. • Do not believe that only need arising from economic and institutional growth should be addressed, needs arising from demographic changes also need to be acknowledged. York has a significantly ageing population which will become increasingly significant as the plan period progresses. An ageing population determines the need for both specialist housing, improved and adapted public transport, accessible local services and facilities and fostering stronger and more cohesive communities Whilst there are specific policies within the plan to address the various matters, demographic change still needs to be acknowledged within the overarching policies given the prominence of the issue impacts on the chances of sustainable growth successfully being achieved. • Housing requirement not based on meeting the full, assessed development requirements and would not be found sound at examination. • Does not meet the objective derived from the city's sustainable community strategy.
Comment	<ul style="list-style-type: none"> • Would be concerned if housing land take up outstripped economic growth as this would impact in levels and patterns of commuting. Suggest a robust mechanism to ensure a balanced release of housing land in line with economic growth. Insufficient information available in relation to the resilience of the A64, A1237 and wider transport infrastructure to withstand the development pressures inherent within the plan. Detailed work is required to enable an understanding of the consequent cumulative impact upon the highway network. • Concerned that the housing 'shortage' has been considerably exacerbated by the university pushing its responsibility to house students on to the private sector which has duly obliged.

Policy SS2 Delivering Sustainable Growth For York

- Pursuing a development strategy of around 1150 dwellings a year based upon an economic growth model should be progressed as a minimum.

Policy SS3 Spatial Distribution

Key Issues Raised

Support

- Pleased to see that the council expect to meet the city's assessed growth needs within the plan area, without putting development pressure on neighbouring local authorities.
- Support the spatial distribution set out in the policy including the provision of 10% for housing in villages.
- Support the inclusion of the British sugar/Manor school site as strategic site ST1
- General support for aspirations within York's spatial strategy.
- Fully supportive of the identification of the new settlement of Whinthorpe (ST15) to accommodate 29% of the housing needs of the Local Plan.
- Support Policy SS3 as it identifies a significant proportion of the development within York will come from large strategic sites to be brought forward through the plan period.
- Fully support the identification of Land North of Clifton Moor (ST14) as a strategic site. Appropriate and important site to meet the city's housing needs which should be expedited and brought forward early.
- Agree with the policy to direct development to a range of urban areas and villages. This will assist in sustaining these urban areas and villages and help to provide strong and sustainable community's in the future.
- Consider this to be the most appropriate option compared to the alternatives proposed in the Local Plan.
- The identification of New Lane, Huntington as a strategic housing allocation (ST11) is fully supported.
- It is essential to build all the planned homes quickly to deal with the housing crisis.
- The use of brownfield sites, such as the former sugar beet factory (ST1) and the tear drop site (ST7) and other former sites now not used by the railway industry is to be applauded.

Objection

- The creation of two new towns (ST14 and ST15) within York's existing Green Belt area is contrary to sustainable growth models.
- Should one of the urban extensions or the Whinthorpe proposal fail there appears to be no contingency or flexibility.
- Reservations about whether a new settlement could be brought forward quick enough to start delivering units in the early part of the plan.
- Over reliance on the delivery of urban extensions and the proposed new settlement. Failure to deliver as planned on any of these sites would significantly jeopardise the implementation of the plan as a whole.

Policy SS3 Spatial Distribution

- Too much of the city's housing requirement has been directed to ST15 and this level of development cannot be achieved in the plan period. It would be more realistic if this percentage was reduced and the other percentages increased to compensate.
- The plan does not contain adequate justification for the new settlements and the likelihood that they will deliver 9,500 new dwellings is optimistic. As such the plan will need to identify alternative sites such as the Terry's factory car park to meet the projected housing requirement and the plan should as a result seek to direct a greater proportion of housing to the edge of the built up area.
- Object to the relatively small apportionment of new housing that is directed to the villages. By restricting more development in the villages it will become increasingly harder to sustain existing facilities and shops that may be present thus leading to additional car borne trips to larger centres.
- No evidence that the potential for new settlements beyond the city (or Green Belt) boundary has been considered or explored therefore not all reasonable alternatives have been examined.
- There is no evidence within the site selection process that the viability of the strategic sites and new settlements has been tested. Approach is not justified as it is not the most appropriate strategy when considered against reasonable alternatives.
- Object to this precise definition of percentages within each category on the basis that is overly prescriptive and not appropriate for inclusion within the local Plan. Percentage figures should therefore be removed, the councils strategy should make provision for the maximum number of new homes on the most sustainable sites. i.e. recycled, urban land and the first instance.
- Disagree with preferred approach, option 2, prioritising development within and/or as an extension to the urban area and through the provision in the villages is more suitable.
- There should be a hierarchy of development; needs should be met as far as possible by brownfield sites, then the two new large villages/towns and then extensions to existing settlements.
- The removal of the priority for development on brownfield sites and the allocation of Greenfield sites for new settlements is designed to get developers to finance the provision of affordable homes. Past performance does not support such an assumption.
- Opposed to use of Green Belt land when there are brownfield sites available. Queried where the justification is for building on the Green Belt when there are so many brownfield sites readily available. Have all brownfield sites been explored.
- The proposed urban extensions and village sites should be reconsidered in the context of the primary purpose of the Green Belt which is to preserve the setting and special character of the historic city.
- The pursuit of economic growth requires a greater use of the available brownfield sites for industry than in previous plans and this has

Policy SS3 Spatial Distribution	
	<p>reduced the number of houses that could be built on brownfield and so has increased the allocation of housing on agricultural land and greenfield.</p> <ul style="list-style-type: none"> • The development of all peripheral greenfield sites should be phased so that they are only released when necessary to maintain a 5 year requirement, otherwise there is a real danger that their release will prejudice the development of important regeneration sites such as York Central (ST5) and British Sugar (ST1). • Whilst recognise the importance of re-developing land, the aim to have 60% of new development on previously developed land is simplistic and does not take into account biodiversity; some previously developed land is now a wildlife haven. • Fails to acknowledge the importance of productive agricultural land which should be reviewed. • Hopgrove village should be removed from the Green Belt. The village can be considered to be more closely located to the main urban area of York than all other villages. • Consideration should be given to sharing out housing fairly between all existing villages on a formula basis which takes into account the current size of the village. • Hungate should be added as a strategic site. • Object to the development of land between the existing urban area and the ring road. Wish to see this land retained as Green Belt. Instead concentrate any new buildings at previously developed, but now unused, sites such as Terry's, Nestle South, British Sugar and the area behind the railway station.
Comment	<ul style="list-style-type: none"> • Concerned about the impact of growth on cross boundary strategic infrastructure, most notably the A64. Keen to work with the council, other adjoining authorities and the Highways Agency to ensure that the cumulative impact of growth can be addressed and a coordinated approach to developer contributions/Community Infrastructure Levy to secure improvements can be considered and agreed. • If there has to be more development in the Green Belt it should be quality building with distinctive, aspirational high quality architecture that York can be proud of. • The capacity of brownfield sites in the main urban area to deliver the necessary housing and employment land is increasingly limited. The plan is overly optimistic about the capacity of some of these sites to deliver what is required in the plan period. • Plan will need to clearly justify why it is necessary to develop areas which seem likely to harm elements which contribute to the special character or setting to the historic city. • Concern over delivery of York Central (ST5) and Former British Sugar (ST1) sites, which could impact on overall 5 year housing supply. Recommend that reference is made to phasing timescale for complex brownfield sites, including those above and Nestle South (ST17). • The amount of development on brownfield sites proposed in the plan is disappointingly low and significantly below the number contained in

Policy SS3 Spatial Distribution

	<p>earlier plans.</p> <ul style="list-style-type: none"> • A new settlement would be fine, but doesn't need to be within York's local authority area. • Commitment to work alongside the council to determine where highways mitigation measures may be needed on the strategic road network or where the provision of additional capacity is not possible. • Developing strong communities is going to be hard to achieve with excessive and overwhelming housing development proposed in a very short time period. • Report by North of England Civic Trust indicates that up to 800 flats could be constructed in the upper floors of city centre shops. These 800 flats further reduce any need to locate housing in the villages. • Upper Poppleton has potential for development west of the existing railway station. Copmanthorpe/Acaster Malbis airfield south and east of the railway main line should be re-examined.
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Policy SS4 Strategic Sites Development Principles

Key Issues Raised

Support	<ul style="list-style-type: none"> • Support the overall policy. • Policy reflects the planning and design principles set out in the NPPF. • The principles of site specific development are to be supported with additional consideration of a pepperpotting/random scattering of tenures/range of housing across sites, rather than a mono-tenure approach that could lead to segregation and reduce social cohesion. • The strong emphasis on sustainability in the development principles is excellent. • These principles will be helpful in securing high quality and sustainable new development. • Agree with the preferred approach and setting of local level policy. • Whilst the principle of an SPD is not objected to, it does need to be undertaken in parallel with the local plan process. This would ensure delivery of the strategic sites is not delayed by approximately 12 – 18 months by a further tier of planning policy.
Objection	<ul style="list-style-type: none"> • Important to include a phrase to ensure that the development of the site does not have a significant impact on international, national and locally designated wildlife sites. • Additional criteria should be added, requiring developments to: minimise the impacts of development upon local communities and neighbouring properties by careful design and landscaping; and ensure that adjacent local communities benefit from the development, including improvements to community facilities and access to open space and facilities. • Must contain environmental considerations in the mix of development principles including carbon neutral, carbon reduction and mitigation of increased transport and fundamentally in the construction and quality of the homes. • Does not fully reflect the need to ensure viability and deliverability as

Policy SS4 Strategic Sites Development Principles	
	<p>set out within the NPPF and places unnecessary burdens upon strategic housing sites.</p> <ul style="list-style-type: none"> • Object to second part of principle vii which seeks to maximise linkages with the wider green infrastructure network. The word “maximise” should be replaced with the word “optimise” as this should be both a qualitative and quantitative consideration. • Concerned with the tone of the policy which refers to all strategic sites being “expected” to reflect the development principles, there may be instances where the policy is not applicable to a particular strategic site. • No consideration of the potential contribution to biodiversity enhancement that can be made through high quality design. Should explicitly promote the enhancement of biodiversity and the delivery of a net gain in biodiversity as key elements of high quality design. • Unnecessary for each of the strategic sites, particularly the smaller ones, to have SPDs prepared for them in order to provide a framework for the development of these sites. • Concerned about the use of ‘exemplar’ as an undefined term in the supporting text, without full consideration of how this could impact on the cumulative viability of the delivery of strategic sites. • Opposed to the reference to the potential for solar farms on sites to the south of Heslington in the supporting text. The visual impact of such development would be very harmful to the setting and special character of the city. • Cautious about committing to ST15 being developed as an eco settlement until more fully understand the thinking behind the vision. Reference to this in the supporting text should be deleted.
Comment	<ul style="list-style-type: none"> • Suggest a new policy be included for Whinthorpe in the Local Plan • Important that adequate regard is had to the cumulative viability impacts of all policies and obligations. • Subject to concerns about potential impact which the development of some of the strategic sites might have upon the special character and setting of the historic city, support this policy especially criterion v relating to the need to create locally distinctive places. • Would like to see this policy strengthened in relation to open space, childrens play and physical activity are not mentioned. • Would prefer to see commitment to preparing SPDs as part of the policy itself to ensure developers and communities are fully aware of this intention. • Question the need for SPDs for each site. • Hope that the SPDs for strategic sites can adequately and realistically establish how a co-ordinated planning approach will be achieved. • The development of land opportunities in the south and eastern part of York should be dependent upon agreement of a management strategy for the A64 and its junctions with the local primary road network by the Highways Agency and the council. • Welcome the recognition that the social infrastructure needs to be phased, given the scale of the strategic site allocations. It is important

Policy SS4 Strategic Sites Development Principles

	<p>that this policy is properly tested through any viability assessment.</p> <ul style="list-style-type: none"> • Queried whether the list of criteria is too onerous and will act to restrict or delay the strategic sites from coming forwards. • Reference to requirement for the highest standards of sustainability without defining 'highest'. Principle should be amended to state: 'to ensure the delivery of sustainable, energy efficient developments in line with national standards'. • Do not understand how adequate new education provision will be secured for the proposed housing. Whilst some of the strategic sites are large enough to provide new primary schools none of them are large enough, on their own, to provide a new secondary school. It is difficult to see how the plan can be sound in this particular respect.
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Policy SS5 The Role of York's Green Belt

Key Issues Raised

Support	<ul style="list-style-type: none"> • Consider that the primary purpose of the Green Belt is appropriate. • Support in principle the commitment in the plan to set out the boundaries and extent of Green Belt insofar as it lies within the City's administrative area. • Welcomes in principle the commitment to allocate land within the area currently considered to be Green Belt for development within the plan period as well as further safeguarded land for development thereafter. • Agree that preserving the setting and special character of York as the primary purpose of the proposed Green Belt. • Generally supportive of the principle of taking a long-term view regarding the inner boundaries of York's Green Belt and the identification of safeguarded land to accommodate the long-term development needs this should help provide certainty for developers and residents alike. • A realistic approach, in line with the NPPF. • Supportive of the long term view regarding the inner boundaries of York's Green Belt and the identification of safeguarded land to accommodate long term development needs providing certainty for developers and residents alike. The Plan should however, take a longer term view. The setting of the inner Green Belt boundaries should take account of the need for York's development requirements until at least 2045 (15 years past 2030). • Wholly support the fact that ST12 and ST13 are shown to not perform any Green Belt or other spatial objective purpose. • A 'Green Belt' should have been properly established long ago. Applaud the expressed determination to clearly define its boundaries now.
Objection	<ul style="list-style-type: none"> • Foss Bank Farm (site reference 569) should be taken out of the Green Belt. The parish council voted unanimously in support of this with the proviso that this land be developed for residential use only and in keeping with the surrounding residential developments in Earswick.

Policy SS5 The Role of York's Green Belt

- Safeguarded land could only be released through a local plan review, consider that a more appropriate approach would be a criteria-based policy setting out the housing supply conditions under which safeguarded land could come forward. Local Plan Reviews can be extremely complex and time consuming exercises. Do not therefore represent an appropriate means by which to trigger the release of safeguarded land.
- Doesn't fully describe the equally important secondary affect of the Green Belt upon community identify, sense of place, attached and belonging.
- The five purposes of the Green Belt should be reflected in this policy and should not be limited to safeguarding the countryside from encroachment.
- The council have not undertaken an up to date comprehensive strategic review of the Green Belt, therefore by proposing significant new development within the Green Belt without a robust evidence base, the local plan is contrary to the requirements of the National Planning Policy Framework
- Opposed to the designation of land at Stockton Lane, Heworth as Green Belt. It does not have the relevant attributes necessary for the five purposes of including land in the Green Belt.
- Object to the identification of land north of Drome Road, Copmanthorpe as fulfilling Green Belt purposes. Considered that the site would actually infill the gap between two parts of Copmanthorpe that have historically been separated by the railway line. The proposed allocation of this land would therefore reacquaint the two urban area and restore the relationship thus strengthening the community.
- The opportunity should be taken to assess whether all land within the Green Belt serves the defined purposes of the Green Belt and whether sustainable development can be achieved through the re-designation of certain parts of the Green Belt.
- Fundamental that Green Belt boundaries are not drawn too tightly. Considered that sites H41 and H42 will not provide enough housing for Bishopthorpe to ensure its vitality in the long run. Considered that the development of agricultural land to the south west of Bishopthorpe as an edge of town development is much more sustainable and less harmful to the Green Belt than a new settlement such as the proposed ST15. Consider that the site is a suitable location for Green Belt release and available to accommodate residential development during the early stages of the plan.
- Object to the inclusion of the Terry's car park and land to the south of Terry's car park within the Green Belt. It is considered that some of this area could be readily developed without giving rise to any material adverse impact on the Green Belt in this part of York.
- The proposed Green Belt for land at Simbalk Lane will restrict further development of educational associated uses and will serve no meaningful purpose. Suggested that to restrict the use of this land by

Policy SS5 The Role of York's Green Belt	
	<p>Green Belt designation will have adverse economic effects in the York area and restrict the potential for logical further development.</p> <ul style="list-style-type: none"> • Agree with the preferred approach regarding preservation of York's Green Belt but believe it should also include 'preserve and protect the setting and character of York's villages'. • Do not support the general extent of the Green Belt shown in the Key diagram, this should remain generally as the working Green Belt established for development control purposes in 2005 and site allocations should be re-assessed with a view to a much lower level of development.
Comment	<ul style="list-style-type: none"> • Like York, Selby is looking to review the Green Belt (where it applies in Selby District). A coordinated approach would be beneficial. Would welcome exploration of opportunities for joint commissioning where appropriate. • Preserving the setting and character of York's villages should also be the purpose of the Green Belt. Green corridors are equally important for both the city and surrounding villages • Unclear when the 25 years commences, is it 2012 in line with the housing requirement or from adoption. If the 25 years start in 2012 this would only provide a further 7 years after the plan period. • Policy SS5 should be set out before Policy SS3 which identifies the sites for development. • Fordlands Estate should stay in the Green Belt to maintain the character of Fulford village. • Would like to see Knapton remain as the only village within the ring road having the distinction of being surrounded by fields. • Support 'preserving the setting and special character of York' as a primary purpose of York's Green Belt. However, believe that the proposals in the Plan will undermine that objective by taking significant steps towards a pattern of development which does not preserve York's setting in the surrounding countryside.

Policy SS6 Safeguarded Land	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Considered that the approach to safeguarded land is appropriate. • Welcome the identification of safeguarded land to ensure the longer term permanence of the Green Belt boundary beyond the plan period. • Supportive of the approach to safeguarded land. • The identification of safeguarded land is supported as it means that the plan is responsive to changing circumstances and will ensure that the Green Belt, once defined, will endure all in accordance with the National Planning Policy Framework.
Objection	<ul style="list-style-type: none"> • The use of the word 'safeguarded' is misleading and disingenuous, land is currently designated Green Belt and is being earmarked for future development, not being 'safeguarded' but the opposite. • Safeguarded land should only be identified where sites do not fulfil important Green Belt purposes.

Policy SS6 Safeguarded Land	
	<ul style="list-style-type: none"> • There is no mandatory requirement under the National Planning Policy Framework to identify safeguarded land when determining detailed Green Belt boundaries. Paragraph 85 says that authorities should satisfy themselves that boundaries will not need to be altered at the end of the development plan period. However this can be achieved by the authority taking the view that beyond the plan period a significant proportion of York's development requirements should be met outside the city boundaries. • Concern about the implications the scale of growth which is being proposed might have upon York's special character and setting and the choice of some of the sites which it is proposed to safeguard for development beyond the life time of this plan. • Welcome the approach to identifying safeguarded land but if genuine options for alternative patterns of growth are to be available in the longer term, the amount of safeguarded land to be provided in the current plan must be considerably in excess of the assessed development land needs in the next plan period. • Should identify sufficient development sites for the duration of the Plan (15 years) safeguarding land to provide options for future consideration during the lifetime of the Green Belt, and for Dunnington that this should be done through the Neighbourhood Planning process. • Object to the lack of a safeguarded land allocation in relation to the land North of Drome Road, Copmanthorpe. • Neither the policy nor the explanatory text indicate which growth scenario has been used to arrive at the safeguarded land quantum. • Whilst it is maintained that a larger area of the land off Moor Lane (ST10) is suitable for allocation for residential development, at the very least this additional land should be identified as land to be safeguarded for longer term development. • Do not believe either of the two alternative approaches on safeguarded land is realistic as it is impossible to identify sites with precision when looking up to 25 years in the future. Therefore propose that the plan should only identify sufficient development sites for the duration of the plan. • Object to the inclusion of the safeguarded sites. • It is not credible when looking at development beyond 2030 and safeguarded land to consider only housing, employment and community facilities. It is even more crucial that a longer term vision for York consider the availability of agricultural land close to the city for both food and energy provision and for the protection of biodiversity and open space.
Comment	<ul style="list-style-type: none"> • Unclear as to what land is being safeguarded from. Perhaps the term is confusing as it seems to imply being saved from some other usage, rather than being planned for a potential future usage. • Areas of land described as 'safeguarded' give the impression of being protected for Green Belt. In fact they are reserved for future building. • The spatial distribution of safeguarded land does not assimilate or

Policy SS6 Safeguarded Land

	<p>correspond to the spatial distribution of the plan as expressed within Policy SS3 and there is no explanation as to why a fundamentally different approach to safeguarding of land is taken compared to proposed allocations within the plan period.</p> <ul style="list-style-type: none"> Any future work on the impact of the new proposed settlement at Whinthorpe (ST15) should also consider the SF3 site safeguarded for longer term development.
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SF1 Land South of Strensall Village

Key Issues Raised

Support	<ul style="list-style-type: none"> The site is surrounded by existing built development and would create cohesive development.
Objection	<ul style="list-style-type: none"> Plan has unacceptable housing targets and this land is not needed Question whether sewage treatment works (Walbutts) can deal with additional housing. Access issues – land is leased to parish council on 99yr lease (2095) only to be used for agricultural purposes and this should remain. Land is grade 3a agricultural land and should not be developed. Will adversely impact on Strensall Common SSSI. Wedge of land that links village with Strensall Common SSSI, highly valued by residents and should not be lost. Term ‘safeguarded’ is misleading as it infers the land is protected from development. Development will destroy the openness and green swathe of countryside. Strensall will become too large. Will lead to traffic congestion in Strensall village and A1237. The infrastructure such as schools, doctor’s surgeries etc cannot cope with development proposed. Will have adverse impact on local wildlife including barn owls, badgers, bats and Great Crested Newts. Strensall village is on English Heritage at risk register as ‘deteriorating’ and the council has a duty to protect the conservation area.
Comment	<ul style="list-style-type: none"> Land should be allocated for development within the 15 years and not safeguarded as need to meet shortfall in housing provision. Development will make the Strensall Rail Halt more viable.

SF2 Land North of Clifton Moor

Key Issues Raised

Support	<ul style="list-style-type: none"> Support the Cliftongate allocation and safeguarded land to meet objectively assessed housing needs.
Objection	<ul style="list-style-type: none"> Cemetery currently has idyllic location in open countryside which will be subsumed within this proposed area of safeguarded land. The

SF2 Land North of Clifton Moor	
	<p>cemetery and its setting should be protected in perpetuity.</p> <ul style="list-style-type: none"> • Land beyond ring road is important to preserve the historic character and setting of the city. By developing beyond the ring road it will fundamentally change the relationship of the northern edge of the city and threaten the separation of Skelton and Haxby with the urban edge of York. • Development will alter the perception of open countryside when travelling along the A1237. • The allocation of safeguarded land should be relocated to smaller parcels of land in other more sustainable areas of the city. • Will lead to unacceptable levels of traffic congestion on A19, Skelton Village and on A1237. • Development of safeguarded land would join the Cliftongate allocation to Moor Lane which would adversely effect the village of Skelton and its tranquillity. • The existing infrastructure is inadequate to support the development including the roads, access to the hospital, sewage works and electricity. • The development of the site will lead to more run-off which will increase flood risk. • Will lead to urban sprawl. • Term 'safeguarded land' is misleading. • Should develop brownfield land first.
Comment	<ul style="list-style-type: none"> • The site appears to engulf the cemetery with no clear explanation as to how development will occur and how the setting of the cemetery will be protected.

SF3 Whinthorpe	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Support the principle of land being released from the proposed Green Belt. The 174ha of safeguarded land should be reduced to 78ha.
Objection	<ul style="list-style-type: none"> • Will lead to adverse highway impact on A64, A19, A63 and local roads. • Lack of public transport infrastructure. • Visual intrusion on flat landscape. • Will lead to adverse impact on Tillmire SSSI. • Scale of development is too much especially when considering the scale of ST15 plus the land safeguarded as SF3. • Does not give any details as to how the local infrastructure will cope with the potential influx of residents. • SF3 lies in open countryside in an area which forms part of the rural setting. Development will change the relationship of the southern edge of York with the countryside to the south. • Does not reflect the way in which settlements have traditionally developed in York.

SF3 Whinthorpe	
	<ul style="list-style-type: none"> • Question the deliverability of ST15 and SF3, optimistic house building rates and Plan is too reliant on large sites. Need smaller sites. • Site will cause permanent division between Heslington village and Whinthorpe. • 10 years plus of construction would place the existing amenities of Heslington village under immense strain and could detrimentally affect congestion on surrounding roads including the A19 and A1079. • Not clear which schools would serve Whinthorpe and how new schools would be funded. • Proximity of site to Grimston Wood Site of Local Interest and conflict with grazing animals. • Site is low lying at only 10m above sea level and drainage from the site is inadequate and will lead to flooding in Escrick and Stillingfleet.
Comment	<ul style="list-style-type: none"> • Any future work on the impact of the ST15 Whinthorpe site should also consider SF3.

SF4 Land North of Haxby	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Welcome recognition that site does not perform an important Green Belt function and should be excluded from the Green Belt. The site should be allocated now and not safeguarded for future development.
Objection	<ul style="list-style-type: none"> • Brownfield development areas should be exhausted before any development of Green Belt land takes place. • Eastern part of site SF4 is bisected by overhead powerlines and pylons which makes a large area of the site unsuitable for residential development or recreational use. • No consultation with National Grid or Northern Power has taken place regarding the power lines which dissect the site. • Impact of development on Walbutts Sewage treatment works needs to be assessed. • Will increase air pollution and noise. • Local schools are at capacity and cannot cope with development of this site and ST7 particularly since closure of Oaken Grove. • Need expansion of cemetery. • Development will damage the character of Haxby village. • Increased pressure on local amenities including schools, doctor's surgeries, dentists, libraries etc. • There are flooding and surface water issues in Haxby relating to the drainage and sewerage system. Further increase to cumulative surface water run off is likely to exacerbate this issue. • Development will increase traffic on Usher Lane which is a key school route. • Site is a bog and would need extensive drainage. • Poor and narrow access to the site.

SF4 Land North of Haxby	
	<ul style="list-style-type: none"> • Site is rich in wildlife, is an area of historic ridge and furrow and old enclosure hedgerows. • Limited parking spaces available in Haxby village centre which could not cope with further development at this scale. • Need for more recreational land in Haxby which should be addressed before any development north of Haxby takes place. • Strensall Common might be threatened by biological disturbance and increased pressure resulting from development. • Ring Road (A1237) is already very congested around Haxby and the infrastructure cannot cope with additional traffic. • Children using the cycle lane to Joseph Rowntree School will be at increased risk. • This is prime agricultural land with mature oak trees adjacent to Moor Lane.
Comment	<ul style="list-style-type: none"> • Site should be located to the west of ST9 and adjacent to B1363 which could take a large proportion of southbound traffic with little impact on existing houses. • If development goes ahead will need Haxby Rail Station and school investment. • Welcome additional open space but it is important that this community land should be locally managed.

SF5 Land to West of Copmanthorpe	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Welcome recognition that the site does not perform any important Green Belt purpose. The site should be allocated for housing now and not safeguarded.
Objection	<ul style="list-style-type: none"> • Bus service has been reduced, development would be unsustainable. • Increased impact of traffic on A64/Tadcaster Road. • Would fundamentally change character of the village. • Would remove open country views and public rights of way. • Medical services won't be able to cope. • Visitors to York will view sprawling housing estate on approach to York instead of green fields. • Lack of shops and facilities to cope with new population. • Will destroy wildlife habitats. • Land is Green Belt and prime agricultural land. Development should take place within the ring road. • Existing cemetery is insufficient and would need expanding. • Insufficient drainage and sewage infrastructure to cope. • Not enough school places to cope with 30% increase in population. • Developments will attract commuters from Leeds and encourage long distance commuting rather than sustainable development. • Would impose an area of urban sprawl at the beginning of the green wedge running from Askham Bog through to Hob Moor and the Knavesmire.

SF5 Land to West of Copmanthorpe

	<ul style="list-style-type: none"> • Density is too high and not in-keeping with surrounding area. • Should develop brownfield sites first or establish new villages where infrastructure is built to service the new development paid for by the developer and not development tagged onto existing villages. • Development should take place on Acaster Airfield which is a brownfield site. • Copmanthorpe Parish Council is producing Neighbourhood Plan in conjunction with the residents. The Local Plan has not taken account of residents views.
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SF6 South of Airfield Business Park, Elvington

Key Issues Raised	
Support	<ul style="list-style-type: none"> • Support designation of land as safeguarded land because it acknowledges that land does not contribute to the purposes of Green Belt and recognises that the land is needed for future development.
Objection	<ul style="list-style-type: none"> • Land is required for development before the end of the plan period. • If land is required outside the ring road then the land between Elvington village and the Airfield which is at present not included in the proposal could be utilised within the plan period and has more merit than SF6.

SF7 Land Adjacent to Designer Outlet

Key Issues Raised	
Support	<ul style="list-style-type: none"> • Support the removal of this land from the Green Belt.
Objection	<ul style="list-style-type: none"> • Consideration should be given to the development of this land within the plan period particularly for a relocated Park and Ride. • There is enough room within the existing car park without the need for further land to be developed. • Expanded Designer Outlet for leisure would impact further on the A19. There are enough facilities already in York to meet the demand. • Leisure development would bring more noise impact. • Impact on adjoining Fulford Orchard. • Land should not have been removed from Green Belt character area in the 2013 Historic Character and Setting Technical Paper.

Site SF8 Land at Northminster Business Park

Key Issues Raised	
Support	<ul style="list-style-type: none"> • Support the employment allocations around Poppleton
Objection	<ul style="list-style-type: none"> • The northern area of SF8 would drastically reduce the gap between the existing development at the Business Park and the settlement of Nether Poppleton. The safeguarding and eventual development of parts of this area seems likely to harm elements which contribute to the special character and setting of York • Removes a large area of Green Belt and will impact on the function of

Site SF8 Land at Northminster Business Park	
	<p>the A59 as a green corridor running up to the urban edge</p> <ul style="list-style-type: none"> • Size is inappropriate especially in its proximity to Poppletons and Knapton and will impact visually on both villages which are part of the setting of York. • Traffic generated will create congestion problems for the A1237 and A59. ST19 should become the safeguarded land and SF8 remain in the Green Belt. • The phrase 'safeguarded' is misleading. • Concerns about urban sprawl. • Opposed to using Green Belt land. • Loss of grade 2 valuable agricultural land. • The scale of development is too large. • Any further expansion would further erode the Green Belt essential to preserving the identity of Poppleton • The designated gaps between the two areas allocated to the south of Northminster Business park should be designated as a strategic employment site to provide a more cohesive employment zone • Development is contrary to the Village Design Statement and would alter the character of the area
Comment	<ul style="list-style-type: none"> • Do not see why such a large expansion would be required. Take up of industrial/commercial units has largely stalled since the recession.

York City Centre

Policy YCC1 York City Centre	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Agree with the preferred approach and support for need to have local criteria. • Support the aim to enhance the River Ouse and Foss and their frontages, turning them into attractive, vibrant and bustling environments with improved access to the riverside and linkages to the city centre. City centre is currently disconnected from the rivers and many visitors miss the opportunity of accessing and enjoying the river front. • Endorse the strategy set out for the city centre and welcome the recognition given to the need to ensure that its heritage assets are appropriately managed. Support the development principles, which together should help to safeguard and enhance those elements which contribute to the special character of this part of York. • Support the inclusion of criterion x. which states that community and recreational facilities, including green space, should be provided to help combat the effects of flooding. • The preferred approach covers all the relevant issues. • The expressed intention that the city centre will remain a focus for a number of development types is supported in principle. The emphasis on accessibility and sustainable transport is also supported. • Welcome recognition given to importance of a car free environment

Policy YCC1 York City Centre	
	<p>and value of place. Especially pleased to see provision of green amenity space and their multifaceted value being recognised.</p> <ul style="list-style-type: none"> • Welcome proposals for the station area, any building should be of exceptionally high quality and complement the listed station building. • Support the work currently being undertaken to assess the potential for re-use of upper floors within the city centre. This would appear to have enormous potential for further housing and 'living over the shop' type initiatives, in particular in providing increased levels of affordable housing, which may help to relieve the pressure on Greenfield sites for new housing. • Agree with the preferred approach to revise the city centre boundary.
Objection	<ul style="list-style-type: none"> • Should include an environmentally sustainable consideration in the developmental principles. • The policy describes the city centre as the 'social and cultural heart of York'. Whilst it is appreciated that planning classifications may define them under a variety of use classes, would like to see the facilities provided by voluntary, community and social enterprise organisations more clearly identified in the policy list of development types. • Should add a development principle to encourage the upkeep and conservation of historic buildings. • Should include an intention to improve/enhance those elements which currently detract from its character. Suggest amending first paragraph line 1 to read 'its special qualities and distinctiveness will be conserved and enhanced whilst...' • Disappointed that the plan does not mention city centre theatres. Suggest that the leisure bullet point includes arts and entertainment which are use class D2 (assembly and leisure) and sui generis (theatres and nightclubs). The evening economy should be included to ensure that a range of leisure and cultural facilities are provided which offer jobs and entertainment for visitors and residents. • Whilst the policy does provide a local approach it appears to be missing the sequential approach for main town centre uses. Whilst Policy R3 includes reference to the sequential approach it is considered essential that it is cross referenced or referred to specifically under Policy YCC1. • Major retail development of the city centre Castle Piccadilly site is no longer deliverable, now or in the long term. Continue allocation of ST20 for retail led development is unsuitable and will prejudice the much needed sustainable regeneration of individual sites coming forward. ST20 is objected to and all references to it should be excluded from the plan. • Despite the grand words in the policy it is difficult to find any commitment to preventing private cars from parking in the city centre, particularly in the areas designated as pedestrian zones. De-conflicting pedestrians from cars looking for parking spaces in York City centre would make the area less polluted, probably safer and certainly more attractive to residents and tourists alike. There should be some firm commitment to this measure.

Policy YCC1 York City Centre	
	<ul style="list-style-type: none"> • The other approved uses for Hungate granted as part of the planning permission should be identified within Policy YCC1. • Proposed boundary changes are problematic. The extension of the boundary of York Central suggests that the northern section of the site will be considered separately and the area not looked at comprehensively as was the original policy. This indicates a shift in policy and could prejudice the redevelopment of the whole site and would require a re-written planning brief.
Comment	<ul style="list-style-type: none"> • Both the River Ouse and Foss are important regional wildlife corridors supporting protected species such as otter. Enhancing the river frontages needs to be carried out with due regard to protecting biodiversity. • Several of the principles (especially i –vi and x) could be supported through a co-ordinated effort to develop a ‘voluntary and community quarter’. • Disused shops/buildings in the city centre should be used for affordable housing. • Queried if the council are looking enough at keeping the city centre populated, vibrant and lived in by turning empty shop spaces (above shops) and making flats for young people to own/rent. If they don't this on board then York centre will be lifeless. • There should be more seating in Parliament Street for visitors and older citizens. • York does not need to, nor should it aspire, to compete with ‘smart new city centre investments’ in metropolitan cities that depend on shopping malls and chain stores as their main attraction. The whole of York city centre is an attraction and its offer is a quality one, which is what people come to York for, not a mini Leeds. • Whilst the city centre boundary should be expanded in principle it is not demonstrated that the map is appropriate for this purpose, more explanation is needed.

York Central

Policy YC1 York Central Special Policy Area	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Support for proposals to expand the Central Business District. It is recognised that a new, high quality city centre office quarter would help York achieve its strategic ambitions and it appears that York Central is the only location that can provide this. • Support the vision for delivering sustainable housing and would welcome a mix of dwellings, echoing the industrial past on which the settlement is based. • Welcome the move away from over reliance on significant retail provision as a significant driver for the development of the site. • Development of the site for housing would be good especially if affordable housing for young families could be included.

Policy YC1 York Central Special Policy Area	
	<ul style="list-style-type: none"> • Welcome the reduced housing provision figure of 450 dwellings which is more realistic given the constraints on the site and long timescales for delivery. • No objection to principle of development at York Central however would urge some caution in its reliance to deliver scale of development envisaged within Plan period. The site has been proposed for development for a considerable period of time and has yet to deliver development of any meaningful scale. • Agree with the approach to provide generic local criteria/site allocations to guide development. • Support the inclusion of a requirement that York Central be developed as a place of outstanding quality and design which complements and enhances the existing historic urban fabric of the city. • The proposed approach of development of a Supplementary Planning Document for York Central is supported. • Support the overall mix of uses for the site and pleased with the Sustainability Appraisal.
Objection	<ul style="list-style-type: none"> • Need to make clear that safeguarding those elements which contribute to the significance of the heritage assets in its vicinity is also a key consideration. Suggest adding the following to the end of criterion v ‘...and safeguards those elements which contribute to the distinctive historic character of the city’. • The York Northwest corridor is being promoted as an Urban Eco settlement with sustainable living at the core. York Central falls within this. Policy YC1 has no mention of Sustainable Urban Drainage Systems, drainage or water management. York Central will be further outlined in the preparation of a Supplementary Planning Document which may present the opportunity to include more detail on water management although would prefer to see additional reference to this important issue within the policy. • Concern over the potential for over reliance on brownfield sites and committed sites coming forward and question whether their deliverability over the plan period has been fully tested. • Object to development of former carriage works along Holgate Road/back of Wilton Rise. Open green space here is highly valued by the community and development is not acceptable. Area has exceeded air quality levels and another road does not fit in with air quality strategies. Noise levels would increase significantly from increased traffic. Instead of building more roads and developing on green space should develop a more futuristic plan with transport systems the city can be proud of. • Do not agree with the preferred approach. The council needs to step in and define a proper vision for York Central that shows ambition not just in terms of tackling carbon emissions but in terms of creating thousands of jobs, developing new skills, creating a new reason for tourists to visit the city and raising the city’s profile and prestige around the world. • The York Central site has not been fully exploited for housing

Policy YC1 York Central Special Policy Area	
	<p>provision.</p> <ul style="list-style-type: none"> • The part of the site between the city walls and the railway line (area allocated for office/leisure) is an extremely sensitive area. It is essential that the height of the new buildings in and around the station are of a scale which will not harm the character or appearance of the Central Historic Core Conservation Area or detract from the setting of either the listed buildings in and around the site or those elements which contribute to the significance of the city walls. • Request that other possible future uses for enabling development of the National Railway Museum's land is acknowledged in the supporting text. Without such enabling development the plans that emerge from the National Railway Museums current masterplanning process may not be deliverable and the future success of the museum in York may be compromised.
Comment	<ul style="list-style-type: none"> • Anticipated it will bring forward 450 new homes during the plan period. The council need to have in-built contingency in the plan if this does not occur. • The council should expedite the development of this site to minimise the amount of Greenfield development necessary. This strategically important site could be brought forward more quickly than envisaged by the council. • Concern about the scale of office provision proposed. In view of the difficulties in bringing the site forward the proposed level of office provision should not be an excuse for not providing offices elsewhere. • Suggest there should be some provision made for the 'considerable historic significance in terms of industrial archaeology' attributed to the site in the 2004 planning brief. • York Central should have a proper transport interchange to include access for all forms of transport. • Not yet clear from the analysis of the impact of this policy on the strategic road network. Highways Agency proposes to continue to work with the council to assess the impact of the Local Plan aspirations on the strategic road network and identify physical mitigation required to facilitate development. • There should be regular consultation on any changes in approach to this site. • Office development should be aimed at start ups, small businesses, digital/creative/media, cultural/arts faculties, community/social enterprises and home working offering shared flexible office space. • Would like to see the site indentified as a car free zone and it should be designed around this principle. • Master planning emphasises the need for flexibility and a phased approached but it should not mean piecemeal, uncoordinated or lacking in overall vision.

Economy

Policy EMP1: Strategic Employment Locations	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Approach will help to support sustainable patterns of development in the York Sub Area and reduce unnecessary development pressure beyond the Green Belt boundary. Agree with view that it is important for economic and housing growth to be linked. • Welcome the ambitious economic growth targets.
Objection	<ul style="list-style-type: none"> • Unrealistic and over ambitious jobs growth in the current economic climate. • Not viable in the current economic climate and is more suited to the credit fuelled growth of the previous decade. • The requirement for well connected and designed green infrastructure (GI) is not mentioned in this policy. GI in employment areas can have the same value as in housing areas with a wide range of ecosystems services being provided. • Suggest that section iv be revised to add the contribution of York St John University to direct and indirect employment, revenue and capital spend in the city, the long term contributions to the local economy and direct activities in business start-ups and monitoring. • Should be revised to add the contributions the University of York make to direct and indirect employment generated, total employment generated, revenue and capital spend in the city, the long term contributions of the local economy and direct activities in business start-ups and nurturing. • Approach to employment focus on retail, office, tourism, hotel, recreation and leisure. This says a continuation of York's low wage economy forecast of the workforce. • There is an implication that growth at the proposed level is the only way to bring better quality jobs to the city and somehow displace existing lower paid jobs, and yet the sectors with a high proportion of low paid jobs continue to be at the heart of York's economy. • Concern that the sector profile for projected jobs growth is short-term, out-dated and unimaginative. There is little or no mention of a focus on creating local jobs in the green economy. • Unclear how many of the proposed new jobs will go to existing York residents and how many will go to new residents.
Comment	<ul style="list-style-type: none"> • Would welcome a clearer statement regarding co-location of start-up social enterprises which are likely to contribute a significant proportion of the need for small office space, in some cases linked to Research & Development. A coordinated and co-location approach, tied into existing support services will provide a better chance of success and growth. • Support the identification of the designer outlet centre as a strategic employment location but considers that to reach its full potential in delivering sustainable economic development in York, it should also be identified for further specialist outlet retail floorspace.

Policy EMP1: Strategic Employment Locations

	<ul style="list-style-type: none"> • The spatial distribution proposed seeks to concentrate jobs and economic growth in the city centre and to the north of the city. Infrastructure in these locations is already nearing capacity, if not in fact having exceeded it; York Designer Outlet should be allocated for wider economic growth and delivery; not just for leisure uses that would not undermine those available in the city centre. • Question the aims of the manufacturing industry as completely viable, there will be growth but specifics are difficult. Tourism sector needs attention and is controlled by a few key focussed organisations. • Adequate assessment of the highways impact of the policy has not been provided, the agency proposed to work in partnership with the council to establish the implications and necessary mitigation measures. • There is no data to clarify the amount of empty space currently in and around the city, for example Clifton Moor. There is no clear way of predicting the levels of extra floorspace required if this is not taken into account. • Existing sites, both within the city centre and outside, should be fully occupied prior to any further speculative piecemeal development is allowed to take place.
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Policy EMP2: Provision of Employment Land

Key Issues Raised

Support	<ul style="list-style-type: none"> • Light industry brings potential employment and is much need in teh city and its suburbs.
Objection	<ul style="list-style-type: none"> • The requirement for well connected and designed green infrastructure (GI) is not mentioned in this policy. GI in employment areas can have the same value as in housing areas with a wide range of ecosystems services being provided. • Employment allocations are heavily weighted to north and west of the city. No land allocated to the south and east in locations that are readily accessible to the dual carriageway section of the ring road. Should revisit the employment land allocations with a view to allocating land to south and east of city to create a more balanced portfolio of sites that will appeal to the market. • Should be promoting the establishment of purpose built or refurbished incubator and growth space for a range of different types and scale of bio-based industry. Plan should help to achieve these space requirements in the city. • The strategic approach fails to meet the quality and location requirements that knowledge based employees (advanced manufacturing, science and research) will look for. This is a weak part of the plan and will do little to promote or enhance York as a centre for knowledge based growth and expertise in the UK. • Concerned that the policy is not flexible enough and is simply responding to forecasts rather than actual local conditions. It is usual to interview local agents and look at vacancy rates, but no evidence of

Policy EMP2: Provision of Employment Land	
	<p>such work has been found.</p> <ul style="list-style-type: none"> • There is no real provision for tourism use or leisure which seems to be confused with shopping. • Queried why there is a need for more office accommodation when the uptake at Poppleton and Clifton Moor is low. • Policy should be reworded excluding the reference to site ST20. • Whitehall Grange (site 246), Wigginton Road should be included for development for a combination of Class B1 offices and industry, hotel and restaurant. Partially previously developed site. Modest amount of further development on this site will complement the proposed park and ride facility. • Should be a reference to Whinthorpe (site ST15) as a location for employment and main town centre uses to ensure that is able to accommodate an adequate and proportionate mix of uses to sustain it as self-sufficient community. • Question the council's approach which does not promote the intensification of employment or commercial mixed uses at the Murton Industrial Estate which is well located to the strategic road network and there are good connections to current and future housing areas. Suggest that the Murton Industrial Estate should be identified as an employment location suitable for growth and expansion to the east of the city and that the two sites 160 and 161 are identified as potential areas of extension. • Strong interest in developing the land at Grimston Bar for high quality employment uses. • Fails to acknowledge that, in the past, when such land allocations have been made, the out of city centre locations have not proved to be attractive premier employment opportunities. The plan needs to recognise that simply allocating potential development land does not in itself stimulate investment.
Comment	<ul style="list-style-type: none"> • Any employment site should be developed in its entirety and not left for years with empty spaces. • Adequate assessment of the highways impact of the policy has not been provided, the agency proposed to work in partnership with the council to establish the implications and necessary mitigation measures. • Should be noted that Sites E13 and E14 are fully developed and site E12 is beyond submission for planning following expiry of outline permissions granted by Harrogate Borough Council. • Seeks to concentrate jobs and economic growth in the city centre and to the north of the city. Infrastructure in these locations is already nearing capacity, if not in fact having exceeded it; York Designer Outlet should be allocated for wider economic growth and delivery; not just for leisure uses that would not undermine those available in the city centre. • Little is done to create economic opportunities within the villages to replace the agricultural, tanning and brickyard industries that once provided economic wealth to the community. There has been almost

Policy EMP2: Provision of Employment Land

	<p>no investment in the infrastructure to attract businesses into the villages.</p> <ul style="list-style-type: none"> • Existing sites, both within the city centre and outside, should be fully occupied prior to any further speculative piecemeal development is allowed to take place. • There is a lot of emphasis on the universities expanding. York is in danger of becoming a university campus and these developments need to be restrained rather than encouraged. • The development of small businesses is seen as desirable. More attentions needs to be paid to place such sites near to housing developments to decrease the necessity for car use.
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Site ST5 York Central – No Responses

Site ST18 Monks Cross North

Key Issues Raised

Objection	<ul style="list-style-type: none"> • Further commercial development will damage city centre shops • Increase in traffic generated through proposed use and through construction traffic. Will cause detrimental impact on A1237 and local roads • Increased traffic will cause air pollution issues and impact on health and quality of life for existing residents of Huntington.
Comment	<ul style="list-style-type: none"> • The development of the site will generate additional traffic and the council will need to demonstrate that this can be accommodated on the strategic road network particularly on the A64/Hopgrove junction.

Site ST16 Terrys

Key Issues Raised

Support	<ul style="list-style-type: none"> • Support the development of this strategic site but could be appropriate for more residential use rather than existing mix of commercial/residential. Employment use would be better focussed closer to York city centre. • May be appropriate to review existing consent and mix of uses.
Comment	<ul style="list-style-type: none"> • The site is within racecourse and Terry’s conservation areas and is grade II listed. Need to ensure that those elements that contribute to this designation are not harmed. • Site could be appropriate for direct access from A64.

Site E1 Hungate

Key Issues Raised

Objection	<ul style="list-style-type: none"> • Hungate should be identified as a strategic site for mixed uses including housing, commercial, retail, employment and leisure purposes given the planning permissions that are in place.
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Site E2 Land North of Monks Cross Drive

Key Issues Raised

Objection	<ul style="list-style-type: none"> • There should be no future developments in or around Huntington. Before any further development for shopping centres the outer ring road needs priority for a dual carriage way and also the A64 to Scarborough as there is congestion at peak times.
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Site ST19 Northminster Business Park

Key Issues Raised

Support	<ul style="list-style-type: none"> • Modest expansion is reasonable provided infrastructure is upgraded. • The city's housing need warrants the sites development.
Objection	<ul style="list-style-type: none"> • There are a number of empty units at the existing business park which should be re-used first. • Adverse impact on the Green Belt through more development, already impacted upon through A59 Park and Ride site. • Too much land allocated at Northminster as a percentage of the overall requirement for employment land. • Impact on the greenfinger that runs along the A59. • Visual impact on the rural setting of both Poppleton and Knapton villages. • Impact of the Park & Ride and new roundabout already intrusive; • Will lead to increased traffic congestion. • Will damage the historic character and setting and reduce the gap between business park and Knapton village. • Site is not sequentially preferable, should develop more central brownfield sites first. • Will lead to adverse impact on local infrastructure. • Site should be allocated as freight transshipment centre in connection with Low Emission Zone

Site E12 Land at York Business Park

Key Issues Raised

Objection	<ul style="list-style-type: none"> • The proposed A1237 Outer ring road proposals represent development sprawl, swallowing up land around Monks Cross, Haxby, Wigginton, Strensall, Skelton and land to the north of Haxby, on land north of Clifton Moor and on land south of Strensall, allowing further urban spread to occur. • Land at Northminster Business Park or York Business Park should be allocated for a freight transshipment centre in connection with the proposed Low Emission Zone for the city centre.
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Site E13 End of Great North Way

Key Issues Raised

Objection	<ul style="list-style-type: none"> • The proposed A1237 Outer ring road proposals represent
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	<p>development sprawl, swallowing up land around Monks Cross, Haxby, Wigginton, Strensall, Skelton and land to the north of Haxby, on land north of Clifton Moor and on land south of Strensall, allowing further urban spread to occur.</p> <ul style="list-style-type: none"> • Land at Northminster Business Park or York Business Park should be allocated for a freight transshipment centre in connection with the proposed Low Emission Zone for the city centre.
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Site E14 Site to the South of York Business Park

Key Issues Raised

Objection	<ul style="list-style-type: none"> • The proposed A1237 Outer ring road proposals represent development sprawl, swallowing up land around Monks Cross, Haxby, Wigginton, Strensall, Skelton and land to the north of Haxby, on land north of Clifton Moor and on land south of Strensall, allowing further urban spread to occur. • Land at Northminster Business Park or York Business Park should be allocated for a freight transshipment centre in connection with the proposed Low Emission Zone for the city centre.
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Site ST20 Castle Piccadilly

Key Issues Raised

Support	<ul style="list-style-type: none"> • The Castle Piccadilly site should be developed for retail use.
Objection	<ul style="list-style-type: none"> • Should omit the land west of the River Foss and use as open space. • It is difficult to accommodate large floorplates on the site given the historic constraints. • The site is not deliverable or viable for major retail development in the short or longer term and the continued allocation of the site for retail led development is wholly unsuitable and will prejudice the much needed sustainable regeneration of individual sites coming forward; • The best use for this area would be an attractive public space and the removal of the car park.
Comment	<ul style="list-style-type: none"> • The site should be reduced in size to exclude the area east of the River Foss which should be allocated primary for a mix of retail and, predominately, high density housing.

Site ST21 Naburn Designer Outlet

Key Issues Raised

Support	<ul style="list-style-type: none"> • The site is already served by infrastructure that was designed to accommodate significant growth and therefore is an available, developable and deliverable site. Site is suitable for further employment and leisure development
Objection	<ul style="list-style-type: none"> • The land is important to Green Belt functions in protecting the character and setting of Fulford village and maintaining separation to Bishopthorpe and Naburn. • Impact on highways and increase in congestion on A19. • There should be clear policy against expansion of out of town retail.

Site ST21 Naburn Designer Outlet	
	<ul style="list-style-type: none"> • Impact on vitality and viability of York city centre. • Plan should identify this as a strategic economic development site rather than a 'strategic leisure site' to reflect the National Planning Policy Framework and include a further 5,000 – 9,300 sq. m of specialist outlet retail floorspace. Plan should more fully reflect the way in which the Designed Outlet supports and complements the tourism, economic and retail role of the city centre without competing with it'. • No exceptional circumstances have been given to justify development on land well outside any town centre and on Green Belt. • 16ha of safeguarded land is unnecessary as plan already makes unduly high provision for development beyond the plan period.
Comment	<ul style="list-style-type: none"> • Unclear as to why allocated for leisure. This is not a leisure destination currently and any development that would increase the attractiveness of this out of centre location should be subject to impact assessment on surrounding centres including Selby town centre. • It is not clear as to what the need or justification is for Use Class D2 development at this location or what alternative locational options may be available. • Parts of the site are just within the 400m proximity to Naburn Waste Water Treatment Works' operational boundary. This should be considered as part of any development proposals.

Site E3 Ford Garage, Jockey Lane	
Key Issues Raised	
Objection	<ul style="list-style-type: none"> • There should be no future developments in or around Huntington. Before any further development for shopping centres the outer ring road needs priority for a dual carriage way and also the A64 to Scarborough as there is congestion at peak times; • The site should be allocated for retail and other 'A' Use Class uses

Site E4 Land at Layerthorpe	
Key Issues Raised	
Objection	<ul style="list-style-type: none"> • This site should be considered for other uses as well, such as retail and residential (student accommodation)

Site E5 Sites at James Street - No Responses

Site E6 Common Lane, Dunnington	
Key Issues Raised	
Objection	<ul style="list-style-type: none"> • Adverse impact on the adjacent Hassacarr Nature reserve/SINC site; • Impact on habitats, bird population and flight paths. • Development would go beyond Chessingham Park and would be an intrusion into open countryside. • The site provides a buffer between the existing industrial park and

Site E6 Common Lane, Dunnington

	<p>residential properties and should remain undeveloped.</p> <ul style="list-style-type: none"> • Will cause urban sprawl. • Will exacerbate existing surface water drainage and sewerage issues. • Will lead to increased traffic and congestion in village particularly on Common Lane and junction with Hull Road. • There are vacant units in Chessingham Park and these should be used first. • Will have adverse impact on character of Dunnington village; • Will have adverse impact on the local amenities.
Comment	<ul style="list-style-type: none"> • Need to grow to provide employment and energy for the future. • There are empty premises on Chessingham Park, these should be used first. • Could be acceptable if light industrial uses and could ensure no adverse impact on adjacent Hassacarr nature reserve.

Site E7 Wheldrake Industrial Estate

Key Issues Raised	
Support	<ul style="list-style-type: none"> • Will bring employment to the village. • Away from the main entry point to the village and adjacent to existing industrial uses.
Objection	<ul style="list-style-type: none"> • Wheldrake village is a conservation area and the development would be detrimental to the appearance of the village. • There are already empty units in the existing industrial estate and within York city centre which should be used first. • Will destroy the entrance to the village.
Comment	<ul style="list-style-type: none"> • Site would have little impact on villagers as it is on the edge of the village backing onto farm land. • Need to improve the infrastructure before any development goes ahead.

Site E8 Wheldrake Industrial Estate

Key Issues Raised	
Objection	<ul style="list-style-type: none"> • Loss of high grade agricultural land. • Site is on approach to village and development would not be in keeping with rural aspect. • Land available at rear of existing industrial estate which should be developed first. • Site would impact on conservation area and historic nature of Wheldrake village. • Would result in loss of grassed area.
Comment	<ul style="list-style-type: none"> • Need to improve infrastructure before development takes place

Site E9 Elvington Industrial Estate

Key Issues Raised

Objection	<ul style="list-style-type: none"> • This allocation is not sufficient to meet the demand from the Airfield Business Park from businesses who want to locate or re-locate in the south and east of York. The local plan does not adequately recognise local markets and there is no spatial analysis of demand. • Narrow and poor access to the site and would increase traffic congestion. • Sewerage and drainage capacity issues.
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Site E10 Chessingham Park, Dunnington

Key Issues Raised

Support	<ul style="list-style-type: none"> • Appropriate development within the existing industrial park. • Site suitable for development if not heavy industrial uses. • Most appropriate site in the Dunnington area for additional employment. • Site is currently derelict and an eyesore would be better to re-use. • Further employment will benefit local amenities. • Provided it does not encroach on or destroy the integrity of the nature reserve it is a suitable location for employment development.
Objection	<ul style="list-style-type: none"> • Will exacerbate existing surface water, drainage and sewerage issues. • Infrastructure in the village is already at capacity including schools, GP's and flood protection system. • Increase in traffic and congestion. • Won't create local employment opportunities. • Adverse impact on Hassacarr Nature Reserve including habitats and bird population. • No evidence of demand for this use or that it will provide local job opportunities to match the local workforce. • Will damage the character of the village. • Unused units already exist on Chessingham Park, there is no evidence to justify further development is required.
Comment	<ul style="list-style-type: none"> • There are already empty units on the estate. • The land is currently an eyesore and would be better re-used. • All sites will require major investment for roads, water and sewerage beyond present capacity before development takes place.

Site E11 Annamine Nurseries, Jockey Lane

Key Issues Raised

Objection	<ul style="list-style-type: none"> • Policy EMP2 should be amended to include B1a office use in the range of use that can be accommodated on the site. • Before any further development takes place in the Huntington area the outer ring road needs priority for a dual carriage way and also the A64 to Scarborough as there is already congestion at peak times.
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Policy EMP3: Economic Growth in the Health and Social Care Sectors

Key Issues Raised

Support	<ul style="list-style-type: none"> • Agree that the plan should provide generic local criteria to guide economic growth in the health and social care sectors. • Welcome a specific policy to deal with the need to ensure the expansion of existing health and social care facilities and also the provision of new health and social care facilities. • Yes to economic growth in health and social care sectors. • Agree with policy, provision should also be made in the major housing developments for local community health centres to minimise the need for travel into the centre.
Objection	<ul style="list-style-type: none"> • The requirement for well connected and designed green infrastructure is not mentioned in this policy. Green Infrastructure in employment areas can have the same value as in housing areas with a wide range of ecosystems services being provided.

Policy EMP4: Loss of Employment Land

Key Issues Raised

Support	<ul style="list-style-type: none"> • Agree that the plan should provide generic local criteria to guide economic growth in the health and social care sectors. • Agree with the policy proposed.
Objection	<ul style="list-style-type: none"> • The requirement for well connected and designed green infrastructure is not mentioned in this policy. Green infrastructure in employment areas can have the same value as in housing areas with a wide range of ecosystems services being provided. • Unsound as it is contrary to national policy by placing an unnecessary burden on developers. • The council's most recent employment land review dates back to 2007 and 2009; it is therefore questionable whether such a review undertaken during different economic conditions is still fit for purpose. • Should delete the first three criteria and replace with criteria which assess applications for alternative uses of land or buildings on employment sites on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities. • Opposed to how inflexible Policy EMP4 is to allow non-employment uses on employment land
Comment	<ul style="list-style-type: none"> • Agree with protecting against the loss of employment land. However existing employment sites such as Clifton Moor which are already struggling may in the future need to be re-developed as areas of housing.

Policy EMP5: Business and Industrial Uses within Residential Uses

Key Issues Raised

Support	<ul style="list-style-type: none"> • Agree that the plan should provide generic local criteria to guide
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	<p>economic growth in the health and social care sectors.</p> <ul style="list-style-type: none"> • Agree with the policy proposed.
Objection	<ul style="list-style-type: none"> • The requirement for well connected and designed green infrastructure is not mentioned in this policy. Green infrastructure in employment areas can have the same value as in housing areas with a wide range of ecosystems services being provided. • Reference to the Designer Outlet in the supporting text should refer to leisure based and specialist outlet retail uses.
Comment	<ul style="list-style-type: none"> • This policy should not preclude small scale home working and business start up within residential locations e.g. child minding, internet sales, web design etc.

Retail

Policy R1 Retail Hierarchy	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Support the approach to safeguarding and promoting the retail vitality of the city centre. • Agree with the approach but should go further to pedestrianise the centre and improve the cleanliness. • Agree with the preferred approach to retain existing retail centre hierarchy but consider that the council have already undermined the hierarchy by the new 'destination shopping' transformation of Monks Cross as witnessed by the cancelling of Coppergate 2. • Support the retention of the existing retail hierarchy of city centre, district and local centres.
Objection	<ul style="list-style-type: none"> • Monks Cross Shopping Park should be explicitly acknowledged in the retail hierarchy. • Concerned that retail provision within the former British Sugar site will not be viable because of restricted accessibility and lack of main road frontage. Object to the specific location of the potential new retail hub within the former British Sugar site on this basis. • Object to the reference that the strategic allocations are likely to only include local centres. Whinthorpe should be afforded district centre status within the retail hierarchy. • Clifton Moor Retail Park should be designated within the retail hierarchy as a district centre. This would address the lack of designated centre in this area of York and provide an appropriate location to meet the needs of the existing residential population and proposed population to be forthcoming under allocation ST14.
Comment	<ul style="list-style-type: none"> • York Designer Outlet performs a specialist retail role within a multi layered retail offer within York. The plan recognises its specialist retail role, but fails to distinguish the outlet sufficiently well as providing a different retail offer from other out of centre retail developments. • Good vitality and viability of the city centre is crucial to the health and prosperous future of the city. Please ensure the policy requirements are adhered to. • Should concentrate on filling the empty shops in the city centre.

Policy R1 Retail Hierarchy

	<ul style="list-style-type: none"> • Unless something is done to make it easier to park and use the city centre it will decline. Cheaper parking would help considerably. Park & Ride is not a complete answer and the bus service is virtually unreliable. • Haxby district centre could be improved but not enlarged. It just about supports the community but would struggle if there were any further housing developments. • National Planning Policy Framework identifies the need for Local Planning Authorities to undertake an assessment of the need to expand town centres to secure significant supply of suitable sites. The council's 'Economic and Retail Growth Analysis and Visioning Work' (2013) provides insufficient evidence that the increased requirements for convenience goods provision has been fully assessed. • Accepted by the council that Monks Cross is an accessible location. Considered that its allocation as a district centre within the retail hierarchy would recognise the 'de facto' position. • The plan is weak in terms of how the hierarchy will be achieved and needs to be strengthened.
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Policy R2 District Centres, Local Centres and Neighbourhood Parades

Key Issues Raised

Support	<ul style="list-style-type: none"> • Welcome the recognition that local convenience and retail provision will be required to support the local day-to-day shopping needs of some of the strategic sites including ST14. • Very pleased to see protection for Bishopthorpe Road shops. • Agree with the preferred approach. • Pleased to see that Haxby has been designed as a district centre.
Objection	<ul style="list-style-type: none"> • There should be a policy to protect existing community facilities and access to them including local shops. • Should state that retail developments will be considered acceptable in principle provided that 'it is environmentally sustainable in the context of climate change'
Comment	<ul style="list-style-type: none"> • Policy should protect district centres, local centres and neighbourhood parades from being taken over by supermarkets and other chain stores. • The retail facilities in Strensall are limited by the being split in to two small areas, the result of myopic, short-term, housing-focussed priorities. • Policy should protect district centres, local centres and neighbourhood parades from being taken over by supermarkets and other chain stores.

Policy R3 York City Centre Retail

Key Issues Raised

Support	<ul style="list-style-type: none"> • Agree with support for Newgate Market. It needs to be advertised more within the city centre because tourists don't know where it is. If
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Policy R3 York City Centre Retail	
	<p>something is not done the market will die. The market is a very important part of York's history for past and future.</p> <ul style="list-style-type: none"> • Agree that the city centre should be safeguarded against further retail developments outside the city. • Support for additional retail provision on key edge of centre frontages is welcomed particularly in relation to the area of the Hungate site adjacent the Stonebow.
Objection	<ul style="list-style-type: none"> • York Designer Outlet supports the city centre, acting as a tourist attraction and as a catalyst for drawing visitors and expenditure into the City of York. In this respect the outlet helps to support the city centre – it reinforces, rather than competes with, the city centre specialist retail offer. • A major retail development of ST20 is no longer deliverable – not now nor in the long term. The continued allocation of the site for retail led development is wholly unsuitable and will prejudice the much needed sustainable regeneration of individual sites coming forward.
Comment	<ul style="list-style-type: none"> • Reference to Castle Piccadilly (ST20) should include a clear statement that a masterplan will be developed for the area and that piecemeal development which would be likely to prejudice the development and realisation of a comprehensive scheme for the area will not be permitted. It is essential that the area is developed comprehensively due to the sensitivity of the area and the number of potential constraints upon the scale, form and design of any development. • Retail should be one element of city centre development, as the nature of shopping changes. No more supermarkets are needed in the city centre. • Having witnessed the decline in offer at Newgate Market and the decline in 'useful' city centre shops (butchers, bike shops, bookshops etc) the city centre will need active encouragement and promotion to survive. • There needs to be a good balance between city centre retail provision catering for tourists and visitors as well as local residents and good convenient out of town retail provision as well. • The expansion of Monks Cross will progressively weaken the city centre shops, encourage their replacement by bars and cafes which offer little to residents and erode the special character. • In supporting Newgate Market this should be backed up by proposing to carry out the recommendations of the Newgate Market Scrutiny Review by Members, adopted in January 2011.

Policy R4 Out of Centre Retailing	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Supportive of Policy R4 and its aim of seeking to limit further retail development at Monks Cross. • Agree with the principles set out in Policy R4. It is important that the vitality and viability of the city centre as a retail location is maintained

Policy R4 Out of Centre Retailing	
	<p>to preserve the historic fabric and maintain the city's tourist offer. This would be threatened by further growth of the out of centre retailing destinations such as the Designer Outlet at Naburn.</p> <ul style="list-style-type: none"> • Support the restriction of developments in out of centre retail locations.
Objection	<ul style="list-style-type: none"> • The definition of 'what is small in nature' should be reduced to 100sqm so that it is consistent with the need for an impact and sequential assessment. • Does not fully reflect the role York Designer Outlet can play in bringing inward regional, national and international expenditure – retail and tourism. In this it differs significantly from other out of centre retail destinations which concentrate on meeting more local needs and competing amongst themselves and the city centre. As it performs a wider tourism and specialist retail function supporting the strength of the city centre it should not be constrained in the same way as Monks Cross and Clifton Moor in terms of limiting future growth. The policy should allow 5,000 – 9,300sqm net of additional floorspace in the plan period, for specialist outlet retail use only. • To preclude retail development in excess of 200sqm at out of centre retail destinations is unduly restrictive and neither flexible nor based on appropriate evidence it is therefore unjustified. Policy is not based on a robust assessment of retail need and evidence base is not up to date. • Policy is still too weak. There should be a clear presumption against the building of more out of town shopping centres.
Comment	<ul style="list-style-type: none"> • Would welcome greater clarity as to the 200sqm limit; does this mean per proposed development or overall site expansion. • No more out of town retail should revive the city centre. • 30 or 40 years ago York used to be full of 'small' shops but the council have increased rates to such a level that it is not affordable. Drop the rates and the small shops will return this making York attractive to locals and visitors alike. • The constant development of more and more shopping centres is already in danger of making the city centre merely a place for tourists to wander round not the town one goes to as a local resident for a pleasant shopping trip during which one might bump into a friend. The neighbourliness and character of the city is changing.

Housing Growth and Distribution

Policy H1 The Scale of Housing Growth	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Supportive of level of housing growth proposed. • Sustainable patterns of development proposed by the plan within York sub-area will reduce unnecessary development pressure beyond the Green Belt boundary. • Welcome the recognition of link between economic and housing

Policy H1 The Scale of Housing Growth	
	<p>growth and support the intention to make provision for 1,090 dwellings per annum with a 15% buffer. This is the minimum requirement necessary to meet the backlog of housing need and the requirements of the city.</p> <ul style="list-style-type: none"> • Ambitious and necessary. The correct target has been chosen to trade between appropriately affordable and quality housing and the negative ecological impact. • Positive and proactive position adopted is supported. • Support the council revisiting the housing growth debate within York and the recognition that the previous target of 800 dwellings per annum in the withdrawn Core Strategy and was insufficient. • Welcome the council's intention to increase the housing target beyond that set out in the Regional Spatial Strategy. • Realistic and sensible approach regarding housing and the allocation of land to accommodate the much needed growth and housing for York. • The various options for satisfying the housing need have been objectively assessed and therefore the plan has been positively prepared and is supported. • Welcome the overall approach to housing growth recognising the need for urban extensions and the need to safeguard land for long term development.
Objection	<ul style="list-style-type: none"> • Oppose target of 1,090 dwellings per year. Growth should be realistic as set out in the NPPF. There is no coherent strategy in the plan to explain how this step change will take place considering low completion rate in recent years. • Support conclusion in Arup report that 850 dwellings per year which meets needs of economic and population growth. • No need to provide a 15% buffer over and above the identified requirement which adds an unnecessary buffer to an already excessive requirement. • The persistent record of under delivery of housing means the council should be looking at a 20% buffer not 15% as currently proposed. • Housing growth proposed is undeliverable. • Housing targets are of a scale much too high to be workable for the historic City of York and its surrounding communities. The high targets will have potential disastrous effect by causing immense strain on local infrastructure and detrimental impact on York's character and rural setting. • Based on grossly inaccurate calculations of need and unrealistic assumptions on potential future economic growth and job creation in York. • Unsustainable and inappropriate housing targets could put York's future economic prospects at risk. The National Planning Policy Framework states Local Plans should be 'aspirational but realistic' the draft Local Plan fulfils the former but completely ignores the latter. • Development at the scale proposed will impact on schools and health services, whilst flood risk will be increased as a cumulative effect of

Policy H1 The Scale of Housing Growth	
	<p>surface water run off from development will increase the load in our waterways and existing drainage and sewerage infrastructure.</p> <ul style="list-style-type: none"> • The annual housing target proposed in the local plan does not meet an objectively assessed needs test. There are significant negative impacts which would result from adopting low levels of housing growth. • Will not address the backlog of affordable housing, the housing requirement should be revised upwards in order to tackle this current backlog. • Based upon the sites put forward as strategic allocations, 1,090 dwellings per annum target seems likely to harm elements which contribute to the special character of the historic city. It may be possible that this level of growth can be accommodated however, this is not currently demonstrated by some of the areas put forward. • Housing growth proposed unsupported by any reliable statistical evidence regarding current or future population, housing and employment trends. • The 2008 based sub-national population projections do not reflect appropriate levels of population projection. The 2011 figures only provide projections until 2021 – they do not provide a basis for the 9 remaining years of the plan. These interim figures could act as a barrier to the delivery of the homes needed and the economic growth aspirations of the council. • Hungate should be added to the policy and included within the list of strategic sites that provide the most significant residential element components within the plan period.
Comment	<ul style="list-style-type: none"> • There is a significant under delivery of housing amongst other authorities sharing the housing market area. This will place additional pressure upon York and its ability to achieve its economic goals and provide adequate numbers of affordable housing. It is important that York works with these other authorities to address the under supply. • Welcome the removal of a stepped approach to the housing target as this would store up delivery issues for later in the plan period. • Concerns that the housing shortage has been considerably exacerbated by the University pushing its responsibility to house its students on to the private sector. • 1,150 dwellings per annum housing target should be progressed as a minimum. • Concern that the housing requirement does not meet the full housing needs of the city and the reasons for this has not been adequately explained. • Unclear how the study to assess the potential for re-use of upper floors in the city centre will be taken into account and how this will influence the policy approach. • A 15% buffer will ensure that there is choice and competition in the housing market. • Appreciate the need for additional housing to boost the local economy and meet the increased housing needs of the local population.

Policy H1 The Scale of Housing Growth

	<ul style="list-style-type: none"> • The option of 850 houses per annum is an absolute maximum or less than 850 houses a year should be built. • Concern that the growth figures might be overstated. • The housing figures quoted are unrealistic and unobtainable. • Housing target may be aspirational but is likely to be unachievable.
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Site ST1 British Sugar/Manor School

Key Issues Raised

Support	<ul style="list-style-type: none"> • Support the inclusion of the site as a strategic housing allocation. • Recognise the need to create new housing and this site is considered appropriate for development. • All development should follow a brownfield first principle and avoid development on the Green Belt. This is a key brownfield site and should be developed. • Opportunity for sustainable inner city redevelopment, developers should be encouraged to develop attractive and innovative housing.
Objection	<ul style="list-style-type: none"> • Site is adjacent to sites of biodiversity importance and will require mitigation. • The boundary of the site should be extended to include the former British Sugar sports ground and the former Manor School playing field. • The location of potential new bridges should be determined through the masterplanning and planning application process and should not be identified on the proposals map. • The location for potential railway station or halt should not be identified at this stage as there is no confirmed funding. • The estimated yield of the sites must be identified as a guideline rather than a maximum figure. • Will have a significant impact on traffic volumes on the A59, A1237 and Millfield Lane, consideration should be given to the re-opening of Low Poppleton Lane. • Falls within a green corridor, development will adversely affect this designation. • The site is better suited to employment development. • There are too many houses proposed in this area including sites ST1, ST2 and H36. Road capacity and local infrastructure such as schools cannot cope with additional houses proposed. • Will have a significant impact on the area by linking the existing small scale housing on the A59 providing a solid urban landscape up to the A59/A1237 junction. There will be no gap between the edge of the urban area and the village of Poppleton. • Will have a detrimental impact on the semi rural character of the area in conjunction with sites ST2 and H36.
Comment	<ul style="list-style-type: none"> • Additional land, currently playing fields, to the north west of the proposed access road should be considered for additional housing as part of ST1. • The proposed mix of private housing should respond to the demands

Site ST1 British Sugar/Manor School

	<p>of the market and the provision of affordable housing should respond to the needs of the evidence base.</p> <ul style="list-style-type: none"> • The re-development of this site will need to make provision for open space and this should be done through the masterplanning and planning application process and not designated through the plan. • Delivery is unlikely in year one given lead in times. More realistic for the site to be identified as delivering from year six onwards. • Should not rely too heavily on complex brownfield sites like ST1 in the five year housing supply. • Children’s safety at Manor school is important. • Development will increase the traffic to Millfield Lane at the junction with the ring road. The existing barrier across the Millfield Lane junction with Lower Poppleton Lane should be relocated to separate the new development from Millfield Lane roundabout. • Retention of the openspace (sports ground) will provide an important amenity area.
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Site ST2 Former Civil Service Sports Ground, Millfield Lane

Key Issues Raised

Support	<ul style="list-style-type: none"> • A sustainable location to accommodate housing growth. • Housing is acceptable in this location. • Housing is needed, support the allocation of this site. • Support the development of ST2 subject to screening, low density development and concerns over access being addressed. • The site is visually prominent so should promote York with good design.
Objection	<ul style="list-style-type: none"> • Will reduce the green corridor. • Some of the land should be retained for leisure purposes and a sixth form for Manor Academy or infant school. • Historically in the Green Belt and prevents the coalescence of settlements and contributes to the setting of York. The site balances the Green Belt on the opposite side of the A59 preserving a green finger along the urban edge. • Under utilisation of playing pitches should not be considered as an opportunity to dispose of sites. Further detail is required on the justification for this allocation. • An intrusion into the open countryside and represents urban sprawl. • Rural development should be built at less than 30 dwellings per hectare. • There is not sufficient local infrastructure including schools, doctor’s surgeries to cope with the proposed new population. • Development will have a significant impact on traffic volumes on the A59, the A1237 and Millfield Lane. Consideration should be given to the re-opening of Low Poppleton Lane to allow residents of Poppleton and the new proposed development to access Boroughbridge Road without having to use the A59 roundabout. • Development will worsen air pollution from the tip at Rufforth and

Site ST2 Former Civil Service Sports Ground, Millfield Lane	
	<p>sewage plant at Rawcliffe.</p> <ul style="list-style-type: none"> • Settlement boundary should be retained along the old city boundary and this site should remain in the Green Belt. • Development will destroy valuable farmland and interrupt key views. • Site would be better suited to employment uses. • The extent of the development is excessive. The number of houses should be reduced and some of the land retained/safeguarded for the future use as a sixth form for Manor School or for leisure purposes. • Site would be better used for a primary school for the children from the ST1 site and allowing for the expansion of Manor School along with community facilities such as a health centre. • Loss of open space which is fundamental to good standard of living and good mental health.
Comment	<ul style="list-style-type: none"> • There should be consultation with the adjacent landowners/developers of ST1 to ensure that the development of this site does not adversely impact on the proposals for the British Sugar site. • No objection to the development of ST2 but concerned about impact on road network and schools. • If site is developed, should have to re-develop the children's play area to support the new housing and improve the area.

Site ST3 The Grainstores, Water Lane	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Housing allocation is generally acceptable. • A preferred option for housing is ST3.
Objection	<ul style="list-style-type: none"> • The allocation is inconsistent with development plan policy.
Comment	<ul style="list-style-type: none"> • In conjunction with development of ST14, the development of ST3 could make travelling in the area unacceptable. • Environment Agency guidance to be applied to site, particularly flood risk.

Site ST4 Land adj. Hull Road & Grimston Bar	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • The site is deliverable (it is achievable, suitable and available) in accordance with national planning guidance.
Objection	<ul style="list-style-type: none"> • The land rises north to south and any development would destroy the view of the city from both the A64 and A1079 which are both elevated. • High quality agricultural land which together with the boundary hedges forms a green gateway into the city. In conflict with the historic character of the area as proposals represent intrusions into the open countryside, rather than connection to or towards Existing outlying settlements. The A1079 within the city boundary is currently an important green corridor into York which would be eroded by the proposed housing development. It is important to retain the open

Site ST4 Land adj. Hull Road & Grimston Bar

	<p>nature of the area.</p> <ul style="list-style-type: none"> • There is a lot of native wildlife in the area that will be disturbed. • Concerns about air pollution and traffic volume. Roads are already very congested. Cumulative impact of neighbouring proposals a concern (ST4, ST6, ST7 and ST15) for congestion. • Drainage and flooding concerns would need to be addressed. • Should not be used to accommodate students. The University of York has substantial land on its campus which should be used for this purpose.
Comment	<ul style="list-style-type: none"> • Could be extended to include a gypsy and traveller site. • Environment Agency guidance to be applied to site, particularly flood risk.

Site ST5 York Central

Key Issues Raised

Support	<ul style="list-style-type: none"> • Housing is acceptable in this location.
Objection	<ul style="list-style-type: none"> • Concern about development along the A59 approach to the city. • Should be used for a major tourist or leisure destination.
Comment	<ul style="list-style-type: none"> • Site is in flood zone 1 and 2 and there are know surface water issues. No development should take place until further assessment has been carried out. • Part of the site between city walls and railway line is a sensitive location and it is essential that the scale and height of development does not damage the central historic core conservation area. • Need to assess phasing timeframe for complex brownfield sites like York Central. • Scope for larger development – up to 2,000 dwellings. • Opportunity for significant sustainable development close to the city centre, requires attractive and innovative housing. • More should be done to develop brownfield sites like ST5. • Will reduce car parking for the national railway museum.

Site ST6 Land East of Grimston Bar

Key Issues Raised

Support	<ul style="list-style-type: none"> • Housing allocation is generally acceptable.
Objection	<ul style="list-style-type: none"> • Proposed access to the site is unsafe and is very close to the Grimston Bar interchange which will cause traffic issues and congestion on all surrounding routes. • Regular flooding and drainage issues occur in the low lying fields surrounding ST6 and development of site will exacerbate this contributing to existing flooding issues in the surrounding areas. • Land rises towards the A1079 giving views into the city which would be adversely affected by development and affect the rural setting of York. • Development would substantially reduce the gap between the edge of

Site ST6 Land East of Grimston Bar	
	<p>York and the Ring Road.</p> <ul style="list-style-type: none"> • Development will reduce the separation of the edge of the city to the south of Murton village further eroding the rural setting. • Site is home to rare wildlife including great crested newts and rare birds. • There is evidence of a Roman road in the site which should be investigated. • Loss of valuable agricultural land. • Site is not in a sustainable location and will encourage private car trips to access services and schools. • Cumulative effects of development on this site in addition to proposed development at ST4, Whinthorpe and University will cause congestion on surrounding routes.
Comment	<ul style="list-style-type: none"> • Environment Agency guidance to be applied to site, particularly flood risk. • Development will have direct or indirect impact on A1079/A166/A64 Grimston Bar Interchange.

Site ST7 Land to East Of Metcalfe Lane	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Logical extension to the new Osbaldwick development. • Subject to traffic access arrangements - a link to Stockton Lane and the bypass could mean minimal disruption if improvements are made to Stockton Lane and Bad Bargain Lane. • Scope for further development on land east of Metcalfe lane and Derwenthorpe, this could be expanded east, north and south from the proposed site for up to 3,000-4,000 dwellings.
Objection	<ul style="list-style-type: none"> • Will adversely affect one of the city's key views from the A64 towards the Minster. • Adverse impact on the local road network. • There should be no access to the site from Murton Way as the area between Murton Way and Osbaldwick Beck is designated as a green corridor and should be protected. • Will exacerbate flooding and drainage issues. • Development will substantially reduce the gap between the edge of the built up area and the ring road and adversely effect views towards the city and its rural setting. • Will impact on the historic character of Osbaldwick village. • Site boundary should be amended to allow vehicular access from Osbaldwick Link Road to the south. • Lack of infrastructure to support the site, need to ensure there are doctors surgeries, schools and additional public transport. • Development on brownfield sites should be maximised before Green Belt sites are used. • The assumed build out rates are too high and undeliverable. The yield should be reduced to 1,200 dwellings.

Site ST7 Land to East Of Metcalfe Lane	
	<ul style="list-style-type: none"> • Will reduce air quality. • Open space should be protected as amenity space is sparse in Osbaldwick. • Significant cost in removing the high voltage pylons and putting the services underground. • There are no clear means of accessing the site, it would either require a major new traffic route to access the A64 or would impact on existing routes such as Malton Road and Hull Road. • Site contains a SINC site (Osbaldwick Meadow) which would be adversely impacted by the creation of an access route off Osbaldwick Link Road. • The land forms part of a distinct green wedge that characterises the city but has not been included in the Green Belt Appraisal. • Site is listed in the historic core conservation area appraisal as one of the city's key views. Removing the land from the Green Belt would cause significant harm to the character and setting of the city. • Would impact on numerous public rights of way including the Millennium Way Walk which provide informal recreational space for surrounding residents in an area of identified deficiency for open space.
Comment	<ul style="list-style-type: none"> • Site lies in flood zone 1 and 2. Sequential approach to development of the site should be taken with all development located in zone 1 and areas in zones 2 and 3 to be used as green/public space. Environment Agency Surface Water Guidance to be followed. • Will have direct/indirect impact on A1079/A166/A64 Grimston Bar Interchange. • Residents abutting the development would prefer a buffer of open land between existing housing and the development which should include widening the green corridor along the East bank of the River Foss. • Should be expanded to form a viable green corridor connecting the City with the countryside.

Site ST8 Land North of Monks Cross	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • This is a sustainable urban extension, the site is in close proximity to A1237 and has frequent bus services to and from the city centre, the site is adjacent to proposed strategic employment sites and is in close proximity to existing employment opportunities at Monks Cross. • Site is available for development and can be brought forward at earliest opportunity, no constraints to early delivery and development is viable and achievable. Site is well related to urban area and has access to local shops and services and is a highly sustainable location. • Plans to develop Clifton, Haxby, Wiggington and Monks Cross seem a more coherent plan for development as there are four railway stations intended to serve the residents.

Site ST8 Land North of Monks Cross	
Objection	<ul style="list-style-type: none"> • Number of proposed dwellings is excessive and should be reduced to circa 400-500 phased with provision of additional infrastructure. • Development will leave Huntington with very little green space. • Will create considerable strain on the road network, the A1237 is already congested and this development in combination with ST11 and Monks Cross development will exacerbate further. • Existing flooding, drainage and surface water issues will be worsened. • Development will substantially reduce the gap between the edge of the built up area and the ring road and would affect views of the city and its rural setting. • Lack of infrastructure to support the development including school places, doctor's surgeries, dentists, community facilities etc • Development is within 5km of Strensall Common SSSI. • The number of homes proposed in the area would have a detrimental impact on the ability of the retail park to thrive and generate economic growth for the city. • Houses on New Lane already suffer from sewerage blockages and poor drainage. • Land at Broome Close is a large expanse of water and is a haven for wildlife including birds and great crested newts. • Brownfield sites should be developed first. • Destruction of hedgerows will destroy wildlife habitats. • Remains of ridge and furrow which will be lost. • Development of ST8 and ST11 will destroy the existing character of Huntington village and make it a town. • The density would be much greater than the existing built area of Huntington and would not be in-keeping. • Vital that there is new provision for community facilities and spiritual provision for new residents. • North Lane and Broome Close are too narrow to cope with additional traffic. • Build out rates are too high and undeliverable. Estimated yield should be reduced to 1,000 dwellings. • Site should be designated as a green wedge or stray in the Green Belt appraisal and protected from development. • Sections of the A1237 should be dualled before development takes place. • Pedestrian access to the services in Monks Cross need to be improved so people can access without using buses or cars.
Comment	<ul style="list-style-type: none"> • No further development should take place until South Beck Study completed. Environment Agency guidance on flooding and surface water management should be followed. • Development will have direct or indirect impact on A1079/A166/A64. • Development would allow the reinstatement of the York-Hull railway line. • Agree that more housing is needed but the density exceeds the numbers needed and is unrealistic.

Site ST8 Land North of Monks Cross

- A school should be provided on site as the existing primary schools and secondary school are already full.
- The existing Park & Ride Car Park may not be big enough to serve the proposed development.

Site ST9 Land North of Haxby

Key Issues Raised

Support

- The site is available and can be brought forward at the earliest opportunity.
- Site is deliverable and viable.
- Support provision on homes for future generations.

Objection

- Will impact on the infrastructure of Haxby and Wigginton which cannot cope with 750 additional dwellings.
- Development will result in an increase in air pollution particularly at the junction of Wigginton Road and the A1237 which is already an air quality management area.
- Access to new development will be via B roads which are not suitable for high volumes of traffic.
- Will exacerbate existing flooding issues in the area.
- Increase in number of households in Haxby will severely impact both Haxby and Wigginton villages by an increased volume of traffic on an already congested single carriageway ring road.
- Limited parking at the existing retail facilities and on road parking increases congestion.
- Site is adjacent to sites of biodiversity importance.
- Development conflicts with the historic character of York as it is an intrusion into open countryside.
- The character and history of Haxby is of a village community not part of York's urban sprawl.
- Haxby and Wigginton suffer from flooding and surface water issues relating to drainage and sewerage systems and increase in cumulative surface water run-off will worsen this.
- Brownfield sites should be developed first.
- There are already waiting lists for schools in the village and for the doctor's surgeries.
- There is no guarantee that a rail franchise will open the proposed Haxby rail station.
- There will need to be an extension to the cemetery and land in this area needs to be preserved for this purpose.
- There is a lack of open space in Haxby and Wigginton.
- Site is prime agricultural land.
- Ring Road should be dualled before any expansion.
- Large influx of people will harm the community feel in Haxby.

Comment

- No further development should take place before study into Westfield Beck is completed and required works to mitigate fluvial and surface water flooding complete.

Site ST9 Land North of Haxby

- Site drains into River Foss which is a major source of flooding and has interaction with River Ouse.
- Will require a new primary school, health services, shops, leisure and community services.
- Will require additional library facilities and sports facilities.
- Encouragement should be given to employers to provide light industrial opportunities to encourage new residents to work in Haxby.
- Need for additional allotments as there is a current waiting list.
- Need to improve and increase the number of safe cycle paths and routes in the area.
- Development should provide a range of house types including affordable housing.
- Public transport needs to be improved.
- Site should be expanded to include parcel of land adjacent to the urban area and the rear gardens of Oaken Grove and Cyprus Grove.
- Boundary should be amended to ensure that an underutilised area of space to the south west of the site is brought into the new neighbourhood.
- Important to improve the local infrastructure in conjunction with new development and phased accordingly.
- The imbalance of the lack of recreational land should be addressed before further building takes place.
- Will have an adverse impact on wildlife and natural meadowland.
- Site includes ridge and furrow, site of a permanent bog and Roman Villa, ancient woodland and rights of way.
- This site and the proposed safeguarded land will create a settlement in its own right.

Site ST10 Land at Moor Lane, Woodthorpe

Key Issues Raised

Support

- Available and viable and does not fulfil any Green Belt purpose.
- Site is accessible by public transport and has access to a range of services.

Objection

- The site is within 250 metres of the nature reserve at Askham Bog which is a SSSI and designated as valley mire with unique flora and invertebrate fauna.
- In report to the York Green Belt Local Plan in 1994 the Inspector considers that 'Moor Lane provides a clear and satisfactory edge to the developed area of York'. In his opinion development south of Moor Lane would 'be very harmful to the underlying objectives of the Green Belt'. This remains the case.
- Askham Bog is a wetland site whose special conservation features depend on maintaining that characteristic. Essential for a full hydrological survey to be undertaken with an acceptable plan put in place for managing the hydrology of the site.
- Damage to Askham Bog from human disturbance and the impact of domestic pets which would result in the increasing predation of birds

Site ST10 Land at Moor Lane, Woodthorpe	
	<p>and small mammals.</p> <ul style="list-style-type: none"> • Site is productive agricultural land of grade 2 quality. • Site is prone to flooding and has surface water issues. • Local school capacity inadequate. • Strain on local infrastructure and services. • Will place additional strain on Moor Lane which is already congested. • Woodthorpe school is striving to become an outstanding school and the risk of overcrowding and larger class sizes will jeopardise this.
Comment	<ul style="list-style-type: none"> • Should the site be retained as a housing allocation Natural England would welcome further discussions regarding the necessary assessments and potential mitigation to avoid significant negative impact. • Environment Agency guidance relating to flooding and surface water drainage should be applied to the site. • If ST10 was developed an area action plan would be essential. • Any planned access between ST10 and Askham Bog is highly undesirable, this could be mitigated by designation of a buffer zone of 500m or more. • A detailed environmental impact assessment including year round ornithological surveys should be carried out to determine the potential impact of the site. • The number of homes should be reduced. • Brownfield sites should be developed first.

Site ST11 Land at New Lane, Huntington	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Agree with council's assessment of site ST11 and conclusion that it represents a suitable allocation for up to 411 new homes. • The allocation of ST11 is fully supported. • The move to develop at Clifton, Haxby, Wigginton and Monks Cross seems a more coherent plan for development, particularly as the four new railway stations are intended to serve these areas.
Objection	<ul style="list-style-type: none"> • Will leave Huntington with very little green space or Green Belt south of the A1237. • This is Green Belt land and there are many brownfield sites which could be used. • Development will harm the unique character of the area. • The A1237 is routinely at a standstill, more housing will increase congestion and air pollution. • Traffic in the local area is already a problem because of the monks cross and stadium developments. • Schools are already full. • Medical services are overburdened. • Drainage problems and standing water issues are on going concerns. • This site includes the Roman camp on Huntington South Moor which is a Scheduled Monument. National policy guidance makes it clear

Site ST11 Land at New Lane, Huntington	
	<p>that substantial harm to the significance of such an asset should be wholly exceptional.</p> <ul style="list-style-type: none"> • Huntington Grange to the west of this area is a grade II Listed Building • Cumulative impacts of ST11 and other nearby developments will spoil and harm the outlook of the area. • Unsustainable for housing numbers in Huntington to increase by the scale proposed.
Comment	<ul style="list-style-type: none"> • No development to occur before study with the Internal Drainage Board looking at South Beck is completed and associated works completed to mitigate against fluvial and surface flooding. • Noted that more housing is needed but the infrastructure in Huntington is already at capacity. • The scale of development will affect the sense of community and well being in the area, there must be new provision for community facilities to encourage people to integrate and not become a commuter dormitory settlement. • Surrounding the Portakabin business with houses will make it intolerable for them to fulfil their orders and maybe forced to move due to noise issues. • Hope that affordable housing will be maximised.

Site ST12 Land at Manor Heath Road, Copmanthorpe	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Support the inclusion of ST12. Propose that the boundary should be extended to the west as recommended by the site owners Askham Bryan during the autumn call for sites consultation. The extended site meets the objectives of the Local Plan and is deliverable. • Support the building of new homes for people in Copmanthorpe but these new homes should be in keeping with the houses already in the village. • Agree that the village can sustain an increase in some houses. • The land is suitable for residential development which will be sustainable in accordance with the NPPF. The site is available for immediate development. The allocation of ST12 is soundly bases and justified and delivery of this site will occur and as such the allocation of the land will be effective.
Objection	<ul style="list-style-type: none"> • Would cause significant reduction in quality of life for existing and new residents. • Copmanthorpe is already a very large village. To extend it further risks losing its strong village community identity. • Opposed to scale of the proposals. No evidence for why so many houses are needed. • The infrastructure in Copmanthorpe (drainage, sewerage, roads, school, health and welfare facilities, water supply) cannot cope with so many additional residents and improvements must be completed before any additional development. • Concerns over the impact of potentially over a thousand more cars

Site ST12 Land at Manor Heath Road, Copmanthorpe	
	<p>joining the A64 from Copmanthorpe every day.</p> <ul style="list-style-type: none"> • Opposed to loss of Green Belt agricultural land. Brownfield sites and non agricultural land within the city boundary should be developed first. • Copmanthorpe is already a dormitory village for Leeds. • Concerned about the density of housing proposed. High density town houses with no garden or off street parking will fundamentally change the character of the village. • Unsustainable development. • No regard has been had to the Copmanthorpe neighbourhood plan.
Comment	<ul style="list-style-type: none"> • Queried how the council will ensure that sustainable transport provision and planning are a key component of future development and subsequent operation. Also asked how the council will help to deliver the infrastructure to support sustainable travel • Improvements to drainage must be completed before any additional development, there is flooding in Back Lane and roads. • Some more housing will help sustain local services and improve public transport.

Site ST13 Land at Moor Lane, Copmanthorpe	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Support the proposed allocation for housing as it reflects the policies and proposals set out in the plan. • Support the building of new homes for people in Copmanthorpe but these new homes should be in keeping with the houses already in the village.
Objection	<ul style="list-style-type: none"> • The infrastructure in Copmanthorpe (drainage, sewerage, roads, school, health and welfare facilities, water supply) cannot cope with so many additional residents and improvements must be completed before any additional development. • No regard has been had to the Copmanthorpe neighbourhood plan. • Scale of the proposal is not sustainable, excessive and is out of proportion with the village. It would overwhelm local infrastructure and services and cause significant reduction in quality of life for existing and new residents. • Proposed density much higher than what currently exists in Copmanthorpe. • Copmanthorpe is already a very large village. To extend it further risks losing its strong village community identity. • Opposed to use of Green Belt and productive agricultural land when there are available brownfield sites. • Plenty of empty homes/offices in the York area, these need to be used first. • Proposal will result in the loss of wildlife. • People will commute to Leeds. • Residents on the west side of Copmanthorpe already suffer from noise pollution. Increased traffic will increase noise.

Site ST13 Land at Moor Lane, Copmanthrope	
	<ul style="list-style-type: none"> • Local bus service is inadequate.
Comment	<ul style="list-style-type: none"> • Concern that the numbers of vehicles will increase. • The site should be allocated for delivery in the short term (1-5 years) and not the short to medium term (1-10 years). The allocation is soundly based and justified and delivery of this site will occur and as such the allocation of the land will be effective. • Queried how the council will ensure that sustainable transport provision and planning are a key component of future development and subsequent operation. Also asked how the council will help to deliver the infrastructure to support sustainable travel. • Some more housing will help sustain local services and improve public transport.

Site ST14 Land to the North of Clifton Moor	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Strongly support the proposal for two new model towns (ST14 and ST15) which should be world class models of sustainable development. • Proposals are welcome as need growth beyond outer ring road. • This is a preferred site for housing. • More comfortable with the plans for the new village than other housing sites. • Appreciate the need for more housing but the surround fields should be safeguarded from any future development in order to maintain the separate villages instead of ultimately having a suburban sprawl joining Skelton, Clifton Gate and Wigginton. • Strongly support ST14 which should be a world class model of sustainable development.
Objection	<ul style="list-style-type: none"> • Inappropriate in the Green Belt and entirely unsustainable putting too much strain on the local infrastructure. • Want to see character of villages surrounding York protected. • Queried how the funding will be achieved for drainage, education, health facilities and additional highways. • Northern ring road already full to capacity and suffers from congestion. • Unable to support the development without firm commitment to substantial improvements to A1237 to enable infrastructure to cope with increase of vehicular activity. • Would dwarf Skelton and destroy the rural aspect of the land east of the village. The associated upgrading of the Northern Ring Road is speculative and even with an upgraded ring road, increased traffic levels that would use Skelton as a through route would be damaging and hazardous. • Building on this Green Belt land would urbanise a stretch of countryside from A19 eastwards, from Skelton to Earswick. • Development of this area would compromise the special character of York; specifically the relationship between the city, its rural hinterland

Site ST14 Land to the North of Clifton Moor	
	<p>and surrounding villages.</p> <ul style="list-style-type: none"> • Delivery assumptions for the site are too optimistic. • Do not accept that the need to build vast developments in Green Belt is inevitable and unavoidable as the plan suggests. • Queried what employment is available locally for 4000 to 6000 people. • Visitors come from all over the world to visit York and do not wish to see another urban sprawl. • Too many houses in the Green Belt. Use brownfield land first. • Inadequate justification provided. Due to optimistic number of houses to be delivered would need to identify additional sites, such as land at Terry's factory, to meet housing requirements. • Detrimental impact on local wildlife. • The attraction of York is that up to now care has been taken to maintain the city's unique visual and historical character. Do not spoil it with an uncontrolled urban sprawl.
Comment	<ul style="list-style-type: none"> • Concerns over how it would impact on the A 1237(T) ring road, which suffers from congestion and impact on increased journey times for Hambleton's residents and workforce using this part of the strategic network. • The allocation would be significantly bigger than nearby settlements. It is unclear what other services are needed or proposed to support the urban extension and ensure sustainability and therefore what the related implications for the surrounding settlements might be. Suggest this be the subject of ongoing cross boundary discussions with neighbouring local authorities as plan further develops. • The delivery of ST14 is over optimistic and the site is unlikely to be fully delivered until 2038. • Queried how access will be gained to the A19 and how provision will be made for 4000+ properties' vehicles to access the already congested A1237. • The road network must be upgraded before the extra traffic the development will cause is generated. • Queried whether the site has been properly assessed regarding drainage. • Whilst not ideally located could be a compromise assuming no land is available to the west of the Tiver Ouse and that direct access from both sides would be straight onto the outer ring road. • Proposed Park & Ride site on land to the east of the strategic allocation lies to the north west of the A1237/B1363 junction in a location that will help to intercept traffic before reaching the Outer Ring Road. This land should not therefore be included in the Green Belt and should be identified on the proposal map accordingly. • Businesses in Clifton Moor are not expanding or attracting investment due to overloaded road access which drives up costs. Unclear why a new village/town being proposed near this area adding to congestion difficulties.

Site ST15 Whinthorpe New Settlement	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Strongly support the proposal for two new model towns (ST14 and ST15) which should be world class models of sustainable development. • Support development of a new community south of the A64. • If there is to be new housing in a Green Belt location it makes sense to be provided all in one location. • Proposals are welcome as need growth beyond outer ring road. • Whinthorpe is available, all 5,580 homes proposed can be delivered on land within the ownership of Halifax Estates and it is a suitable location for development. • Support the allocation but believe that the level of completions expected in the plan period is over optimistic.
Objection	<ul style="list-style-type: none"> • Will destroy hundreds of acres of productive farmland. • Road networks will be unable to cope with the traffic that would be created by this proposal. There are no identified improvements to the south of York. Vehicles will have to use Hull Road or Main Street, Fulford which are already close to capacity. • Lack of existing infrastructure to support a development of this size. The A64 is frequently gridlocked and cyclists will not be safe. • A19 traffic often at a standstill from Escrick into York and backed up to A64. Development of this scale will add a further burden on the traffic infrastructure. • Elvington Lane is too small to cope with traffic from new development unless access is to a link directly to the A64, this is not clear from the existing information presented. • No indication given as to how the local infrastructure can be improved to deal with the extra traffic. • More detail is required to assess the impacts of this proposal. • Will impact on air quality and pollution. • Site is unsustainable. • Residents will commute to West Yorkshire as no jobs provided close to site. • Will damage Heslington Tillmire SSSI. • Delivery rates are too optimistic and site should be reduced to 1,000 to 1,500 dwellings which at 150 homes per annum would still take 10 years to build out. • Completely out of character with the area and is unsympathetic to the surrounding landscape. • Land is low lying and very prone to flooding. • Long Lane is a very picturesque location and should be protected. • Bus traffic is indicated to travel from Whinthorpe to York via Common Lane and Heslington Main Street. This would totally change the character and rural feel of the area. • A64 is a main link to commuters between York and Leeds and there is a significant risk that the additional homes will be bought by those working in Leeds and become a commuter town.

Site ST15 Whinthorpe New Settlement	
	<ul style="list-style-type: none"> • Will destroy the view from south of York from the established Minster Way footpath that borders the site. • Large proportion of the site is in flood zone 3a and not suitable for development. • Regular flooding on this land and development will push the water further afield into drainage ditches that are not capable of handling more capacity. • Development would be totally out of character with the surrounding area and the city should remain a compact historic city surrounded by an important Green Belt of attractive countryside. • Will impact detrimentally on public rights of way and recreational land.
Comment	<ul style="list-style-type: none"> • Likely to have a direct or indirect impact on the A1079/A166/A64 Grimston Bar Interchange. • Needs to be designed as small new town and not as a satellite town. • Appears to make sense but queried why it is also not proposed to develop something similar to the west of York. • If Whinthorpe is necessary and remains as an allocation its size should be minimised, located further away from Heslington Tillmire and as far north east as possible to avoid flooding issues. • Whilst not ideally located this development could be a compromise assuming no land is available to the west of the River Ouse and that direct access from both sides would be straight onto the outer ring road. Ring road would need to be dualled before any approval is given. • Much more detail is required in order to respond properly to this proposal. • Whilst not ideally located could be a compromise assuming no land is available to the west of the river Ouse and that direct access from both sides would be straight onto the outer ring road. • At least half the site is on land that regularly floods. Very concerned about its implications for flooding elsewhere in the local environment.

Site ST17 Nestle South	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Site is a sustainable location for mixed use development and has the potential to meet the city's aspirations for economic and housing growth.
Objection	<ul style="list-style-type: none"> • Site is unsustainable and likely to impose significant demands on infrastructure and transport services.
Comment	<ul style="list-style-type: none"> • Part of the site lies within the Nestle/Rowntree conservation area and would need to ensure that those elements which contribute to the significance of these assets are not harmed. • Plan should not rely too heavily on complex brownfield sites.

Policy H2 Existing Housing Commitments	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Agree with the policy. • Recognises that whilst consent currently exists there may be circumstances in the future when it might not be appropriate to renew these planning permissions. Such circumstances could include continued non-delivery. • Support the policy particularly the inclusion of the Derwenthorpe site
Objection	<ul style="list-style-type: none"> • Historic housing sites should be subject to scrutiny and consultation prior to being identified as developable over the plan period otherwise the plan cannot be considered sound. Where there is uncertainty over delivery or large permitted sites which may be subject to phasing the council should consider providing additional deliverable sites to meet requirements in the early part of the plan period • An unnecessary policy, query why this has been included. • Concerns in relation to the assumptions and approach taken within Policy H2 of sites either under construction or have unimplemented planning permissions. There is no clear evidence that the sites have been assessed against the criteria that they are available, in a suitable location now and be achievable with realistic prospects of delivery in 5 years.
Comment	<ul style="list-style-type: none"> • Care needs to be taken in respect of the existing commitments as not all of them are likely to be implemented and a review of the included sites suggests challenges with delivery. Need to ensure no double counting of commitments with allocations as there is no one single table listing both. • The following text should be added to the policy 'as part of the Annual Monitoring Report the council will maintain an up to date housing trajectory on sites that have planning permission'. • Hungate should be referenced appropriately within Policies H2 (and H3). • Do not disagree with this policy in general, although do not support the location of the Germany Beck development.

Site ST22 Germany Beck	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Recognises that whilst consent currently exists there may be circumstances in the future when it might not be appropriate to renew these planning permissions
Objection	<ul style="list-style-type: none"> • Site should be considered in light of the outcome of the High Court Challenge. • Site suffers from serious flooding issues. • Inadequate provision of schools, NHS facilities and road system • Will impact on Langwith Lakes fishing complex and affect viability of the business. • This site and Whinthorpe (ST15) will have a huge impact on traffic to the south east of the city and lead to increased traffic on A19, A64

	<p>and A1079.</p> <ul style="list-style-type: none"> • Will impact negatively on the village of Fulford which is a conservation area. • Should consider a bridge to raise the A64 above flood level paid for by the development. • Fordlands Estate should remain in the Green Belt to maintain the character of Fulford Village. • Development will change the character of the area particularly in relation to the public right of way. • Will destroy a key heritage asset and the community environment. Development will destroy rather than enhance, conserve or add value to the site recognised as the battle of the 1066 Battle of Fulford.
Comment	<ul style="list-style-type: none"> • Development must not encroach on or harm the site of the Battle of Fulford. • Land south of Germany Beck, south of Heslington village and east of the University playing fields and Fulford Golf Course have development potential.

Site ST23 Derwenthorpe

Key Issues Raised

Support	<ul style="list-style-type: none"> • Support policy on existing housing commitments as it recognises that whilst consent currently exists there may be circumstances in the future when it might not be appropriate to renew these planning permissions.
Objection	<ul style="list-style-type: none"> • Significant levels of development in the area will have a direct or indirect impact on the A1079, A166, A64 Grimston Bar Interchange. • Queried how the council will deal with flooding issues. • Too many houses built in York. Additional traffic will be added to two accesses which already suffer from poor air quality.
Comment	<ul style="list-style-type: none"> • There is great scope for further development on land east of Metcalfe Lane and Derwenthorpe.

Site ST24 York College

Key Issues Raised

Objection	<ul style="list-style-type: none"> • Object to further development in Dringhouses area. Area is very built up already which is exacerbating congestion and safety. • Increased traffic at Tadcaster Road/Tesco roundabout. • Concerned about level of development around Moor Lane in Woodthorpe and Tadcaster Road, Dringhouses and impact on infrastructure. Park & Ride is useful but only runs until 8pm. • Concern about impact of development in the area on wildlife • Flooding issues in area will be exacerbated.
Comment	<ul style="list-style-type: none"> • Further development off Tadcaster Road will significantly affect existing volumes of traffic and affect access to Racecourse Stables and Dringhouses Bowls Club.

Policy H3 Housing Allocations	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Support the inclusion of Whinthorpe as a housing allocation. • Additional housing on a smaller scale which would not destroy the visual impact in Dunnington is supported. • It would appear that the various options for satisfying the housing need have been objectively assessed.
Objection	<ul style="list-style-type: none"> • Foss Bank Farm should be developed for residential use. • Additional land adjoining site H30 should be allocated. • Land at Malton Road, Huntington (site reference 180) should be included as a housing allocation in the Local Plan. • Site SF4 is suitable as a housing allocation and should be allocated under policy H3. • Site 13 The Buffer Depot/Wheldrake Station should be allocated. • Hungate should be referenced appropriately within policy H3. • Land at Elmpark Way (ref 245) should be allocated for housing. • Land at Common Road and Hassacarr Lane, Dunnington should be allocated for residential development with recreation and amenity space. • Land to east of Earswick, including land to rear of 112 Strensall Road should be allocated for a new community/housing. • Site 20 should be further investigated for housing development as it is near amenities, does not affect any wild habitats, is not in the flood plain, would not be visible from the ring road and would keep a green wedge – unlike site 22. • The plan fails to identify many other brownfield locations which could offset any demands for greenfield developments • ST13 should be allocated for delivery in the short term (1-5 years) and not the short to medium term, it is available for immediate development. • Policy should state that an application for an allocated site in advance of its phasing will only be approved if it can demonstrate mitigation for environmental sustainability in the context of climate change. Whilst consideration of when a site is likely to be delivered is acceptable to enable the identification of a 5 year housing land supply and trajectory this should not be used to artificially constrain development. It should be left to the market to bring forward allocated sites as required. Artificial constraint of sites through this phasing policy will inhibit council's ability to achieve its own housing targets. • The assumptions about the delivery of Whinthorpe and North of Clifton Moor are too optimistic, as an alternative, the plan could consider identifying a number of other smaller sites around the city. Smaller sites would require less infrastructure to support their delivery and would therefore be quicker and easier to develop and bring forward much needed housing to maintain the supply of housing land. • In order to significantly reduce the development burden on York's Green Belt, should reprioritise brownfield sites for housing rather than employment-based development

Policy H3 Housing Allocations	
	<ul style="list-style-type: none"> • Not sufficient small and medium sites identified to deliver in the immediate years following adoption of the plan. Plan should allocate a greater proportion of small and medium sized sites if it is to deliver the annual housing requirement. Small and medium sized sites generally face less practical challenges and take less lead in time before construction can commence. • Given the market conditions since the start of the economic downturn the deliverability of some of the sites, particularly in the timescales suggested in Policy H3, are unsound. • There is no trajectory to indicate delivery timescales from individual sites, notably the strategic sites. This is contrary to the National Planning Policy Framework. No site specific viability work has been undertaken to understand the deliverability and viability of each site.
Comment	<ul style="list-style-type: none"> • If there has to be Green Belt development it needs to be quality building with distinctive, aspirational high quality architecture. • It is essential that efforts are made within the plan to ensure delivery of the larger sites as some of the required average annual build rates from these sites are challenging. • Housing beyond the outer ring road looks good in principle but needs stronger transport links. • Queried where the criteria are that was used to decide whether a site is short term or long term. Queried whether the criteria are defined by legislation. • No explanation to understand the evidence and justification for the combination of phasing and the use of the term 'lifetime of the plan', given that this applies to 94% of the allocated dwellings. • Highways Agency proposes to continue to work in partnership with the council in order to establish the implications of the local plan on the Strategic Road Network. Queried how the phasing of the sites fits with the planned provision of infrastructure. • There are other parts of the city (than Haxby) with better links to the ring road and which need the investment which a larger housing stock would bring, these have not been examined thoroughly. • The council should compulsorily purchase brownfield sites at agricultural land prices, clean up the ground and then sell it on to developers at housing land prices. This profit could be for the community to fund care for the elderly. • Given the reduction in business occupancy currently at Clifton Moor, there may be scope for conversion to residential. • The area around Monks Cross could be developed further without too much intrusion into the Green Belt. • If proposed sites are considered to be undeliverable or rejected then equivalent housing numbers will be required on other sites.

Site H1 Former Gas Works, 24 Heworth Green	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • The allocation is acceptable.
Objection	<ul style="list-style-type: none"> • Whilst supporting the allocation of the site, object to the fact that the

Site H1 Former Gas Works, 24 Heworth Green

	allocation does not wash over the entirety of the site. No justification for excluding the north western corner of the site. If it is linked to the former 'employment' use of the site, the site is not required to meet the employment needs of the city and it is difficult to envisage an isolated section of the site being sufficiently attractive to the market to support a stand alone office development.
Comment	<ul style="list-style-type: none"> • Site adjoins the Heworth Green/East Parade/Huntington Road Conservation Area and 26 Heworth Green is a grade II listed Building. Would need to ensure that those elements which contribute to the significance of these assets are not harmed.

Site H2 Sites by Racecourse, Tadcaster Road

Key Issues Raised

Support	<ul style="list-style-type: none"> • This allocation is acceptable.
Objection	<ul style="list-style-type: none"> • Strongly object to the loss of the bowling green on Tadcaster Road which is a long established community facility. Would like to know where re-provision will be made. • The historic core and conservation area are under threat. • Access onto the main road will further impede traffic flow and the restricted difficult access to and from Cherry Lane will be a hazard for all including school children walking alongside an already busy road. • The historical significance of The Pinfold must not be lost nor its surrounding green space encroached upon. • Concerns relating to the provision of local services for an increased population. Although close to bus routes, a library and shops other facilities are lacking, the primary school is full and there is not doctor surgery in Dringhouses. • There is no information about the relocation of the stables.
Comment	<ul style="list-style-type: none"> • The Pinfold is a grade II Listed Building and the site lies within the Tadcaster Road conservation area. There needs to be some assessment of what contribution this currently undeveloped area makes to the significance of these assets and what affect its loss and subsequent development might have upon their significance. • Essential that no further vehicular access is allowed from this site due to existing traffic volumes in the area and the busy and sometimes dangerous junction of St Edward's Close and Cherry Lane. It is essential to maintain the existing character of this area, any houses on this site should therefore be either dormer style or a bungalow. Low density should also be maintained.

Site H3 Burnholme School (existing building footprint)

Key Issues Raised

Objection	<ul style="list-style-type: none"> • Queried why Burnholme school included for housing development when it has been designated for elderly care. • No consideration seems to have been given to future school needs in the Derwenthorpe area.
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Site H3 Burnholme School (existing building footprint)

Comment	<ul style="list-style-type: none"> School is closing in summer 2014. Currently considering a mix of uses on the whole site, not just the built area. Further consideration should be given to the following on the whole site: additional housing allocation; community facilities (including healthcare); retail (local neighbourhood shops); dementia care home; and open space with enhanced facilities.
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Site H4 St Josephs Monastery

Key Issues Raised

Support	<ul style="list-style-type: none"> This allocation is acceptable.
Comment	<ul style="list-style-type: none"> The sisters' house, church, externs' house, priests' house, and precinct walls of the Convent of St Joseph have recently been listed grade II. Before allocation there needs to be an assessment of what contribution this currently undeveloped area makes to the significance of these buildings and what affect its loss and subsequent development might have upon the significance of these assets.

Site H5 Lowfield School (existing building footprint)

Key Issues Raised

Comment	<ul style="list-style-type: none"> Should develop the whole site as a retirement village. Support the concept of a retirement village, however delays in implementation, taken with the apparent duplicity on the Our Lady's site, now raises concerns about the scale of development which will eventually emerge at Lowfields. There is a strong feeling amongst local residents that the green space (former school playing fields) on this site should be put to constructive recreational use. As a dementia care home is being provided on the site, the area for consideration for housing should be extended to include some or all of the playing field. Any existing sporting use or identified need could be re-provided on the land at the rear of Westfield School with enhanced facilities as agreed with the council's leisure team.
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Site H6 Land RO The Square, Tadcaster Road

Key Issues Raised

Support	<ul style="list-style-type: none"> Agree with the allocation. Support the inclusion of H6.
Objection	<ul style="list-style-type: none"> To put an access road through The Square would totally change the concept and style of The Square development which has won awards for its design and construction. Proposed access through The Square is dangerous, given the road was designed to serve a cul de sac and its relationship with the hospice junction and Tadcaster Road junction which is already at capacity. Children can currently play here in relative safety, increased numbers of vehicles would change that.

Site H6 Land RO The Square, Tadcaster Road	
	<ul style="list-style-type: none"> • Area very built up already, development would result in overcrowding. • Local roads are already congested and at capacity. • Opposed to use of Green Belt land when there are brownfield sites available. • Development would detract from the open landscape character and setting of the city from Sim Balk Lane and the ring road. • Large area of pristine ridge and furrow shows evidence of medieval farming. • Development will disturb wild birds and affect mature trees. • Concern over St Leonard's Hospice and denying opportunity for future expansion and losing beautiful and uninterrupted view over the field for their patients. The hospice needs this open space for the health and care of its patients. • Housing development would have an adverse impact on the operation and function of the hospice. There is increasing demand for the services offered by the hospice; if this site were designated for health care it would provide the opportunity for expansion or for complementary health care use.
Comment	<ul style="list-style-type: none"> • Loss of high grade agricultural land needs significant consideration and request notification of intention to develop and reasons given.

Site H7 Bootham Crescent	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Supportive of the allocation of H7 for 69 dwellings. • This allocation is acceptable.

Site H8 Askham Bar Park & Ride	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • This allocation is acceptable. • Support the allocation for 50 dwellings.
Objection	<ul style="list-style-type: none"> • Area very built up already, development would result in overcrowding. • Will have a negative impact on the area's already failing infrastructure, particularly roundabout between Moor Lane and Tadcaster Road which is congested and hazardous. Public transport offers no realistic alternative. Park & Ride is good but stops at 8pm so cannot be used for evenings out in the city. • It is not a very attractive site for houses, sandwiched between the East Coast mainline, 24 hour supermarket, petrol station and two busy radial roads.
Comment	<ul style="list-style-type: none"> • Additional housing will affect volumes of traffic on Tadcaster Road/Tesco roundabout. An in depth traffic survey and subsequent road improvement proposals must be undertaken to highlight the potential problems that will be encountered on Tadcaster Road.

Site H9 Land off Askham Lane	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Support the identification of this site for short to medium term housing development. • This is a good proposal and a good area to provide housing, the field appears un-kept development would tidy it up a little.
Objection	<ul style="list-style-type: none"> • Serious drainage issues in the area. The area has a very high water table. Yorkshire Water has accepted there is a major issue in the area. Foxwood Lane pumping station is now over capacity. • Land has at least two rights of way across it which have been in use for at least 30 years and can be verified. Land is used for informal recreation by residents and there is a lack of informal recreation space in the area. No assessment has been made of the field's recreational value. • Land is set on a high ridge, forms a green and open setting to the city from which can be seen the Minster, Howe Hill water tower and other landmarks. • Strongly object to the proposed boundary. The site boundary does not follow any natural boundary and there is no logic to the boundary proposed. Propose that the boundary be extended to follow a natural boundary. This would increase the potential yield for the site to 135 units. • Opposed to use of Green Belt land (which has been designated for a number of years). There are brownfield sites available that should be used first. • Site should continue to be included in the Green Belt due to its contribution to the transition from rural to urban landscape; the topography of the land; the need to preserve the skyline of the city.
Comment	<ul style="list-style-type: none"> • The proposal is a way to provide the increase housing, provide increased business for local shops and improve the visual effect of that designated area without detracting from any ecological benefits of the Moor. Should be in keeping with the local area.

Site H10 Barbican Centre (remaining land)	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • The allocation is acceptable.
Comment	<ul style="list-style-type: none"> • Site lies opposite the city walls. Great care would need to be taken to ensure that the elements which contribute to their significance are not harmed.

Site H11 Land at Frederick House, Fulford Road	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Support the allocation of this site and its suitability for housing.
Objection	<ul style="list-style-type: none"> • Site could also serve other uses than housing. The site should therefore be identified in the plan as one that could accommodate a range of uses including housing, education/nursing home, medical

	<p>facility and/or hotel.</p> <ul style="list-style-type: none"> The existing green infrastructure should be protected in any development for housing. The woodland at the eastern end of the site adjacent to Walmgate Stray and gardens on Kilburn Road should be protected as part of open space provision.
Comment	<ul style="list-style-type: none"> Site adjoins the Fulford Road conservation area. Would need to ensure that those elements which contribute to the significance of this area are not harmed.

Site H12 Land RO Stockton Lane/Greenfield Park Drive

Key Issues Raised

Support	<ul style="list-style-type: none"> This allocation is acceptable.
Objection	<ul style="list-style-type: none"> Development would harm the unique character of the area, cause severe congestion and air pollution. The area of Heworth has virtually no local facilities, the only junior school is at capacity and the only secondary school has been removed along with bus services. How would Hopgrove roundabout cope as it is already not fit for purpose. Two sets of high voltage lines running across the site to overcome. Proposed housing is inappropriate, will impact on unique character of Heworth Without and would put immense strain on local infrastructure. Development on brownfield sites should be maximised. Will cause severe congestion and air pollution.

Site H13 Our Lady's Primary School (existing building footprint)

Key Issues Raised

Support	<ul style="list-style-type: none"> Support housing at this site.
Objection	<ul style="list-style-type: none"> Although the plan indicates that this site could be developed for 29 units based on the built footprint of the school, at the same time a consultation was undertaken on a proposal for 56 dwellings across the whole of the site, including the wildlife buffer area. Level of development proposed by Yorkshire Housing conflicts with the assurance in 2010 that only the footprint of the build area would be redeveloped. Site is surrounded by Hob Moor Nature Reserve and sensitive wildlife areas. Over development of the site, removing all trees, will impact heavily on wildlife. The development will put extra burdens on local amenities and would not retain the grassy spaces and open spaces characteristic of this area.

Site H14 32 Lawrence Street

Key Issues Raised

Support	<ul style="list-style-type: none"> Agree with allocation.
Objection	<ul style="list-style-type: none"> There is a row of grade II listed dwellings at Ellen Wilson Hospital to the east of this site and the church of St Lawrence is also grade II listed. Development proposals for this area would need to ensure that

	those elements which contribute to the significance of these assets are not harmed.
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Site H15 Beckfield Lane Depot

Key Issues Raised

Support	<ul style="list-style-type: none"> • Agree with this allocation.
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Site H16 Sessions, Huntington Road

Key Issues Raised

Support	<ul style="list-style-type: none"> • This allocation is acceptable.
Objection	<ul style="list-style-type: none"> • Opposed to level of growth in this area. • This is already a heavily saturated area with few green spaces.
Comment	<ul style="list-style-type: none"> • Sad to lose Sessions, but housing is a good use of land.

Site H17 Burnholme WMC

Key Issues Raised

Support	<ul style="list-style-type: none"> • This allocation is acceptable.
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Site H18 Land off Woodland Chase, Clifton Moor

Key Issues Raised

Support	<ul style="list-style-type: none"> • This allocation is acceptable.
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Site H19 Land at Mill Mount

Key Issues Raised

Support	<ul style="list-style-type: none"> • Welcome and support the allocation.
Objection	<ul style="list-style-type: none"> • Given the sites location it is considered the site could also serve other uses such as medical, hotel or leisure use. The site should therefore be allocated in the plan for a range of uses including housing; education/nursing home; medical; and hotel.
Comment	<ul style="list-style-type: none"> • The site lies within the central historic core conservation area. Development proposals for this area need to ensure that those elements which contribute to the significance of the area are not harmed.

Site H20 Oakhaven EPH

Key Issues Raised

Support	<ul style="list-style-type: none"> • Support this allocation for 15 dwellings.
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Site H21 Woolnough House EPH

Key Issues Raised

Support	<ul style="list-style-type: none"> • Support this allocation for 11 dwellings.
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Site H22 Heworth Lighthouse

Key Issues Raised

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|----------------|---|
| Support | <ul style="list-style-type: none"> • Support this allocation for 13 dwellings. |
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Site H23 Grove House EPH

Key Issues Raised

- | | |
|----------------|---|
| Support | <ul style="list-style-type: none"> • Support this allocation for 11 dwellings. |
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Site H24 Former Bristow's Garage, Fulford Road

Key Issues Raised

- | | |
|----------------|--|
| Support | <ul style="list-style-type: none"> • This allocation is acceptable. |
| Comment | <ul style="list-style-type: none"> • Site adjoins the Fulford Road conservation area. Consort House is grade II listed. Development proposals for this area need to ensure that those elements which contribute to the significance of these assets are not harmed. • Welcome development of this contaminated site for housing, although consideration could be given for community use given its location. |

Site H25 Heworth Green North (remaining land)

Key Issues Raised

- | | |
|------------------|--|
| Support | <ul style="list-style-type: none"> • This allocation is acceptable. |
| Objection | <ul style="list-style-type: none"> • The whole of the Heworth Green North site (between the River Foss to the west and the access road to the former Transco site to the east and from Eboracum Way in the north to Layerthorpe in the south) should be allocated for mixed use development including residential, student residences, hotel, retail, restaurant, public house and drive through restaurant uses. • Would add pressure to the road system. |

Site H26 Land at Dauby Lane, Elvington

Key Issues Raised

- | | |
|------------------|---|
| Support | <ul style="list-style-type: none"> • Agree with possible more housing but issues to resolve. Suggest traffic lights and pedestrian crossing at the junction of Dauby Lane and Elvington Lane and paths made wider. • Allocation seems of reasonable scale. |
| Objection | <ul style="list-style-type: none"> • Planning inspector decided that this land must be designated as Green Belt. Proposal will substantially disadvantage high performing school by changing the rural location and exacerbating traffic problems outside the school. School would become oversubscribed. • Unlikely to result in any additional bus services and therefore lead to a significant increase in private car travel on an already very busy road. • Large housing estate of this size is not at all in keeping with the |

Site H26 Land at Dauby Lane, Elvington

	<p>surroundings and is out of proportion to the character, shape and form of the rest of the village.</p> <ul style="list-style-type: none"> • Would damage the rural character of the village. • Necessary to undertake more detailed assessments of the potential increases in recreational disturbance to the Lower Derwent Valley Special Protection Area/Special Area of Conservation resulting from this allocation. This will determine whether any mitigation is required and feasible. Requirements for mitigation should then be incorporated into the policy wording. If mitigation is not possible then the allocation should be removed. • Local infrastructure can barely cope now • Development will cause more run off and make drainage and flooding problems worse. • Traffic is already very busy with HGVs and agricultural vehicles. Additional traffic could prove dangerous. • No guarantee of more jobs in the York area and therefore the need for this housing.
Comment	<ul style="list-style-type: none"> • This site is within 200m proximity of the operation boundary of Elvington Waste Water Treatment Work (WWTW). Given the proximity of existing residential properties and the small scale of the WWTW there may be no issue however the layout should reflect the proximity and potential for nuisance. • This proposal has merit in consolidating the centre of the village but several issues to resolve. • Loss of high grade agricultural land needs significant consideration and request notification of intention to develop and reasons given. • If building has to take place in Elvington, this site would be better, although the number of homes is too high.

Site H27 Land at the Brecks, Strensall

Key Issues Raised

Support	<ul style="list-style-type: none"> • Allocation seems of reasonable scale.
Objection	<ul style="list-style-type: none"> • Strensall has too many houses already. • The local roads are already at capacity and congested which is creating a safety issue. • Infrastructure can not support further growth • Green Belt must be protected at all costs. Brownfield sites within the ring road must be developed before any Green Belt is considered.
Comment	<ul style="list-style-type: none"> • Concern that the Primary School can not cope with the additional children from any of the proposed developments in Strensall. • Parts of this site are within a 400m proximity to Haxby Walbutts Waste Water Treatment Works operation boundary which should be taken into consideration when designing a layout. Recommend that the tree buffer beyond the eastern site boundary should remain in place to help mitigate against any adverse effects from the treatment works. • Loss of high grade agricultural land needs significant consideration and request notification of intention to develop and reasons given.

Site H28 Land to the North of North Lane, Wheldrake

Key Issues Raised

Support	<ul style="list-style-type: none"> • Support the allocation of this site for housing which is available, suitable and achievable. • Allocation for 75 units, including 30% affordable housing is supported. • Allocation seems of reasonable scale.
Objection	<ul style="list-style-type: none"> • Area is the only remaining green wedge in the village containing unimproved grassland, species rich hedgerows and mature trees. There is also a rich diversity of animal and bird species. Site has local interest and is environmental asset to the village. Ward already has a deficit of natural and semi natural areas. • Development would be counter to the objective of reducing reliance on car based transport. • Current capacity for school places is insufficient. • There is only one shop and there are significant ongoing problems with customer parking. • Access to the development is likely to be via existing narrow and quiet residential streets. • The local current drainage system is not adequate for the addition of new housing, increasing the risk of flooding– a flood risk assessment must be undertaken. • This land should not be taken out of the Green Belt for development when there are available brownfield sites. • Necessary to undertake more detailed assessments of the potential increases in recreational disturbance to the Lower Derwent Valley Special Protection Area/Special Area of Conservation resulting from this allocation. This will determine whether any mitigation is required and feasible. Requirements for mitigation should then be incorporated into the policy wording. If mitigation is not possible then the allocation should be removed. • Old Station Yard would be a more beneficial site for development for access reasons. • There is no satisfactory access to the site; local roads are narrow and unsuitable. • Increased number of cars will worsen air quality.
Comment	<ul style="list-style-type: none"> • Loss of high grade agricultural land needs significant consideration and request notification of intention to develop and reasons given. • Seems a logical completion of the village footprint but would mean that the school playing field would be the only green space of significant size remaining within the village. • Development of village infrastructure would be essential.

Site H29 Land at Moor Lane, Copmanthorpe

Key Issues Raised

Objection	<ul style="list-style-type: none"> • The infrastructure in Copmanthorpe cannot cope with so many additional residents and improvements must be completed before any
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Site H29 Land at Moor Lane, Copmanthorpe

	<p>additional development (drainage, sewerage, roads, school, health and welfare facilities, water supply)</p> <ul style="list-style-type: none"> • Will alter dynamics of village turning it into a small town. • Brownfield sites should be developed first. • Copmanthorpe is a village and should not be allowed to become another suburb of York. • No regard has been made to the Copmanthorpe neighbourhood plan. • Building on prime agricultural land reduces the country's ability to grow our own food • The agricultural land is home to considerable wildlife. • Due to Copmanthorpe's location on the A64 the new houses will only attract workers commuting out of York. • Tthe scale of development proposed for Copmanthorpe is completely out of proportion to its current size.
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Site H30 Land to South of Strensall Village

Key Issues Raised

Support	<ul style="list-style-type: none"> • Support but request reconsideration of original submission through call for sites. • Support the allocation of site H30. • Seems to be of reasonable scale.
Objection	<ul style="list-style-type: none"> • The site for a station is included in H30 and must be planned to include sufficient car parking space and should also include retail to remove the problems of congestion in the village centre. • Will put immense strain on the already struggling infrastructure of the area. • Concerns that the Primary School cannot cope with additional children. • Strensall is already over developed. • Use of Green Belt land is unacceptable Land forms part of an open wedge coming into the heart of the village and should be preserved. • Unreasonable to use the proposal of a new station to justify yet again further large scale development particularly as Strensall has already contributed more than its share towards York's housing needs. • Congestion and safety concerns with the roads. • Drainage is already a big problem.
Comment	<ul style="list-style-type: none"> • The site adjoins the boundary of the Strensall conservation area – there will need to be some assessment of what contribution this area makes to the landscape setting of the conservation area. • Loss of high grade agricultural land needs significant consideration and request notification of intention to develop and reasons given. • All proposed new housing in Strensall and Towthorpe must be minimised in numbers.

Site H31 Eastfield Lane, Dunnington	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Seems of reasonable scale. • No objection to developing this site.
Objection	<ul style="list-style-type: none"> • Will increase existing heavy traffic movements in the village. • Nearby roads are narrow country roads that are inappropriate for increased traffic. • Opposed to loss of Green Belt land, there are no exceptional circumstances to warrant its development. Should use brownfield sites first. • Will further threaten the serious drainage and surface water issues. • Concern that increase in housing will be detrimental to the village sense of community • Will significantly impact on the open character of the village and impair views over the Yorkshire Wolds. • Loss of productive agricultural land. • Will put pressure on the already over subscribed doctors and school. • Dunnington is already 'fully built'. The village cannot cope with further housing development. • Cumulative developments in Dunnington are unsuitable for a village of this size.
Comment	<ul style="list-style-type: none"> • A Parish Survey revealed that of those returning the survey 13.5% were in favour, 65.2% were against and 21.3% expressed no opinion. • The developer could widen the choice of housing within the village, provide additional affordable housing within the village, be required to improve the infrastructure of the village and to contribute to a fund to be used to enhance amenities in the village and be required to make improvements to the road infrastructure which would improve safety of vehicle users and pedestrians. • Should development take place there should be a social mix of new housing so that all sectors of the community are served. • Major housing development on Eastfield Lane would retain the village feel. • Any more housing in Dunnington requires additional sporting land. • The need for housing in the York area is well known but the enlargement of Dunnington should be restricted so as not to destroy the village life which the residents value so much. • Should the development go ahead it should be tied to a legal agreement that all the livestock activity should cease including adjacent land so as to remove any conflict with residential amenity. • While not opposed to additional housing in and around Dunnington, if this site goes ahead it will create a greater need for additional retail, education and leisure facilities. • There needs to be an expert report on the state of the sewage system and surface water runoff in the village, together with a full transport survey covering access, traffic movement and projected effects of increased traffic flow. • If more houses must be built then build them on Common Road on

Site H31 Eastfield Lane, Dunnington

the land proposed for a Travellers Site.

Site H32 The Tannery, Strensall

Key Issues Raised

Support	<ul style="list-style-type: none"> • Fully support, site as existing is an eyesore. • An opportunity for the ward to make an appropriate sizeable contribution to the city's housing requirements. A brownfield site, the type which the council should be promoting for development ahead of any 'green' location. • Housing linked to rail holt is one of the best ideas. Adjacent land owner would like to assist in moving these proposals forward. Land has no restrictions and is available for development.
Objection	<ul style="list-style-type: none"> • Roads in the area cannot cope with any more traffic. • Infrastructure cannot support further growth. • Further housing will destroy the attractiveness of Strensall.
Comment	<ul style="list-style-type: none"> • Concerns that the primary school can cope with the additional children from any of the proposed developments in Strensall. • The site adjoins the boundary of the Strensall conservation area. If allocated, development proposals for this area would need to ensure that those elements which contribute to the significance of this area are not harmed.

Site H33 Water Tower Land, Dunnington

Key Issues Raised

Objection	<ul style="list-style-type: none"> • Land defines the northern boundary of the village, any development would be detrimental to the character and visual amenity of the village. • Opposed to loss of Green Belt land, there are no special or exceptional circumstances for changing its Green Belt status. • Site forms part of the ancient geographical feature known as the York Moraine which should be preserved as an important historical contribution to the setting of the village. • Detrimental to the beauty of Mill Hill and the ancient hedgerows and trees. • Would harm open entrance to the village. • Site has a problem with surface water drainage and development would increase flood risk. • Development would impact on road junction at Church Balk/Eastfield Lane corner which is already hazardous – junction cannot be improved without harm to character of this part of village and setting of conservation area. • Would have a significant impact on roadside parking as used by church as a car park. • The infrastructure of the village cannot take this development. • Land is in productive agricultural use.
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Site H33 Water Tower Land, Dunnington

Comment	<ul style="list-style-type: none"> • Parish survey revealed that of those returning the survey 11% were in favour, 68.7% were against and 20.3% expressed no opinion. • Loss of high grade agricultural land needs significant consideration and request notification of intention to develop and reasons given. • It is important to retain the Church parking. • The need for housing in York area is well known but the enlargement of Dunnington should be restricted so as not to destroy the village life which the residents value so much. • Housing development for Dunnington is a little ambitious. • Expert reports required on the state of the sewage system and surface water run off in the village together with a full transport survey covering access, traffic movement and projected effects of increased traffic flow. • If more houses must be built then build them on Common Road on the land proposed for a Travellers Site. • Accept that there could be some advantages gained from the proposals to build some new houses in the village, such as possibly providing some affordable housing within the village and improving/maintaining utility services, amenities and bus services. • There needs to be an expert report on the state of the sewage system and surface water runoff in the village, together with a full transport survey covering access, traffic movement and projected effects of increased traffic flow.
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Site H34 Land North of Church Lane, Skelton

Key Issues Raised

Support	<ul style="list-style-type: none"> • The site is well contained and would not encroach on the countryside. It is not considered that the site performs a material Green Belt purpose. H34 is well located to the existing settlement and associated services and facilities. • Allocation seems of reasonable scale. • In favour of development in the Skelton area.
Objection	<ul style="list-style-type: none"> • This site was previously rejected for housing in 2011. It is not understood how it can now be considered acceptable. • Too large a development for the village. • Would destroy the character of the village • Would place a strain the local infrastructure • Would result in an increase in traffic on already congested local roads which go through the conservation area. • There is no viable road access to the site; any traffic would have to use the narrow lanes of the adjacent conservation area impacting on characteristics afforded protection by conservation area status and village design statement. • Opposed to loss of Green Belt when York has many brownfield sites on which it could build housing. • There are no guarantees that the local infrastructure will be upgraded makes it totally unsustainable

Site H34 Land North of Church Lane, Skelton

Comment	<ul style="list-style-type: none"> • There will need to be some assessment of what contribution this area makes to the landscape setting of the conservation area. If this area does make an important contribution then the plan would need to explain why its loss and subsequent development is considered to be acceptable. If, after undertaking this assessment, it is considered appropriate to allocate this area, development proposals would need to ensure that those elements which contribute to the significance of this area are not harmed. • Loss of high grade agricultural land needs significant consideration and request notification of intention to develop and reasons given. • Queried how the site will be accessed.
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Site H35 Land at Intake Lane, Dunnington

Key Issues Raised

Support	<ul style="list-style-type: none"> • Support the allocation of this site for housing. • Allocation seems of reasonable scale. • In favour of developing this site.
Objection	<ul style="list-style-type: none"> • Land is Green Belt and should only be developed in very special circumstances which do not apply in Dunnington. There are suitable brownfield sites that should be development first. • Would ruin the openness of the Green Belt and views of the Wolds. • Land is in productive agricultural use • Village suffers from severe water surface/drainage problems which will be made worse by the proposal. • Existing traffic congestion through the village along medieval lanes will be exacerbated. • Development would have a severe effect on water drainage which is already a problem in many areas of the village. • Would completely alter the nature and character of the village. • Will place a strain on the school which is already full to capacity and overload the doctors and dentists. • Fields provide natural habitat for endangered and protected species and a natural gateway to Hagg Wood, the local stream and small pond. • The village is big enough; don't want to become a sprawling town. • Any more housing in Dunnington requires additional sporting land. • Narrow country lanes are unsuitable for access to the site. Highway safety issues are a concern.
Comment	<ul style="list-style-type: none"> • The parish survey revealed that of those returning the survey 18.1% were in favour, 51.6% were against and 30.4% expressed no opinion. • There needs to be an expert report on the state of the sewage system and surface water runoff in the village, together with a full transport survey covering access, traffic movement and projected effects of increased traffic flow. • Loss of high grade agricultural land needs significant consideration. • This proposal would only be acceptable if access if derived from

Site H35 Land at Intake Lane, Dunnington

	<p>Intake Lane. If it were accessed from Eastfield Land it would cause serious harm from additional traffic movement.</p> <ul style="list-style-type: none"> • It would be better to build new homes on the proposed traveller site. • Roads in Dunnington would need to be altered due to increased traffic and need for footpaths. • Any development must ensure that the historic village retains its character. • Smaller properties are required for first time buyers and older people wishing to downsize. • Any development should ensure that the developer is required to improve the infrastructure of the village including improving drainage and sewerage system.
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Site H36 Land at Blairegowerie House, Upper Poppleton

Key Issues Raised

Support	<ul style="list-style-type: none"> • Allocation seems of reasonable scale. • Not opposed to the development of this site. • Housing need of the city is great enough to warrant this development. • Support the maximum possible quota of affordable housing on this development.
Objection	<ul style="list-style-type: none"> • Will ruin the conservation area. • The open space area of the site makes a valuable contribution to the Upper Poppleton conservation area and is referred to in the Village Design Statement. • Overdevelopment of the site. • Will increase traffic in an already congested area. • All local amenities are already at breaking point. • Concerned about the impact on wildlife and protected trees. • Must preserve village life and maintain rural culture. • Opposed to use of Green Belt land, which should be preserved. • Should be using empty upper floors of city centre shops before considering building new houses.
Comment	<ul style="list-style-type: none"> • Assessment needed of what contribution this plot makes to the character of the conservation area. • Recommend that this site is used for sheltered accommodation/retirement homes. Facility that is much needed locally and would release larger properties occupied by elderly persons into the growing housing market. • Any development must be restricted to a very low density, in order to retain the integrity of the existing substantial woodland connection, in compliance with the current Poppleton Village Design Statement. • Any housing in the area should take account of transport needs and schools. • If building is allowed, builders should have to redevelop children's play areas and improve the area.

Site H37 Land at Greystone Court, Haxby

Key Issues Raised

Support

- Allocation seems of reasonable scale.
- Agree with this allocation.
- Support the need for additional housing in and around the Haxby area.
- Support this site. Suggest that the site could be extended slightly eastward.
- The move to develop at Clifton, Haxby, Wigginton and Monks Cross seems a more coherent plan for development, particularly as the four new railways stations are intended to serve these areas.

Objection

- Concerned about how a large increase in residents will impact on the infrastructure of both Haxby and Wigginton.
- Brownfield development should be exhausted before any development of Green Belt land takes place.
- The site has great crested newts, owls and a range of other species of protected wildlife which could be lost.
- Believe the land may be contaminated with asbestos waste from the former Clifton Airfield.
- Proposal would result in a doubling of traffic at the junction of Greystone Court and Eastfield Avenue.
- Will increase congestion on already busy local roads.
- Concern that the additional traffic will result in poorer air quality.
- Current shopping area is congested and does not lend itself to expansion, provision will therefore be required on the new development. Unlikely that new residents will work in the village unless encouragement is given to employers to provide light industrial opportunities before building commences.
- In 1994 the inspector considered that the development of this site would: be seen as an encroachment into the countryside and would markedly weaken the degree of separation between Haxby/Wigginton and New Earswick/York. The development of this area seems likely to harm one of the elements which contribute to the special character and setting of York and should not be allocated.
- Haxby and Wigginton have suffered flooding and surface water issues relating to the drainage and sewerage system which is barely adequate to cope with the existing pressures place upon it. The increases in cumulative surface water run off from minor developments are likely to have had further impact on this.
- Haxby is already over developed.
- Environmental reports from 2006 show the land at risk to extreme flooding. Concern about the existing provision of school places and the effects the development will have on the primary school.
- Doctor's surgery is already at capacity.
- Haxby has not got sufficient green space. This site is too valuable a public open space to lose
- Cumulatively, H37, ST9 and SF4 will adversely impact on the quality of life for existing residents.

Site H37 Land at Greystone Court, Haxby

Comment	<ul style="list-style-type: none"> • Loss of high grade agricultural land needs significant consideration. • If it is deemed necessary to develop Green Belt sites it would be extremely important to greatly improve infrastructure. • York Road cannot cope with traffic now.
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Site H38 Land RO Rufforth Primary School, Rufforth

Key Issues Raised

Support	<ul style="list-style-type: none"> • Allocation seems of reasonable scale. • The land is available for housing development which will be deliverable at the density proposed.
Objection	<ul style="list-style-type: none"> • Opposed to loss of Green Belt, sufficient land elsewhere in York to build on without going into the Green Belt, including available brownfield land. • Serious existing problems with the sewerage system. Full and proper consultation with Yorkshire Water should occur before this site is progressed any further. • Concerns with increases in traffic and difficulties with parking. • The school is at full capacity. • Will alter the character of the village. • This development would be "off the building line".
Comment	<ul style="list-style-type: none"> • Loss of high grade agricultural land needs significant consideration and request notification of intention to develop and reasons given. • Rufforth needs a proportionate number of new, smaller family homes • To remain sustainable the village must grow a little but new houses should be built with young families in mind and be reasonably affordable. • Whilst there is a need for further housing within Rufforth, suggested that the number of houses be reduced to 20 family size 3 and 4 bedroomed houses to encourage family units into the village.

Site H39 North of Church Lane, Elvington

Key Issues Raised

Support	<ul style="list-style-type: none"> • Allocation seems of reasonable scale. • Agree with the allocation. • Welcome and support the allocation of site H39 on. Elvington is a sustainable settlement with access to local services and jobs.
Objection	<ul style="list-style-type: none"> • Planning inspector decided this site should be in the Green Belt in 1994, concluding that development would radically affect the character of the village. • The area is used extensively by villagers for walking with dogs, children and horses • Development will negatively affect character of the village and quality of life of local residents. • Will destroy the wildlife in the area. • Opposed to use of Green Belt land.

Site H39 North of Church Lane, Elvington	
	<ul style="list-style-type: none"> • Infrastructure is already at full capacity. • Will add traffic to already busy roads. • Development on this site will detract from the rural character of the village. • Drainage problems already exist. • Beckside is currently a dead-end that enables local children to play. The addition of extra houses at the end of this road will mean that they will be no longer be able to do this.
Comment	<ul style="list-style-type: none"> • Loss of high grade agricultural land needs significant consideration and request notification of intention to develop and reasons given. • Do not object to building of houses. But strongly object access being given off Church Lane. • Concern is not with the extra housing but the additional traffic on Church Lane which is a very small and already busy road. • The proposed developments are not designed for local needs but for a net immigration to the village.

Site H40 West Fields, Copmanthorpe	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Allocation seems of reasonable scale.
Objection	<ul style="list-style-type: none"> • Cumulative housing proposals for Copmanthorpe are not sustainable and will have a detrimental impact on quality of life. • Infrastructure in Copmanthorpe cannot cope with so many additional residents and improvements must be completed before any additional development (drainage, sewerage, roads, school, health and welfare facilities, water supply) Drainage system is already at capacity with regularly flooding of streets with surface water. • Village already suffers from low water pressure. • Village centre and shops could not cope with additional people and associated traffic. • Opposed to loss of Green Belt land. This is the only open boundary enjoyed by the village. Openness of this land, landscape value and wildlife would be lost. • Brownfield sites and non-agricultural land within the city boundary should be used first before building on prime agricultural land • The road system would not be able to deal with increased traffic flows. • No regard has been made to the emerging neighbourhood plan.
Comment	<ul style="list-style-type: none"> • Concern about the impact of increased numbers of vehicles from the additional homes proposed in Copmanthorpe on Askham Richard and Askham Bryan. • There are surface water and foul sewers crossing the site which will significantly affect the layout of the site. Alternatively, diversion of the sewers may be a suitable option. • Loss of high grade agricultural land needs significant consideration. • Some more housing will help sustain local services and hopefully improve public transport

Site H41 Land adj. 26 & 38 Church Lane, Bishopthorpe

Key Issues Raised

Support	<ul style="list-style-type: none"> • Allocation seems of reasonable scale.
Objection	<ul style="list-style-type: none"> • Opposed to new homes to the north of Bishopthorpe village. • As a minimum all the land outside the A64 and A1237 should be considered as York's Green Belt. • There is already considerable congestion in Bishopthorpe.
Comment	<ul style="list-style-type: none"> • There will need to be some assessment of what contribution this plot of land makes to the character of the conservation area. • Loss of high grade agricultural land needs significant consideration and request notification of intention to develop and reasons given.

Site H42 Builder Yard, Church Lane, Bishopthorpe

Key Issues Raised

Support	<ul style="list-style-type: none"> • Allocation seems of reasonable scale.
Objection	<ul style="list-style-type: none"> • Opposed to new homes to the north of Bishopthorpe village. • As a minimum all the land outside the A64 and A1237 should be considered as York's Green Belt. • There is already considerable congestion in Bishopthorpe.
Comment	<ul style="list-style-type: none"> • Need to ensure that those elements which contribute to the significance of Bishopthorpe conservation area are not harmed.

Site H43 Manor Farm Yard, Copmanthorpe

Key Issues Raised

Support	<ul style="list-style-type: none"> • Allocation seems of reasonable scale.
Objection	<ul style="list-style-type: none"> • Proposals for Copmanthorpe are not sustainable. • The infrastructure in Copmanthorpe cannot cope with so many additional residents and improvements must be completed before any additional development (drainage, sewerage, roads, school, health and welfare facilities, water supply). • Volume of traffic generated would be dangerous and unacceptable. • Location more likely to attract and reinforce commuter residents. • Opposed to use of highly productive grade 1 arable land. • Will alter the character of village. • Noise from trains and A64 is enough. • No regard has been made to the emerging neighbourhood plan.
Comment	<ul style="list-style-type: none"> • Need to ensure that those elements which contribute to the significance of this area are not harmed. • Consideration needs to be given as to how vehicles from the development will access the A64. • How will the village school accommodate the influx of pupils • There should be improvements in the drainage. • In view of the present housing in the village it would be more appropriate to build bungalows which are keeping.

Site H43 Manor Farm Yard, Copmanthorpe

- Improvements to infrastructure must be completed before any additional development.
- Some more housing will help sustain local services (shops, medical, library, post office) and hopefully improve public transport.

Site H44 RO Surgery & 2a/2b Petercroft Lane, Dunnington

Key Issues Raised

Support

- Allocation seems of reasonable scale.
- There is a need for smaller and low cost housing so that senior citizens can downsize and remain in the village.
- Dunnington is capable of absorbing such development. This land would be ideally suited towards providing sheltered or more easily managed properties for older people because of the proximity to shops, buses, and other main village amenities.
- This site may be sustainable, although an upgrade to the drainage and sewerage system would be required.
- Do not object as there is some need to grow.
- This is probably the best out of the plans proposed as there would be less cars, if any. Homes suitable for people wishing to downsize and stay in this lovely village would be good.
- No objection to the infill at Petercroft Lane.
- If houses do need to be built in Dunnington, this site may be acceptable.
- Will have the least visual impact on the village as it is completely surrounded by trees.

Objection

- Will reduce the quality of facilities currently on offer throughout the village.
- The site lies in the Dunnington Conservation Area and is an important part of the village's agricultural past.
- The development is on one of the few green spaces in the centre of the village.
- It is important to preserve the existing green spaces in the village centre. The Dunnington Village Design Statement Guideline 9 states that the preservation of open spaces within the village should be encouraged, including the retention of large garden plots.
- It is a wildlife haven, with mature trees.
- The development will increase traffic at the Petercroft Lane / Church Street junction by the surgery creating safety concerns.
- Against extra housing, want to keep the village a village.
- The village drainage system is unable to cope with the existing demands of the housing.
- Infrastructure cannot cope with more housing.
- Any more housing in Dunnington would require additional sporting land.
- The road network is inadequate to cope with the extra traffic in the village.

Site H44 RO Surgery & 2a/2b Petercroft Lane, Dunnington	
	<ul style="list-style-type: none"> • Infill development would change the character of the oldest part of the village. • Planning permission has often been refused at nearby properties on the grounds that this would reduce the charm of this historical part of the village. The same applies to the Petercroft site.
Comment	<ul style="list-style-type: none"> • Parish survey revealed that of those returning the survey 27.5% were in favour, 36.5% were against and 30.6% expressed no opinion. • There will need to be some assessment of what contribution this plot would make to the character of the Conservation Area. • This site would make an ideal site for sheltered housing, or housing for the elderly. • Affordable housing would seem appropriate. • The enlargement of Dunnington should be restricted so as not to destroy the village life which the residents value so much. • Queried what safeguards will be put in place to control extra flooding due to the new housing. • Provided the drainage/sewage and highways issues surrounding development of this land can be overcome, then no objection would be raised. • A very small development could be accommodated on this site. • The extra cars and extra people need to be considered.

Site H45 Land adj. 131 Long Ridge Lane, Nether Poppleton	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Allocation seems of reasonable scale. • Believe housing need of the City is great enough to warrant this development. Would also support the maximum possible quota of affordable housing on this development. • Do not oppose the development of this site.
Objection	<ul style="list-style-type: none"> • Opposed to the overdevelopment of this site. • No more than 2 houses should be built on this site. • Site is adjacent to the conservation area and the houses in this area are already ribbon development. • Proposals do not fit with the existing street scene. • Concern about the semi-rural community being lost in urban sprawl.
Comment	<ul style="list-style-type: none"> • Should take account of transport needs and schools. • If building is allowed in Poppleton, builders should have to redevelop children's play areas and improve the area. • Loss of high grade agricultural land needs significant consideration and request notification of intention to develop and reasons given.

Policy H4 Density of Residential Development	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Support the restriction on densities in village/rural areas. • Broadly agree with the densities proposed.

Policy H4 Density of Residential Development	
	<ul style="list-style-type: none"> • Agree with the preferred approach to vary the density of dwellings accordingly to the character of the location. This will help to ensure that new residential schemes respond sensitively to the distinctive character of the various parts of the city. • Support the varied densities, blanket densities across the city centre, inner, outer, areas, villages etc. will not achieve the quality environment required by National Planning Policy Framework and necessary to safe guard the character of the sites' surroundings. • Support the wording of this policy to allow for a flexible approach to be taken in the event the density guideline for a site does not fit with the density of development surrounding a site.
Objection	<ul style="list-style-type: none"> • The housing density figures are too high and lead to an incorrect high assumption of housing yield for allocated sites. These figures should be reconsidered and the land required to meet the housing requirement adjusted accordingly. • Local evidence should be provided to substantiate the figures suggested. Concern that the council may be using high densities to minimise the amount of land released. • Suggested figures are overly ambitious and therefore undeliverable. • Densities to be less than 50 dwellings per hectare urban , less than 40 dwellings per hectare suburban and less than 30 dwellings per hectare for villages and rural areas. • Policy suggests an average density of 30 dwellings per hectare. For rural and village locations. Whilst this is a useful guide, it would be in excess of the existing density of developments in this location. A slightly lower average or target density of say 20-25 dwellings per hectare would be more appropriate. • Consider that suburban areas should be given an average density of 25 to 30 dwellings per hectare instead of 40 dwellings per hectare. Major expansion areas/ New settlements should be given an average density range of 30-35 dwellings per hectare rather than 50 dwellings per hectare. • Although it is acknowledged that city centre development should have higher density to the urban edge, each site should be assessed on its own merits to ensure the scheme takes into consideration any site constraints and that the end scheme is deliverable and viable. • The densities as currently set are overly prescriptive and do not provide sufficient flexibility for an appropriate site specific design response and should not be included. If a density range is to be included these should be much broader allowing for both lower and higher densities. • The density bands should be lower and qualified by reference to detailed site-specific characteristics, not location. • Concerned at the density level proposed across the different types of location which are generally too high and are based on the old Planning Policy Statement 3 advice rather than the latest National Planning Policy Framework advice. Density requirements need to be more realistic and need to be reduced.

Policy H4 Density of Residential Development	
	<ul style="list-style-type: none"> • A definition of ‘dwelling’ and ‘dwellings’ per hectare’ should be introduced into the policy of the glossary in order to explain the implications of the various proposed density levels. • No indication regarding space allowed for community food growing in urban and semi urban areas. This should be included in all new developments i.e. are gardens sufficiently large to grow vegetables.
Comment	<ul style="list-style-type: none"> • Density is taken over the whole site, such that a higher density over the development part of a site can be used to offset providing a larger amount of green open space or corridor to include paths for use of the public. • Policy H4 conflicts with the plan requirements for 70% of all new dwellings built to be houses. Given the requirement for a density of 80-100 dwellings per hectare within the city centre extension zone this cannot be achieved in such areas as houses simply cannot be built at such densities. Concerned that the council are using high densities to minimise the amount of land released. This will impede the delivery of the plan. High densities should not be used to minimise the release of housing land. • The policy should make clear that these density figures are thresholds that can be expected where appropriate and should not be seen as ceiling or maximum figures. • The policy does not need to specify development densities for specific parts of the site. This is overly prescriptive and it should be for each development to be brought forward with a clear and firm understanding of its context, against the principles expressed in the policy, but also with the aim to make efficient use of land. • Concerned that the council may be using high densities to minimise the amount of land released. Densities should be realistic and set using credible evidence. A flexible approach to implementation should also employed taking account of the characteristics of individual sites. • Clarification needed as to whether site ST14 should be a major expansion area but with a density of 30 dwellings per hectare, consider that an average density of 30 dwellings per hectare is broadly appropriate for the site. • Site density should be considered on a site by site basis to take account of the character and form of the site and existing settlement. • Allows a flexible approach to be taken in the event the density guideline for a site does not fit with the density of development surrounding a site. It is essential the plan remains flexible over the plan period allowing density to respond to market considerations and site characteristics, whilst ensuring the housing requirement can still be met. • Would like to see a clearer statement in this policy that these are guidelines and each application will be assessed on its merits and recognition that high quality innovative sustainable design can facilitate higher densities whilst supporting open space and high quality environment (e.g. green roofs, roof gardens, green walls, shared open space and gardens) which should be encouraged.

Aiding Choice in the Housing Market

Policy ACHM1 Balancing the Housing Market

Key Issues Raised

Support

- Support the general thrust of the policy.
- Agree with the approach, need to not only ensure the quantum of housing delivered reflects needs but that housing quality and choice is appropriate and reflects the needs of the area.
- Support the recognition that there may be a need to promote higher density housing development in the most accessible locations to provide homes for young people in higher education or recent graduates.
- Reference to housing mix and that sustainable villages require a mix of household types to support a range of local amenities is supported. As well as family homes, need to cater for ageing population. Developments can make a contribution towards releasing under occupied family homes by including bungalow or other retirement type provision.
- Broadly support this policy and the approach to the Lifetime Homes Standard and assume that any developed sites will include an element of bungalow provision.
- Support the approach to locating student accommodation in the most accessible locations.

Objection

- Should include a BREEAM minimum standard of Excellent in the building or conversion of non-residential properties and a Code of Sustainable Homes Level of 5 or 6 for building or conversion of residential properties.
- This policy is inflexible and could be onerous in certain circumstances.
- Reference to all strategic sites being expected to undertake an assessment of need for appropriate accommodation should be removed. Government guidance makes clear that the onus is on the council to undertake this work, rather than the applicant.
- Requirement that all properties be built to Building for Life standards should not be a mandatory requirement upon developers, should instead seek to encourage its use.
- Recommended that the viability implications of this policy are thoroughly assessed prior to the next stage of consultation.
- Disagree with prescribing the housing mix at the local level. The council's Strategic Housing Market Assessment provides an overview of the type of housing that is needed and where and therefore we don't see the need to replicate this within a policy. The market is best placed to determine what housing is appropriate for certain locations
- Construction of Lifetime Homes adds to development cost and is a flawed concept. Should not be a mandatory requirement upon developers, the policy should seek to encourage its use.
- Policy unsound as it unduly burdens development and is consistent with national policy.

Policy ACHM1 Balancing the Housing Market	
	<ul style="list-style-type: none"> • In recognition of the challenge posted by dementia the council should determine what need exists that require additional/different levels/types of support and then plan accordingly.
Comment	<ul style="list-style-type: none"> • Concern that only strategic strategy sites will have to assess the wider needs of their local community. • Needs to be some flexibility in the standards proposed. It would be more reasonable to seek a proportion of new housing to be provided to Lifetime Homes Standards. It may not be the most appropriate or inclusive approach to provide for specialist housing on all sites. • Lifetimes Homes Standards no longer exist in their own right. The standards were subsumed into Code for Sustainable Homes. It is therefore unnecessary to refer to them specifically because the standards are picked up through the more up to date Code. • Some control on buy to let and on the price of private rentals in York is much needed. • A lot of houses in York are already buy-to-let, this plan doesn't say how it will address this issue from getting worse.

Policy ACHM2 Housing Mix	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Support the provision of 70% of development to be houses (30% flats) on the basis that houses include bungalows. • Agree with the preferred option to guide housing mix. • Support the overall aim of delivering a mix of 70% houses to 30% flats. However, to meet this mix, the density assumptions at policy H4 will need to be amended. • Agree that it is appropriate to encourage more houses to be built than flats, especially in order to protect the skyline of the city. • Support the policy, subject to 5 yearly reviews of local housing needs.
Objection	<ul style="list-style-type: none"> • Considered unsound and will conflict with Policy H4. The achievement of such targets will be difficult given the densities required. It is recommended if the council wish to achieve such ratios it needs to relax its density requirements. • Disagree with the need for the council to prescribe the housing mix at the local level when the council's Strategic Housing Market Assessment provides an overview of the type of housing that is needed and where. • Unlikely that 30% of York's housing requirement over the plan period will be delivered via flatted development, request that any split between houses and flats should be 90/10% respectively. • Disagree that we need houses rather than flats. • Policy is too prescriptive. • Concerned that this policy does not express how this aim will translate into implementation or any particular development management tools. • Option 1, to not specify any housing mix and enable the market to determine the housing requirement, is a more appropriate option as it will support the delivery of the right type of housing market in the area

Policy ACHM2 Housing Mix	
	<p>and based on the site characteristics. Housing mix should be agreed at the planning application stage when the site's characteristics, viability and local need can be appropriately considered.</p> <ul style="list-style-type: none"> • Approach to mix of housing is simplistic and crude in that it is a 'one size fits all' approach. Misses the opportunity for local involvement and the possibility of individual approaches to the housing mix which accords with the neighbourhood circumstances and the relevant Neighbourhood Plan. • Option 2, to rely on the national guidance to ensure appropriate housing mix provision should be the preferred approach.
Comment	<ul style="list-style-type: none"> • Can often be unviable to dictate housing mix on smaller development sites which can potentially lead to a site becoming non deliverable. It is vital that the council allow smaller housing sites to come forward without restriction on house types. • Acknowledge what the policy is seeking to achieve, but concern that a cumulative viability assessment has not been undertaken as part of this process. • Cheap low level flats would enable young people to get onto the market rather than building more houses.

Policy ACHM3 Gypsy, Traveller and Showpeople Allocations	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Support all allocations. Would welcome greater clarity as to how sites will be developed to ensure cohesion and integration with neighbouring communities. • Long standing need for extra pitches. • There must be good and adequate sites, when there are not gypsies and travellers can camp anywhere. • Support for all sites, relationship between hostile residents and travellers needs improving. • Agree with proper provision based on evidence of need.
Objection	<ul style="list-style-type: none"> • Do not agree with the building of sites for Travellers and Showpeople on Green Belt land. • Plenty of suitable brownfield sites available which should be used before greenfield sites. • Opposed to all sites. • Should be satisfied that less environmentally sensitive areas are not available. If not adverse effects must be mitigated against. The Sustainability Appraisal should further explore alternatives. • More sites are proposed than are legally required. • Existing sites should be extended. • Will create community integration issues. • Need to manage current sites before more are developed. • Questioned why travellers need permanent sites. • Need is questioned and robustness of evidence base. • Provision is in excess of other authorities requirements.

Policy ACHM3 Gypsy, Traveller and Showpeople Allocations	
	<ul style="list-style-type: none"> • Sites are too close to residential areas which will devalue properties. • Suggested that new park and ride sites should instead be used for gypsy and traveller sites. • These sites are not necessary. • Will result in increase in crime, rubbish and demand on police time. • Travellers should be re-housed in houses to reduce the number of sites needed. • All sites suggested are inappropriate for picturesque and rural areas. • Will have detrimental impact on local infrastructure, including doctors and schools. • The city will no longer be attractive to tourists. • Finding sites that are isolated is the best option.
Comment	<ul style="list-style-type: none"> • York has one of the highest populations of traveller sites in Yorkshire. • Queried why the St Oswald's site was not included • Whichever sites are chosen it is essential that the special character and setting of York is not harmed. • Assurances of no fly tipping required. • The requirement for years 6-10 can only be an estimate which should be recognised in the supporting text. • Provision of space for associated livestock should be included. • Sites should be spread equally across the city. • Such sites need good access and egress and need to be in areas where good drainage, sewage and waste disposal are readily available and easy to provide.

Land at Outgang Lane, Osbaldwick	
Key Issues Raised	
Objection	<ul style="list-style-type: none"> • It is not sensible to increase the size of the site. Difficulties already experienced by the council, the police and local residents indicates that the priority should be in making the site more acceptable. • The current site is badly managed. • Travellers' horses ruin the grass verges. • Issue with tethering horses. • Query the need for expansion of this site.
Comment	<ul style="list-style-type: none"> • The site needs to be controlled before it is enlarged.

Chowdene Campsite, Malton Road	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Agree with this site. • Will prevent illegal encampments in the area. • Sensible position for Travellers. • Good safe position for Travellers.
Objection	<ul style="list-style-type: none"> • A Travellers site in the heart of an established community would be disastrous. Lack of concern for local residents. • Inappropriate proposal.

Chowdene Campsite, Malton Road	
	<ul style="list-style-type: none"> • Inherent drainage issues. • Roads and infrastructure cannot cope, including schools. • Increased light and noise pollution. • Damage to nearby habitats and biodiversity. • Inappropriate so close to the retail park and gateway to the city. • The green space is needed. • Query the need for this site. • Land should be used for more houses, no need to more gypsy and traveller sties. • Concerned about stray horses. • Increase in anti-social behaviour and community cohesion issues. • Potential impact on local businesses. • Alternative sites proposed include the racecourse, Tadcaster Road, Main Street Fulford, James Street and other industrial estates. • Devaluation of property values. • Totally opposed to use of the Green Belt, should build on brownfield sites. • Too close to existing housing. • Harm unique character of the area. • Access to the site is inadequate, will increase road safety issues.
Comment	<ul style="list-style-type: none"> • Unwise to locate the site behind a working garage. • Travellers should be charged for services such as clearing up the site once departed. • An application for a tourist caravan has been refused in the past due to proximity to existing housing. Need consistency in approach.

Land at Common Lane and Hassacarr Lane, Dunnington	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Support the allocation. It is in accordance with national guidance and supported by evidence.
Objection	<ul style="list-style-type: none"> • Opposed to use of Green Belt land. No exceptional circumstances. Brownfield sites should be considered first. Queried whether such sites have been considered. • Planning permission refused for several housing developments in this area. Need consistency. • Unavoidable impact on the local natural environment given close proximity to Hassacarr nature reserve and site of importance for nature conservation, home to protected species. • Traffic safety issues to consider given location close to children's playground and playing field. • Increase in traffic and particularly heavy vehicles and trailers. • No robust evidence base to demonstrate need for the site. • Reports suggest that gypsy and travellers wish to move into housing which has not been taken into account. • Area was designated as a buffer between the industrial estate and domestic houses.

Land at Common Lane and Hassacarr Lane, Dunnington	
	<ul style="list-style-type: none"> • Dunnington Sports and Social Club have requested the use of this land for parking which was rejected for poor access which is applicable to these proposals. • Area is subject to flooding. • Two main watercourses in Dunnington, obstruction of these would have catastrophic consequences. • Would harm the views of properties overlooking the proposed site. • Concern over impact proposals would have on the existing community, including lack of integration. • Proximity to residential properties is a concern. • Should extend existing sties instead of developing new ones. • The new large housing allocations should accommodate gypsy and travellers instead of new sites, particularly ST14 and ST15. • Not in keeping with the village and located in a very visible location as you enter the village. Will change he rural nature of the village. • Local infrastructure could not cope. • The sports club needs extra parking and this site is ideal. • Inappropriate location adjacent to Julia's Garden. • Wish to retain the green approach to the village and keep the green buffer. • Will adversely affect the village green and conservation area. • Plenty of other more suitable areas for the site that would not affect local residences and businesses.
Comment	<ul style="list-style-type: none"> • The fields opposite the sports club is not an ideal location for gypsy and Traveller provision.

The Stables, Elvington	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • The stables at Elvington is a suitable site with to good vehicle access, safe pedestrian access, good local facilities, the site is well screened and the family living on the site is positively integrated into village life. • The site already benefits from a restricted planning consent and is available for continued use for a single showman's family. • Should remain, as it is for one family. • Agree with allocation • Site is ideal for this use and is well screened. The family is growing and need more space. If the family were forced elsewhere it would be a loss to the community. • No objection if the site was to stay the same as at present. • Family are part of the community, it is well screened and more interesting that the 1980s estates surrounding.
Objection	<ul style="list-style-type: none"> • Planning Inspector was very clear in stating that this was a very marginal decision and that the land should be vacated and revert back to Green Belt by 2016. • The council do not have the authority to overturn the temporary planning permission.

The Stables, Elvington

	<ul style="list-style-type: none"> • Brownfield sites are more appropriate and there should be no permanent dwellings with a maximum stay allowed. • Green Belt location, no exceptional circumstances demonstrated. • Inappropriate screening currently around the site. • The development is unsightly and not in keeping with its surroundings. The land is low lying, boggy and liable to flooding and sewage facilities risk contamination. • Detrimental to rural area. • Insufficient drainage. • Query robustness of evidence base and need for facility, issue of flood risk, site has temporary planning permission. • The level of Travellers plots being proposed by the council has not been justified. There is no evidence that the number of sites is required. • Local amenities cannot support this site and is inappropriate given its proximity to existing houses and being in the Green Belt. • The village and surrounding area have no legacy or historical reasons to support travellers, gypsies or showmen and there is no reason to change this. There are no positive benefits of devoting sites to these groups. • Could significantly impact the local community and landscape. • Poor and unsuitable access.
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Wetherby Road, Knapton

Key Issues Raised

Support	<ul style="list-style-type: none"> • Agree with the allocation. • Seems reasonably sized. • Support the provision of safe and necessary land for the city's gypsy and traveller communities.
Objection	<ul style="list-style-type: none"> • The site should be included in the Green Belt as it protects the rural setting of the western approach to the city which would otherwise begin to merge with the outer ring road. • Will have a detrimental impact on the area • Inappropriate development in the Green Belt. • Brownfield sites should be used before Greenfield sites. • Little evidence to support allocation of the site with regard to the site's suitability or need for the site. • An alternative site suggested next to the new Park & Ride at Poppleton. • An industrial/commercial site would be more appropriate. • Roads will not cope with increase in traffic. • Village lacks infrastructure. • Scale of proposals too large, will overwhelm the village. • Devaluation of homes in the area • More suitable sites are the large housing allocations such as ST14 and ST15.

	<ul style="list-style-type: none"> • Too near to existing housing. • Sewer and drainage issues. • Loss of wildlife. • Impact on heritage of village.
Comment	<ul style="list-style-type: none"> • Consideration should be given to neighbouring areas and their residents. • Request for withdrawal of the site by landowner.

Policy ACHM4 Sites for Gypsy, Travellers and Showpeople

Key Issues Raised

Support	<ul style="list-style-type: none"> • Support the principles for Gypsy, Travellers and Showpeople sites. Would welcome greater clarity as to how sites will be developed in a way that ensures cohesion and integration with the local resident population and neighbouring communities. • Agree with the criteria for finding new sites for the Gypsy, Traveller and Showpeople community. The council should aspire to the provision of sites of the highest quality. • Welcome the recognition in the local plan that there has been a lack of delivery of required plots and pitches and the need to find more suitable sites.
Objection	<ul style="list-style-type: none"> • Strongly recommend that policy ACHM4 has another bullet point added to state that sites for Gypsy, Travellers and Showpeople will be located out of food zone 3 which is inappropriate for this type of development due to the type of development due to associated flood risk and vulnerability classifications. • The policy does not address the interests of the settled community. • Support option 1 instead, relying on national guidance to guide provision.
Comment	<ul style="list-style-type: none"> • It is important that policy ACHM4 includes a requirement for any sites to safeguard those elements which contribute to the special character and setting of the historic city. • There must be good and adequate sites for gypsies and travellers. When there is not they camp anywhere they can and become unpopular, through no fault of their own. • There should be policies to support the management of Gypsy, Traveller and Showpeople allocations. This is crucial to the successful implementation of the stated allocations.

Policy ACHM5 Student Housing

Key Issues Raised

Support	<ul style="list-style-type: none"> • Agree with the preferred approach. The plan should provide local policy to guide development of student accommodation towards campus locations. • Welcome the policy on student housing, would prefer to see future provision which is also aimed at improving upon the current student housing quality and provision.
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Policy ACHM5 Student Housing	
	<ul style="list-style-type: none"> • The plan should provide local policy to guide development of student accommodation towards campus locations. Such accommodation located in residential areas is adversely affecting the amenity value of long established residential areas. • Support the approach, this is particularly important to avoid an unacceptable impact on local residents through HMOs. The council could consider in its approach the allocation of such sites for student housing. • On campus provision is supported. This would then discourage landlords from buying up so many houses and would open up the market for affordable homes, particularly for the first and second time buyers. • Building of targeted student accommodation that meets the needs of students in a similar way to HMOs in the private sector near to the University of York would be a great benefit to the local communities. • Both universities should be encouraged to build more purpose-built student accommodation both on and off their campuses.
Objection	<ul style="list-style-type: none"> • Appears to be in direct conflict with Policy ACHM1 which suggests locating student housing within the most accessible locations, whilst ACHM5 suggests accommodation should be provided on campus first. Most accessible locations are not University campuses. Believe Policy ACHM5 is appropriate and ACHM1 should be reviewed in order to bring it in line with ACHM5. • All future housing should be built on University land and not multiple occupation in houses in the city. • Should actively work with the universities in the city to reclaim York's housing stock by encouraging students to live on campus. • Consider that there should be a citywide Students Residences strategy. In terms of the current policy wording: There are no allocated 'student housing' sites in plan. There is no mention of policy for private providers.
Comment	<ul style="list-style-type: none"> • Could make greater provision for improving the overall student housing and associated community provision, not just that for the potential additional student population. • Queried why isn't the University providing affordable housing for their students in line with if not cheaper than what landlords are charging for rooms in their HMOs. This would then relieve the housing problem and not force students into renting cheaper rooms in HMOs. • Need to increase the level of purpose built student accommodation to reclaim houses of multiple occupancy for families in the city. • Universities will assess their needs with due regard to dedicated student housing provision made by third parties on a speculative basis. If additional accommodation is required the universities will endeavour to accommodate the levels of demand by on-campus solutions or on sites managed by themselves or linked to purpose built private sector accommodation provided it is economically prudent to do so. • The student population should be distributed more or less evenly

Policy ACHM5 Student Housing

	<p>throughout the city in order to minimise student hotspots which, generally speaking, tend to have a harmful impact on a neighbourhood.</p> <ul style="list-style-type: none"> • Students need somewhere to stay, but this should not be at the expense of housing for the local population. • In several areas of the city there is a shortage of houses because hundreds of family homes have been turned into HMOs. The University must take its share of responsibility by creating more student accommodation and encouraging students to live on campus. • If the University of York fulfilled their commitment to house students, this would release many family houses in and around York for other residents.
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Policy ACHM6 Houses in Multiple Occupation

Key Issues Raised

Support	<ul style="list-style-type: none"> • The plan should provide detailed local criteria to guide location and concentration of HMOs, as well as defining minimum quality standards in co-operation with the universities concerned. • Agree with preferred approach.
Objection	<ul style="list-style-type: none"> • The residential area must also be capable of dealing with the influx of a population which is not easy to integrate. • All future student housing should be built on University land and not provided for in HMOs across the city. • HMO figures are too high to allow reasonable mixed use, suggest 10% for a neighbourhood area and far less for a 100 metre section. • If the council had not provided number of licences for multi occupancy use there would be more houses available for families, not student only areas. • Recommend that the 10% at street level criteria is deleted and use only neighbourhood level..
Comment	<ul style="list-style-type: none"> • Large areas of the city which were residential have been turned into 'buy to let' for students by private landlords. • HMOs are empty for over half the year every year. Realise that students need somewhere to stay, but this should not be at the expense of housing for the local population. • HMOs must be carefully situated and universities must take responsibility for the student need for accommodation. • HMO accommodation located in residential areas is adversely affecting the amenity value of long established residential areas. • Should be preventing the loss of housing in York to students, so many housing allocations would not then be needed. • The real reason there might be a housing shortage in York could be vast areas of student lets in Fulford, Tang Hall and other areas near the University and St Johns College pushing up rents. • Areas are becoming a bit of a student ghetto and it is taking away a huge amount of low cost housing away from the general population of York/first time buyers.

Policy ACHM6 Houses in Multiple Occupation

- It is good that there is now a limit to student housing in an area but queried why the landlords are not paying Council Tax.

Affordable Housing

Policy AH1 Affordable Housing

Key Issues Raised

Support

- Supportive of the need to have flexible approach to take account of changing market conditions.
- Generally supportive of the policy on affordable housing which aims to improve affordability across the housing market with the additional considerations being around the adoption of a peppercotting/random scattering of tenures/range of housing across sites.
- Support targets being amended annually based on local market conditions as set out in the preferred approach.
- No objection to ‘dynamic targets’ as opposed to ‘annual dynamic targets’ which are fixed for the lifetime of the Plan, subject to the targets being appropriate and tested thoroughly in terms of viability.
- Affordable housing must be provided as a very high priority.
- Support additional affordable housing in Dunnington, could be a mixture of rented and shared equity, good for young families.
- Strongly support the requirement for an open book appraisal if the applicant claims to be unable to meet the dynamic targets.

Objection

- Do not agree with the preferred option to guide affordable housing requirements, would recommend option 1 and not specifying any affordable housing targets letting the market determine it instead.
- Policy advises that targets will be subject to annual review. Not clear on what basis annual dynamic targets will be tested. NPPF requires local planning authorities to set out their policy on local standards in Local Plan. Therefore, request that the plan sets a clear affordable housing target (option 3).
- The use of annual dynamic targets will create significant uncertainty to the development industry, which will inhibit the delivery of housing in York.
- Concerned that the approach to land value adopted in the viability study will discourage landowners from releasing land for housing development, which is essential to economic growth and recovery.
- Should base affordable tenure mix on an objectively assessed need approach rather than a policy based requirement. Regard should therefore be had to the inclusion of the affordable rent tenure as set out within the HCA Affordable Homes Programme 2011/15.
- In respect of integration of affordable housing with market housing on a pro rata bases by pepper potting, there is no justification for assuming such a relationship between market demand and affordable housing needs. The draft pro rata approach could jeopardise the delivery of residential developments within the city and/or result in a mismatch between needs and provision with serious potential issues

Policy AH1 Affordable Housing	
	<p>of under occupation.</p> <ul style="list-style-type: none"> • ‘Pepper-potting’ is a divisive and unsuccessful policy and does not enhance social harmony. • There are a number of concerns with the assumptions made in the Affordable Housing Viability Study. There should be a flexible approach to the delivery of any affordable housing requirement. It must be recognised that affordable housing requirements must not be so onerous that they threaten the delivery of the overall housing requirements. • The idea of ‘open book’ negotiations to reduce the requirement is flawed. In practice it just does not work. Builders do not negotiate, they walk away. It’s not worth their while to throw resources at a futile exercise. • The policy is not based on credible evidence. The Affordable Housing Viability Study is out of date and does not take into account of all policy requirements, obligations and the viability implications of these. • The plan will in effect exacerbate an already large affordable housing issue. This approach is unsound. • For local policy to require a high proportion of social rent units is not aligned with the realities of the current and foreseeable market conditions or with national advice. It is considered that the proposed social rent tenure requirement is unviable and inappropriate and the 70% social rent should be amended to 70% affordable rent. • Disagree with the statement that York needs more affordable housing – its all driven by population growth, increasing demand and prices. There has to be a limit. • Do not believe the quoted need figure of 790 affordable homes per year has been properly evidenced against a changing economic situation. Whilst it is acknowledged that there is a backlog in supply, a more realistic figure would be 200-300 homes per year which could reasonably be met by a combination of Housing Developments and Local Authorities own programme of house building using government funding streams such as the New Homes Bonus. • The removal of the priority of developing brownfield sites before greenfield sites is designed to get large scale developers to finance the provision of 240 affordable homes each year. Recent history in York regarding developer’s lack of interest in building affordable homes as a significant element of their new built estates does not make this aspiration a creditable one. The allocations of high affordable housing quotas are also commercially non-viable. The main focus of affordable housing growth in the lifetime of the plan should come from direct building from the council and Housing Associations.
Comment	<ul style="list-style-type: none"> • Would prefer greater transparency describing precisely when, how and by who the annual dynamic target will be set. • Whilst no objection to viability appraisals in special cases, this should not be used to justify unsustainable policies. • For off site financial contributions the use of a district wide average could inhibit sites coming forward and therefore the figure should be

Policy AH1 Affordable Housing

	<p>set on a site by site basis.</p> <ul style="list-style-type: none"> • Would be sensible to set a price per square metre of affordable housing development. This should be net of ancillary and communal areas. • Not clear on what basis annual dynamic targets will be tested. No objection to reviewing affordable housing target provided that it is properly done as part of the plan-making process; is based on robust evidence provided within an up-to-date Strategic Housing Market Assessment and Viability Appraisal; and is subject to public scrutiny. • Concerned that those who have bought on the open market will be surrounded by affordable houses. • Affordable homes are not available to a large percentage of first time buyers. • It is unclear whether the proposed 5 yearly reviews of the Affordable Housing Viability Assessment will be reflected in S106 Agreements relating to the larger allocated sites which will be developed over a period longer than 5 years. • Financial contributions from developers should be based on market conditions. There should be general, flexible guidelines in relation to exceptions sites. Small developments (however defined) don't necessarily need to provide affordable housing on or off site and there should be general, flexible guidelines.
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Community Facilities

Policy CF1 Community Facilities

Key Issues Raised

Support	<ul style="list-style-type: none"> • Welcome policy on community facilities. • Fully support Policy CF1. Stress the importance of not permitting proposals which fail to protect existing community facilities. • Policy CF1 is sensible and appropriate.
Objection	<ul style="list-style-type: none"> • Restrictive policy with a crude measure of community provision and location of new facilities in relation to sport. Policy is inappropriate. Suggested revised wording: 'All proposals for new and improved sports facilities will be supported providing that they meet normal planning criteria such as adequate access and availability of non-car modes of travel.' • Requirement for new or improved community facilities to accompany new residential development is unsound. • The policy has not been subject to any cumulative viability assessment and therefore its impact upon the viability of development cannot be properly assessed. The policy does not identify the mechanism for achieving such facilities. • It is not clear how the appropriate, proportionate requirement will be arrived at and this does not assist developers and land owners to assess the overall additional cost on development which may be imposed through this requirement.

Policy CF1 Community Facilities	
	<ul style="list-style-type: none"> • Object to the proposed approach to Policy CF1 and the only alternative put forward. Recommended that the council adopt the same approach as they have for Policy EST1 regarding education, in that the policy specifically stipulates that education provision will be based on meeting an identified need and to address deficiencies in existing facilities. • Disagree with the preferred approach to required contributions, support option 2, to require only major developments to contribute to community facilities/health provision on or off site. • Such provision should be based on evidence of need and should only be necessary where there is an identified deficiency in the relevant area. Furthermore such a requirement for all new residential development has not been tested via any cumulative viability assessment. The Community Levy Infrastructure should be the only mechanism for collecting cumulative impact on types of infrastructure. • Should require all new developments (other than house extensions) to contribute to community facilities/health provision. Provide detailed local criteria to guide community facilities/health provision and accessibility in relation to new development.
Comment	<ul style="list-style-type: none"> • The policy could be strengthened by stating community facilities and services, in the title and every usage in this section. • Does not provide a clear explanation for the term 'community facilities'. Strongly suggest that an entry is made for this term in the Glossary. • More description needed to make it clear that built sports could include indoor or outdoor provision and provision for any age group. • When considering the approach to Community Infrastructure Levy, care will need to be taken to ensure that developers are not charged twice for on-site and off-site provision. • Space for community growing and allotments should be included in all new residential development. • There should be specific reference to the need to provide church buildings. • Should specify not just accessible by walking and cycling but with appropriate and sufficient provision (e.g. cycle parking, lobby for coats, child buggies, scooters etc).

Policy CF2 Built Sports Facilities	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Supportive of the aim to ensure that anybody who wishes to play sport in the York area can do. • This is a sensible policy.
Objection	<ul style="list-style-type: none"> • Should contain a statement regarding the environmental impact of sports sites development in the context of climate change.
Comment	<ul style="list-style-type: none"> • Policy is unnecessary, already covered in Policy CF1 which deals with all types of community infrastructure. • Policy's intent and relationship with the Built Facilities Strategy could

Policy CF2 Built Sports Facilities

	<p>be much more clearly expressed. As an example of clarity would point towards Darlington’s Core Strategy (Policy CS18).</p> <ul style="list-style-type: none"> • Needs to consider the social determinants of health, so that issues of exercise, access to food etc are promoted rather than hindered by developments and planning decisions. Exercise takes places in many settings, and is mostly not dependant on being in a sports hall or on a pitch. • It is important that community facilities in new developments do not have a detrimental effect on neighbouring community facilities. • Should be a reference in the supporting text to the importance of the beautiful natural environment on how to deliver and maintain quality of open space to help encourage people into active leisure sports.
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Policy CF3 Childcare Provision

Key Issues Raised

Support	<ul style="list-style-type: none"> • This is a sensible policy. • Strongly recommend that this policy be kept in the final version of the Local Plan as it helps to protect the sustainability of existing quality childcare provision within a locality.
Comment	<ul style="list-style-type: none"> • Future investment of cities begins with childcare provision. • Would like more control over the say in expanding children’s day nurseries in York. The market in some areas is saturated, then in need of Nurseries in others.

Policy CF4 Healthcare and Emergency Services

Key Issues Raised

Support	<ul style="list-style-type: none"> • This is a sensible policy.
Objection	<ul style="list-style-type: none"> • Should require all new developments (other than house extensions) to contribute to community facilities/health provision. Provide detailed local criteria to guide community facilities/health provision and accessibility in relation to new development.
Comment	<ul style="list-style-type: none"> • When considering the approach to Community Infrastructure Levy, care will need to be taken to ensure that developers are not charged twice for on-site and off-site provision. • York District Hospital would also be hard pressed to meet the additional demands on its services and with an aging population it is difficult to visualise how the service could meet the inevitable increase in patient care. • Issue of the major redevelopment of the Hospital over the next few years should be taken into account.

Education, Skills and Training

Policy EST1 Preschool, Primary and Secondary Education

Key Issues Raised

Support	<ul style="list-style-type: none"> • Agree with local policy to guide the development of education facilities and the provision of generic local criteria to guide education provision and accessibility in relation to new development. • Support recognition of the importance of design and modifications that allow community access to facilities.
Objection	<ul style="list-style-type: none"> • Should include provision for environmental education in the development of new education establishment and not solely focus on the allocation of green space for sports activities. • To require new development to address existing deficiencies in school playing fields provision would appear to be “ultra vires” and not in accordance with the Community Infrastructure Levy regulations. Any reference to obligations on new development addressing existing deficiencies should therefore be removed. • Do not agree with preferred approach, the plan should rely on national policy to guide development of education facilities.
Comment	<ul style="list-style-type: none"> • When considering the approach to Community Infrastructure Levy, care will need to be taken to ensure that developers are not charged twice for on-site and off-site provision. • Not evident how the increased school age population will be addressed before submission of the final plan. • Given the proposed large increase in housing with specific sites allocated, don't see much in the way of thoughts or comment about how existing schools will cope with the resulting rise in demand or about where new schools might be needed and sited.

Policy EST2 Further and Higher Education

Key Issues Raised

Support	<ul style="list-style-type: none"> • Policy and supporting text are welcomed. • Agree with the provision of generic local criteria to guide education provision and accessibility in relation to new development.
Objection	<ul style="list-style-type: none"> • There should be a policy specific to Askhm Bryan College which would guide the type, form and location of new development within the settlement limit. This would be similar to the policies for the universities. • Do not agree with preferred approach, the plan should rely on national policy to guide development of education facilities.
Comment	<ul style="list-style-type: none"> • Question the York College boundaries on the proposals map.

Policy EST3 Community Access to Sports and Cultural Facilities on Education Sites

Key Issues Raised

Support	<ul style="list-style-type: none"> • Supportive of Policy EST3.
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Policy EST3 Community Access to Sports and Cultural Facilities on Education Sites

Objection	<ul style="list-style-type: none"> This policy is out of step with the current university funding regime. The Universities main source of income, tuition fees now flow directly from students and not from public sector sources. Universities whilst remaining publically accountable are not public sector funded. Universities must clearly demonstrate to their students that they are not only gaining from their education but they are being taught in and have available for their enjoyment facilities that demonstrate value for money. A university needs to be able to offer excellent indoor and outdoor sporting facilities, not just for its sporting scholars but for the whole of its student community. University facilities must therefore optimise access for their own students, and whilst spare capacity can be offered to community teams (at commercial rates). Universities can play a lead role in encouraging sports participation because students represent a willing and talented body of volunteers who can facilitate events.
Comment	<ul style="list-style-type: none"> Integrating theatre into education is important. In addition this policy should make it clear that facilities should be accessible and operated in a way that attracts community users.

Policy EST4 Targeted Recruitment and Training

Key Issues Raised

Support	<ul style="list-style-type: none"> Agree with requiring only developments with a cost of £1 million or more to provide skills and training opportunities, on or off site.
Objection	<ul style="list-style-type: none"> Recommend the policy be deleted. Training schemes through Section 106 Agreements does not comply with the Community Infrastructure Levy Regulations. Takes no account of operating costs and practicalities for individual developers and sites. The appropriateness of recruiting 'locally sourced' trainees should be a matter for each developer, not a mandatory planning requirement. It does not appear realistic that such a requirement would fulfil the legal tests for section 106 agreements. The current viability assessment does not assess the viability implications of this policy. Query where the evidence is to justify this policy requirement. All new developments should contribute to skills and training.
Comment	<ul style="list-style-type: none"> Would be useful to make a reference to the commitment to encourage the construction sector to engage with the local community and support the training of the current and future construction sector workforce by being part of the YorCity Construction project whilst on site in York. Applicants should be expected to enter into a Section 106 or other agreements that identifies training opportunities and local recruitment processes in respect of appropriate positions within the project.

Universities

Policy U1 University of York Campuses	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Agree with the provision of detailed local criteria to guide form and location of university development.
Objection	<ul style="list-style-type: none"> • Should be amended to make clear that any proposal for the expansion or further development of the University of York is matched by increases in car parking and student accommodation. • Contradiction between the aims and content of ACHM1 and the content of Policies ACHM5 and U1. Equal weight should be given to campus locations and other locations based on the accessibility credentials of each with preference for those offering the best access to the city centre, educational establishments and day to day services. Policy ACHM5 and Policy U1 suggest a preference of directing student accommodation to campus locations or to allocated sites managed by the institution in question or linked to purpose built dedicated private sector accommodation. It is inappropriate for a sequential test to be applied to student accommodation.
Comment	<ul style="list-style-type: none"> • The University must be coerced into meeting its own obligations and the council must be actively involved. • If the campus is to continue to expand, the University must be seen to meet its responsibilities as part of the plan. • Reference should be made to incubator units for graduate and post-graduate business start up for up to two years from graduation. • Queried why the University isn't providing affordable housing for their students in line with if not cheaper than what landlords are charging for rooms in their HMOs. This would then relieve the housing problem and not force students into renting cheaper rooms in HMOs.

Policy U2 Heslington West	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Will help to retain the distinctive character of the campus and its landscape setting. • Agree with providing detailed local criteria to guide form and location of university development.
Objection	<ul style="list-style-type: none"> • Should be amended to state that university proposals should not lead to further harm to the setting and rural character of Walmgate Stray and where possible reduce impacts where redevelopment is being considered. • Should include BREEAM and Code of Sustainable Homes Levels clauses in the context of climate change.
Comment	<ul style="list-style-type: none"> • Lots of emphasis on the universities expanding. York is in danger of becoming a university campus and these developments need to be restrained rather than encouraged. • The limits on University car parking have obviously been set too low for modern life making problems for local communities and the area less accessible for other York Residents. • If the campus is to continue to expand, the University must be seen to

	meet its responsibilities as part of the plan.
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Policy U3 Heslington East

Key Issues Raised

Support	<ul style="list-style-type: none"> • Agree with providing detailed local criteria to guide form and location of university development. • Support the requirements that any amendments to the current Section 106 Agreement will be required to reflect its parkland setting. That they should be sensitive to its Green Belt surroundings and the setting of Heslington Village.
Objection	<ul style="list-style-type: none"> • Should be looking at the number of houses rented by University students. East development proposed has vast areas of ground to spare for considerable more compulsory student accommodation which could release their vast rented housing for normal use and please nearby residents.
Comment	<ul style="list-style-type: none"> • There needs to be additional narrative to cover the commercial employment land on the 112 hectare campus at Heslington East. • Reference should be made to protection for the agreed landscaping and developing biodiversity on the campus as well as the 'setting' of the buildings. The parking conditions of the planning permission and Travel Plan should be referenced in this policy statement. • The limits on University car parking have obviously been set too low for modern life making problems for local communities and the area less accessible for other York Residents.

Policy U4 Lord Mayor's Walk

Key Issues Raised

Support	<ul style="list-style-type: none"> • Agree with providing detailed local criteria to guide form and location of university development. • Lord Mayor's Walk Campus lies opposite the city walls, partly in a Conservation Area. Support the requirement that future development on this site needs to take account of its sensitive setting.
Objection	<ul style="list-style-type: none"> • It is unrealistic to propose that student housing could or should be provided on campus. The policy should state that need should be considered in relation to existing and proposed student housing provision and any unmet need to be catered for off-site facilities controlled by the University or via a third party provider. • A more appropriate approach would be to direct student accommodation to on campus locations or to other sites with good accessibility to the city centre, other services and educational facilities.

Policy U5 York St John University Allocations

Key Issues Raised

Support	<ul style="list-style-type: none"> • This policy is widely to be welcomed. • Agree with providing detailed local criteria to guide form and location
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	of university development.
Objection	<ul style="list-style-type: none"> • There is no indication that additional land of the subject site can be acquired, particularly given the financial implications and statements in the Sports Strategy.
Comment	<ul style="list-style-type: none"> • Should ensure the universities build or provide student accommodation within their grounds. This would greatly increase home availability for city residents and reduce the need for more building.

Design and the Historic Environment

Policy DHE1 Design and the Historic Environment

Key Issues Raised

Support	<ul style="list-style-type: none"> • Encouraged that the plan recognises the importance of strategic views of the city from its outskirts. • Agree with keeping York Minster in prominent view from a large number of sites when approaching York by road, path or riverside. • Particularly endorse the final paragraph of the policy. Given the importance of York's historic environment, it is absolutely right that development proposals that fail to take account of York's special qualities should be refused. • Sets out an appropriate framework for determining the design implications of development. • Endorse this policy, especially the promotion of high quality standards of contemporary design. • Policy is to be welcomed, hoped it will be vigorously maintained
Objection	<ul style="list-style-type: none"> • Only the 'historic city' appears to be implied here, with no consideration of 'rural York' where many of the villages have a conservation area in their centre. • Policy lacks clarity where it states that development proposals that fail to take account of York's special qualities and the opportunities for improving and enhancing the character and quality of an area will normally be refused. Potentially provides a 'catch all' approach. Concerns with regards to how this policy will be apply in a consistent manner.
Comment	<ul style="list-style-type: none"> • Would like to see some iconic modern buildings and houses, rather than sticking with faux Victorian designs that currently seem to be the standard for most new buildings in York. • The spirit is welcomed but there is not a good track record in permitting developments that affect the scale of surroundings. Thus there will be little confidence that the new policy will bring involvement. • Policy might benefit from specific mention of the term 'setting'. • Need to ensure that the design requirements proposed through this policy are not so onerous that they unnecessarily restrict otherwise sustainable development from coming forward. • The proposed plan's policy of hyper growth presents a clear and present danger to York's historic environment.

Policy DHE2 Heritage Assets	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Strongly support this policy, and the reference to the need for detailed evidence and a heritage statement to accompany development proposals. • Agree that the Policy is the most appropriate approach to conserve and enhance heritage assets, and to ensure the impact of development on a heritage asset is suitably assessed. • Policy is to be welcomed, hoped it will be vigorously maintained. • Warmly welcome the proposals to include a local heritage list in addition to the national heritage list, allowing that which is important to those in York but not necessarily global historians to be identified and to some extent protected and highlighted by York's own population.
Objection	<ul style="list-style-type: none"> • Should clarify what is meant by "York's historic environment". • Policy needs to make it clear that local heritage assets will have weight/be a material consideration in planning applications. • The plan needs to provide local policy in regard to preserving York's villages very many of which have 2000 year old settlement patterns, 1000 year old continuously occupied property sites and 300 year+ old properties. These very settled communities need protection under the Plan to preserve their physical, rural, agricultural and industrial heritages and their social community heritages.
Comment	<ul style="list-style-type: none"> • Concerned about the impact which the preferred development strategy and, in particular, some of the areas which have been chosen as future development sites, are likely to have upon elements which contribute to the special character and setting of the historic city. • Nominate that the trees that line both Wetherby Road and Beckfield Lane are protected as part of the Local Heritage List for York. The mature trees in both streets come under the criteria of Townscape and Landscape Significance.

Policy DHE3 Landscape and Setting	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Agree with minimising light pollution from sites old and new. • Support reference to ensuring that the landscape of the city and its wider setting is safeguarded. • Welcome Policy DHE3 and believe it to be an appropriate approach. • Policy is to be welcomed, hoped it will be vigorously maintained.
Objection	<ul style="list-style-type: none"> • Could be improved by including the ambition to enhance and improve biodiversity in the city centre and also the sustainable management of water runoff by Sustainable Urban Drainage schemes. • Object to the use of the term 'substantial'; this is supposed to be evidenced based and as such the landscape detail and planting may not need to be substantial based on the findings of the evidence base. • In terms of the level of detail of supporting information to be required with planning application it is considered that a blanket approach

	<p>across all applications is overly onerous. Were this information is required, these should be commensurate to the scale and complexity of development proposals, and should be requested specifically during pre-application discussions if needed.</p> <ul style="list-style-type: none"> • Need 'Living Landscape Design Guidance' to raise standards. • Village landscape should be included in the supporting text, with mention of village greens and street verges, which also have historic interest.
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Policy DHE4 Building Heights and Views

Key Issues Raised

Support	<ul style="list-style-type: none"> • New developments outside the city centre, as well as inside, should protect important views. • Welcome the inclusion of a requirement that the city's key views as defined in the city historic core conservation area appraisal (CHCCAA) will be protected. • Agree that the policy is the most appropriate approach. • Policy is to be welcomed, and it is hoped it will be vigorously maintained.
Objection	<ul style="list-style-type: none"> • In the CHCCAA the prominence of the Minster in the historic city's skyline is assessed as one of the most special and precious aspects of York and its townscape. It is therefore suggested the wording in the supporting text is replaced by that in the CHCCAA. The general presumption within the 'historic city' should be against any development over four storeys. • Should include the recommendation from the CHCCAA that taller buildings beyond the 'historic city' could have a significant impact on the character and appearance of a number of key views. There should be a general presumption against buildings taller than five storeys. • Need to acknowledge within the policy the relationship between setting, mass and height with key views of the city. Simply protecting key views is not enough. Suggest an additional criterion is introduced to the policy to ensure the height, scale and mass of proposed development will not adversely affect the setting of key views, but will instead protect the setting.
Comment	<ul style="list-style-type: none"> • Realising opportunities for creating or revealing new public views should not be at the expense of removing significant amounts of green infrastructure and should categorically not be used as an excuse to take out trees. • Iconic views of the Minster should be maintained. • Should consider the skyline of York city centre in particular.

Policy DHE5 Streets and Spaces

Key Issues Raised

Support	<ul style="list-style-type: none"> • Policy is to be welcomed, hoped it will be vigorously maintained. • Welcome this policy and the promotion of pedestrian and cycle movement as a priority.
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	<ul style="list-style-type: none"> • Supportive of a policy for York’s streets and spaces, especially the improvement of the public realm.
Objection	<ul style="list-style-type: none"> • Appears to apply only to the streets and spaces of the ‘historic city’, and not to the village streets and spaces in ‘rural York’. • Public space and footpaths should be incorporated into developments in accordance with DEFRA Guidelines.
Comment	<ul style="list-style-type: none"> • Should be cross referenced and related back to other policies in order to ensure it is not read in isolation.

Policy DHE6 Conservation Areas

Key Issues Raised

Support	<ul style="list-style-type: none"> • This policy is to be welcomed, hoped it will be vigorously maintained.
Objection	<ul style="list-style-type: none"> • This policy is not comprehensive. Only refers to the first part of any assessment, which consists of assessing the special qualities of a conservation area. The Policy fails to mention the second part of any assessment, which is to assess the impact of development on the conservation area. An additional criterion is therefore required to address this. • In the supporting text, queried whether “designation statements” are the same thing as the Conservation Area Descriptions which are included in the Development Control Local Plan. Besides “conservation area appraisals”, many villages have prepared a Village Design Statement which should be a material consideration. The central historic core conservation area appraisal is not the only appraisal prepared for the ‘historic city’.
Comment	<ul style="list-style-type: none"> • National policy makes it clear that the significance of a heritage asset can also be affected by development proposals within its setting. Suggested changes to reflect this. • Recognise the need for sensitivity regarding design proposals for conservation areas however this should not overrule the need for appropriate energy-efficient features and insulation (and even renewable energy). • Queried whether the conservation area boundary, Green Belt boundary or village settlement boundary have been moved in the vicinity of Elvington House as the maps are unclear.

Policy DHE7 Listed Buildings

Key Issues Raised

Support	<ul style="list-style-type: none"> • Sets out a good framework for managing change which could impact upon York’s listed buildings. • Policy is to be welcomed, hoped it will be vigorously maintained. • Agree with the approach.
Objection	<ul style="list-style-type: none"> • Refers to designated heritage assets, should include undesignated assets in this policy (i.e. those on Local Heritage List). • This policy is unnecessary. The plan would benefit from its deletion. • A third criterion should be introduced requiring an assessment of the impact of development on the listed building. Cross reference to the

Policy DHE7 Listed Buildings	
	City of York Streetscape Strategy and Guidance English Heritage's guidance on the extension of listed buildings.
Comment	<ul style="list-style-type: none"> • Queried whether the converse of the policy be true, in that developments that detract from the value to the special architectural or history interest of the building and its setting, including key views, approaches and aspects of the immediate and wider environment that are intrinsic to its value and significance will not be permitted. • In explaining the content required for Heritage statements in the supporting text, this needs to reinforce the context that the level of detail to be provided 'should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance'.

Policy DHE8 Shopfronts in Historic Locations	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Agree with the policy, especially the protection that is given to the retention of high-quality or historic shop fronts. • Policy is to be welcomed, hoped it will be vigorously maintained.
Objection	<ul style="list-style-type: none"> • Should add reference to proposals being of an appropriate colour. • Needs to include a more explicit explanation of what is meant by 'sympathetically designed' and 'high quality materials'. At the moment it is unclear how this Policy adds local considerations to national guidance on advertisements. Introducing more explicit guidance will make the Policy locally distinct. • Should include references in the supporting text to the repair of dilapidated shopfronts, and to the alteration and/or repair of village shopfronts: with the loss of so many village shops, their shopfronts are becoming an increasingly rare feature often of social historic value and interest.

Policy DHE9 Advertisements in Historic Locations	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Sets out a good framework for the control of advertisements. • Welcome the detail incorporated into this policy. • Policy is to be welcomed, hoped it will be vigorously maintained
Objection	<ul style="list-style-type: none"> • Reference to harm to historic fabric should be added to criterion i. • Supporting text is overly prescriptive, selective and unnecessary, since the proper and only acceptable criteria for control are already identified in the policy. • Suggested that reference to "position" and "number" is added to list in criterion i. • Second part of draft policy, subparagraph (a) is poorly worded and subparagraph (b) is wrong in law as introduces an assessment of "need". Local authorities may not concern themselves with the "need" for any particular sign or advertisement. This is a matter for the advertiser. Second part of policy could be improved and simplified by

Policy DHE9 Advertisements in Historic Locations

	total replacement with: "Within conservation areas and on buildings identified as heritage assets, illumination will only be supported where the method of illumination (including wiring, fixtures and fittings) preserves or enhances the historic character and appearance of the building and area."
Comment	<ul style="list-style-type: none"> • Queried whether more locally distinct advice could be provided, especially in relation to materials and finish. • Would like to see reference to how 'A' boards are inappropriate and will not be allowed within the street scene. Believe that they block pavements and cause tripping hazards.

Policy DHE10 Security Shutters in Historic Locations

Key Issues Raised

Support	<ul style="list-style-type: none"> • Sets out a good framework for the control of security shutters. • Policy is to be welcomed, hoped it will be vigorously maintained.
Objection	<ul style="list-style-type: none"> • Policy should be a requirement for all security shutters in sensitive locations.

Policy DHE11 York City Walls and St Marys Abbey ('York Walls')

Key Issues Raised

Support	<ul style="list-style-type: none"> • Supportive of this Policy. It sets out an appropriate approach to the conservation and enhancement of the Walls. • Policy is to be welcomed, hoped it will be vigorously maintained.
Objection	<ul style="list-style-type: none"> • Could be improved by including the ambition to enhance and improve biodiversity in the city centre and also the sustainable management of water runoff by Sustainable Urban Drainage schemes. • Reference to the 'Friends of York Walls' in the supporting text is inappropriate as there are no comparable references elsewhere to numerous other 'Friends' and similar amenity groups. Substitute "community groups" if necessary.
Comment	<ul style="list-style-type: none"> • In order to guide development in and around the City Walls, it is suggested that the council and English Heritage produce joint guidance which can be used as SDP. • Given the importance of the York City Walls, there should be a clear statement that proposals which harm their significance will not be permitted in the supporting text. .

Policy DHE12 Archaeology

Key Issues Raised

Support	<ul style="list-style-type: none"> • Agree with this Policy as an appropriate approach to protecting archaeological features and deposits. • Policy is to be welcomed, hoped it will be vigorously maintained.
Objection	<ul style="list-style-type: none"> • Advice for archaeological sites outside the historic core of the City of York and the Area of Archaeological Interest should be included and

Policy DHE12 Archaeology	
	<p>made explicit. Terminology to distinguish the 'historic city' from the surrounding villages, 'rural York' should be used.</p> <ul style="list-style-type: none"> • This policy is unnecessary. The plan would benefit from its deletion. • In the supporting text should mention the threat of damage to these highly sensitive organic archaeological deposits due to dewatering from intrusions, often at some distance from the deposits. This is a very real problem in York city centre.
Comment	<ul style="list-style-type: none"> • Whilst the policy is supported, it would benefit from some revisions to more clearly articulate the approach to developments likely to affect archaeological remains. • It would be appropriate to list in the Policy the Scheduled Ancient Monuments in York or cross reference to a list to be included in an appendix to the plan. • The plan should note that there is no need to consult widely about the techniques that are best suited for interpreting the past The high quality work the Fulford Battlefield Society have produced should be recognised and this statement amended since the funding for research is limited. • There should have been an obligation for all those who provide advice to the planners on behalf of developers and the council to be accredited to a body that can impose a professional discipline and sanction those who fall short of the standards expected. • The scheme for archaeological excavation should be subject to public consultation and require the approval of an independent body before it is approved. • The council should produce an SPD to help guide those proposing development in the City the York Development and Archaeological Study or its successor is also adopted as SPD. • Copies of reports should also be deposited with OASIS (the Online Access to the Index of Archaeological Investigation) as well as the Historic Environment Record.

Policy DHE13 Historic Parks and Gardens	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Policy is to be welcomed, hoped it will be vigorously maintained. • This policy and parks and gardens play a significant role in flood migration.
Objection	<ul style="list-style-type: none"> • Could be improved by including the ambition to enhance and improve biodiversity in the city centre and also the sustainable management of water runoff by Sustainable Urban Drainage schemes. • This policy is unnecessary. The plan would benefit from its deletion. • Would like to see reference made to the need for a statement of significance and a heritage impact assessment to be submitted in relation to proposals affecting historic parks and gardens or their setting. Parks and gardens are historic assets and therefore demand the same level of consideration and assessment as other heritage assets.

Policy DHE13 Historic Parks and Gardens

Comment	<ul style="list-style-type: none"> • It is important that reference is also made in the Policy to safeguarding any important views out of these landscapes, and ensuring that proposals do not prejudice any future restoration. • Queried whether the parks and gardens should be named somewhere.
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Policy DHE14 City of York Historic Environment Record

Key Issues Raised

Support	<ul style="list-style-type: none"> • Welcome this policy as an appropriate approach to the use of the historic environment record. • Policy is to be welcomed, hoped it will be vigorously maintained.
Objection	<ul style="list-style-type: none"> • Would like to see reference made that the historic environment record must be updated and enhanced rather than maintained and it should be made electronic which would aid access to ensure it is used to its full potential. • Policy links are missing in the supporting text, reference should be made to the Living Landscape Design Guidance, Green Infrastructure Strategy, Tree Strategy or Trees in Development Sites SPD.
Comment	<ul style="list-style-type: none"> • Should make clear that all assessments should be deposited with the historic environment record once completed.

Green Infrastructure

Policy GI1 Green Infrastructure

Key Issues Raised

Support	<ul style="list-style-type: none"> • Strongly support local green corridors where possible incorporating publicly available footpaths to enable pollution free exercise or point to point travel. • Support the policy, especially the recognition of the contribution which the city's heritage assets make to the Green Infrastructure network. • Agree with the multi-functional approach to Green Infrastructure. • Support the designation of the land between Princess Road, Southfields Road and the Railway line, Strensall, as a site of importance for Nature Conservation. • Welcome the commitment to produce management plans for Sites of Nature Conservation Interest and council owned sites. • Support the preferred option to provide local policy to guide new development in relation to all biodiversity/geodiversity/landscape resources. • Agree with the aspirations of this policy.
Objection	<ul style="list-style-type: none"> • There is room for improvement. Lacks direction and gives no confidence that the measures outlined would achieve the objectives for green infrastructure. No definition of green infrastructure assessment or indicates whether applicants would be required to show conservation of existing asset or indeed expansion or enhancement. Fails to secure any meaningful improvement or show

Policy GI1 Green Infrastructure

positive planning.

- Should be made clear that green infrastructure has a dual use as flood storage areas for river or surface water flows. Should also reference green infrastructure in relation to an intention for green wall, roofs and soft borders.
- Considered that Option 1 and protecting all green infrastructure to the same level irrespective of its function is the right approach.
- Should state that green infrastructure assessments will be assessed by suitably experienced and qualified officers.
- Criterion vii should be amend to ensure any development complies with Species and Habitat Action Plans/Notes from the Biodiversity Action Plan.
- No justification as to why all non-minor applications have to submit an assessment. This is a matter for the local validation checklist which must be reviewed every two years and not the Local Plan which will last for 15 years.
- Requiring a separate green infrastructure assessment would be unnecessary and onerous. An assessment of impacts on green infrastructure would be picked up through Design and Access Statements and in relation to green transport networks, would also be covered within the Transportation Assessment.
- Should not seek to allocate SINCs where they have no detailed evidence base to support such an allocation, particularly where the land is in private ownership and there is no public access on to or through the land.
- Considered that a blanket approach to the level of detail of supporting information to be required across all applications is overly onerous and a statement should be included that, where this information is required, these should be commensurate to the scale and complexity of development proposals and will be requested specifically during pre-application discussions if needed.
- The designation of the former bowling green at Connaught Court, Main St, Fulford is no longer appropriate, since the use has ceased and the green will disappear as a result of the emerging development proposals. This designation should be removed.
- No green infrastructure strategy. No management, monitoring plan or training plan is currently in place.
- Disagree with the preferred approach, some open spaces are valuable for wildlife and essential sanctuaries for plants and animals even if there is no public access to recreational value, if the preferred approach is taken there is a danger that all York's green spaces will turn into public parks. The approach should be to protect all green infrastructure to the same level irrespective of its function.

Policy GI1 Green Infrastructure	
Comment	<ul style="list-style-type: none"> • The River Ouse is a key component of York's green infrastructure, providing sustainable transport and leisure opportunities for water based craft and riverside paths for people. • Definition given for green infrastructure is not particularly strong. • Please encourage the maintenance of the strays, green spaces within the city. A park and cafe area could be built up around Clifford's Tower rather than more shops, incorporating the underused and concrete riverbanks into the life of our city. • Recommend that all small areas of land are included to have them safeguarded and to protect them from development. Should also further strengthen the purposes of Green Infrastructure. Transport corridors and their margins should be considered as green corridors. This should include not only major roads, but also the approach roads to rural areas and within the villages to give special protection as important to wildlife, natural environment and to the setting and character of York and its surrounding villages. • Queried whether there is an overarching, joined up, integrated environmental, ecological plan for York where the existing and potential green spaces, especially with in the ring road are protected and developed. • Disappointing that little attention is paid to the role of private and public gardens, allotments, and land which is attached to offices, hotels etc as positive contributors to green infrastructure. • The production of the Biodiversity Action Plan is very much appreciated, but concerned that it will still be draft and incomplete at the time of the examination. • No evidence of the strain which the policies promoted elsewhere in the Local Plan documents will put on York's green infrastructure above and beyond the current threats to York's open spaces. • Concern whether or not there is the capacity to deliver the objectives, particularly the production of management plans

Policy GI2 Biodiversity	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • It is noted that the Lower Derwent Valley is identified as a particularly critical high value area for biodiversity, landscape and cultural value. This is consistent with the draft East Riding Local Plan. • Agree with the provision of local policy to guide new development in relation to all biodiversity/geodiversity/landscape resources. • Support the aim of the policy to maintain and enhance the river and banks for their biodiversity, cultural, historic and recreational attributes. • Support the designation of the land adjacent to Princess Road, Southfields Road and the Railway Line (Strensall) for Nature Conservation.
Objection	<ul style="list-style-type: none"> • Makes no distinction between the levels of protection afforded to international, national or local nature conservation sites. A more

Policy GI2 Biodiversity	
	<p>detailed policy (or policies) is required to determine planning applications.</p> <ul style="list-style-type: none"> • The first two bullet points relating to appropriate management and buffer zones are vague and would be difficult to enforce or monitor. The third bullet point, relating to on site impacts should reflect the local objectives and national guidance in furthering the enhancement of biodiversity. • Instead of seeking no net loss should be seeking a net gain in biodiversity. In the first instance, developments should be located in areas which do not impact on biodiversity. Where this is not possible, adequate mitigation should be incorporated. If this is unachievable, compensation must be provided. If this cannot be incorporated, development will not be supported. • Other policies should be amended so that the plan achieves its objectives of protecting and enhancing biodiversity. For example, any plan to promote the use of biomass should not be at the expense of old growth or biodiverse forests. • The policy should be applied flexibly as it may transpire that the reasons for the designation of the SINC are in decline or no longer existing. • Site of Local Interest affects ST11. Policy GI2 seeks to conserve and enhance areas of biodiversity value. The survey does not reveal any evidence to justify this designation which should be deleted. • A clear reference to the statutory protected sites for nature conservation (SPA, SAC, Ramsar and SSSIs) and the legal requirement for their protection should be added to the policy. A list of individually named statutory protected sites for nature conservation should also be added to Section 17 (together with corresponding reference numbers on the maps). • A clear reference to the statutory protected sites for nature conservation (SPA, SAC, Ramsar and SSSIs) and the legal requirement for their protection should be added to the policy. A list of individually named statutory protected sites for nature conservation should also be added to the section. • Along with the Strays, the council should also maintain and enhance biodiversity on any other area it has within its remit. • The proposals map should be amended to show the Lower Derwent Valley/River Derwent areas of Habitat protection and additional strategic protection adjacent to the Lower Derwent Valley/River Derwent Corridor. • No green infrastructure strategy. No management, monitoring plan or training plan is currently in place.
Comment	<ul style="list-style-type: none"> • The Biodiversity Action Plan is based on existing designation of sites of local interest and importance and it is not clear how the designations were created. • Should keep the countryside to the north of York and the Ouse, green space must be preserved at all costs. • The production of the Biodiversity Action Plan is appreciated, but

Policy GI2 Biodiversity

	<p>concerned that it will still be draft and incomplete at the time of the examination.</p> <ul style="list-style-type: none"> • The maintenance of biodiversity requires a much greater degree of imagination about what constitutes biodiversity than is presently the case.
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Policy GI3 Trees

Key Issues Raised

Support	<ul style="list-style-type: none"> • Fully support the positive statements of good intentions. • Agree with the approach. • Agree with the policy, particularly the part of the third bullet point referring to the value of trees to the general public amenity.
Objection	<ul style="list-style-type: none"> • Reference is needed within the policy to emphasise the importance of using native trees in new plantings in the city wherever possible. • Should adopt policies to increase the proportion of land under forest cover. Any newly planted forest should be designed to be of high value to wildlife. • Should introduce a reference to the planting of trees adjacent to watercourses and drainage culverts suitably guarding against such practices based on their longer term ability to seriously impede watercourses and blocked culverts through root ingress and lack of access for maintenance. Irresponsible planting has resulted in serious and avoidable localised flooding and not insignificant costs. • An unnecessary policy. • The policy lacks clarity. If trees or woodland are worthy of protection then this should be formally done, rather than providing a 'catch all' type policy. • Since 1996, promised a tree strategy and recently a draft tree strategy was started, still no timetable for delivery.
Comment	<ul style="list-style-type: none"> • Various watercourses within the area are a strategic part of the natural environment and support a wealth of wildlife and flora. The Drainage Boards have a wealth of experience working with strategic partners on such issues and should be viewed as partners within this specific policy area. • Reference should be added to protecting the character as well as the setting of conservation areas and listed buildings. • Should produce a Green Infrastructure, Biodiversity and Tree Strategy. • The production of the Biodiversity Action Plan is very much appreciated, but concerned that it will still be draft and incomplete at the time of the examination. • Reference to trees being managed in a more dynamic manner in order to create and maintain more interesting and stimulating environments that will appeal to a wider range of users should be added. More trees with edible products need to be integrated with existing tree populations and local people need to be involved more in their management. Some of the principles of Forest Gardens and the

Policy GI3 Trees

Garden Cities need to be applied more widely in York as its structure and history already lends itself to this approach.

Policy GI4 Open Space and Playing Pitches

Key Issues Raised

Support

- Support the potential actions regarding the Playing Pitch Strategy.
- Policy GI4 is justified in requiring that developments of 10 or more dwellings should address current deficiencies in open, recreational and play space.
- Agree with the provision of local level policy to protect existing recreational open space/green infrastructure and access to it.
- Support the policy protecting areas set aside for allotment gardens.

Objection

- Policy is unsound as it is unjustified and appears contrary to the Community Infrastructure Levy regulations.
- The inclusion of public space within a new development is intended to meet the needs of the new residents living within it, as opposed to making up any deficiencies in provision in the local area. The plan cannot therefore look to new developments to make up existing shortfalls. Whilst new provision of open space including play space could be used by existing residents the scale of provision should be proportionate to the size of the new development. The wording of this policy should be reconsidered.
- National guidance requires policies to be based on up to date assessment of need. The Open Space, Sport and Recreation Study dates from 2008 and is therefore not considered to be an up to date assessment for the purposes of informing policy.
- The requirement is excessive. Should not apply to very small projects of just a few dwellings. Should only be demanded on larger sites of ten or more dwellings.

Comment

- Support should be given to develop further playing pitches.
- The policy's intent and relationship with the Playing Pitch Strategy could be much more clearly expressed.
- Would like to see more reference to development being designed to increase physical activity, with appropriate lighting, linked green space, sustainable travel routes, well designed sports facilities etc.
- Do not object in principle to addressing current deficiencies in open, recreational and play space. However, to ensure flexibility is provided on a site by site basis, recommend deletion of 'development will be required to address current open space deficiencies' which suggests a development may be refused consent because it fails to make up the deficit in open space in an area yet that deficit may be wholly out of scale with the development site. There is no evidence to justify this. Recommend that the following sentence be reworded: 'For sites of 10 or more dwellings, the development will take into account current deficiencies in line with the current Open Space Study'.
- If recreational open space has to be provided on housing sites, as suggested by policies GI4 and GI5 along with drainage attenuation

Policy GI4 Open Space and Playing Pitches

	<p>basins, then achieving a housing density of 40-50dph and an appropriate housing mix, would be very difficult to achieve.</p> <ul style="list-style-type: none"> • Need to take account of alternative uses of spaces for exercise (i.e. trim tracks) for alternative sports and for recreational walks for people with mental health problems.
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Policy GI5 New Open Spaces

Key Issues Raised

Support	<ul style="list-style-type: none"> • Support the preferred approach. • Support reference to viability. • In favour of all improved/additional green areas and green infrastructure. • Agree with the protection and enhancement of green corridors and infrastructure and ensuring that new developments maintain the link between open spaces. It is important to use these to promote biodiversity as well as providing recreational space.
Objection	<ul style="list-style-type: none"> • Should be amended so that any major extensions to existing educational establishments are covered as well as new educational establishments. • Additional open space totalling 61.7ha is required to meet the current population of Haxby and Wigginton. Finding such large amounts of open space in places accessible by residents within a five minute walk, spread evenly across the town, is very difficult. Land north of Haxby should be set aside for the future needs of the residents. • Disappointed that no provision has been made in the northern quadrant of the city for expansion of existing burial grounds or allocation of land for the development of new burial grounds. • Any increase in households will require the burial facilities to be expanded. An increase would be desirable adjacent to the existing facility to ensure appropriate care and management. • Policy is unsound as it is unjustified and appears contrary to the Community Infrastructure Levy (CIL) regulations. • Object to the reference to meeting deficiency identified in the council's current open space study where higher levels may be required through compensatory agreements. • No green infrastructure policy. No management, monitoring plan or training plan. • Objection to paragraph 17.12 as it is incorrect. The Local Plan Viability Study sets out that on small sites the net developable area is considered to be 80% with this reduced to 70% for larger sites as there is likely to be more onsite provision of items such as open space required. The 60% figure is only applied to strategic urban extensions, new settlements or major village expansions.
Comment	<ul style="list-style-type: none"> • While new development should clearly make provision for on or off site new open space provisions, there is insufficient information to form an opinion on the policy as presented. • Pleased to see the proposal for three additional areas of land to be

Policy GI5 New Open Spaces

	<p>designated for sports fields but feel that with anticipated population growth, more areas of land should be designated for recreational purposes. Welcome inclusion of open spaces in the major strategic housing development sites. Would like to see more reference to development being designed to increase physical activity, with appropriate lighting, linked green space, sustainable travel routes, well designed sports facilities etc.</p> <ul style="list-style-type: none"> • Do not object to providing new open space as part of any of the strategic sites. However, concerned about wording in supporting text that suggest a net to gross ratio on larger development sites of 60/40. Recommend this is deleted as it is not justified and not based on any credible evidence. • When considering the approach to CIL, care will need to be taken to ensure that developers are not charged twice for on-site and off-site provision. • A health park would ease depression, cancer and so on thus reducing NHS bills and council costs. • Clifford's Tower should be improved so people can sit on grass without being told to move. Sides of River Foss should be grassed. • The plan needs to provide for more allotment and recreational areas for which there is a great demand in Haxby and Wigginton. • Developers should set aside fertile and drained land for the relocation of the allotments in Haxby to allow for the station facilities. • The south/west of York is lacking a large, high quality park within easy walking distance of the local community even though there are a number of small green spaces. • No improvements identified for the Woodthorpe/Acomb areas, despite it being a large built up area already poor in quality open space. • The land identified at ST7 for 1800 new homes should be used for a large park, woodland and allotments for the use of existing residents in Osbaldwick, especially in light of the open space report, which identifies Osbaldwick as being one of the worst areas in York, for any type of open space. • If recreational open space has to be provided on housing sites, as suggested by policies GI4 and GI5 along with drainage attenuation basins, then achieving a housing density of 40-50dph and an appropriate housing mix, would be very difficult to achieve.
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Site OS1 Land North West of Manor School

Key Issues Raised

Support	<ul style="list-style-type: none"> • Welcome the provision of new open space at site OS1. Earmarked for community use. • Support for the proposal for new open spaces and preservation of the Green Belt at site OS1 Land North West of Manor School.
Comment	<ul style="list-style-type: none"> • This site is already in the Green Belt, it isn't clear why it is allocated as open space instead. The possible use envisaged for OS1 (trees, nature area, allotment, sports pitches, play area) are appropriate in

	<p>the Green Belt.</p> <ul style="list-style-type: none"> • In practice this is used by children as a makeshift cycle stunt park and it might struggle to be effective as a conservation area and may be more appropriate to be formalised as a play area and introduce a nature conservation area on the land bordering the sports ground to Manor School.
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Site OS2 Land South West of Heslington Playing Fields – no comments

Site OS3 Land to the North of Poppleton Juniors, Millfield Lane, Poppleton

Key Issues Raised

Support	<ul style="list-style-type: none"> • Support for the proposal for new open spaces and preservation of the Green Belt at site OS3 Land to North of Poppleton Juniors Millfield Lane.
Objection	<ul style="list-style-type: none"> • Land at Millfield Lane, Poppleton should be reallocated from open space to residential on the basis that it 'squares off' the boundary of the built development area to the east of Millfield Lane and the south of Long Ridge Lane.
Comment	<ul style="list-style-type: none"> • This site is already in the Green Belt, it isn't clear why it is allocated as open space instead. • It is essential to preserve the separation with the main conurbation on Millfield Lane towards the roundabout. The existing sports field is extensively used for children's football and there is a desire to create a new cricket club in the village, and the area designated would enable the use of existing pavilion facilities to support this proposal.

Policy GI6 Green Corridors

Key Issues Raised

Support	<ul style="list-style-type: none"> • Strongly support local green corridors where possible incorporating publicly available footpaths to enable pollution-free exercise or point to point travel. • Support the policy and consider it should add all the green areas of verges not only alongside major roads, but also the verges in villages and rural areas. • Pleased that green corridors are to be retained as part of the local plan. • Support the protection and enhancement of green corridors and infrastructure and ensuring that new developments maintain links between open spaces. It is important to use these to promote biodiversity as well as providing recreation space. • Welcome the intention to strengthen network of green infrastructure. • Agree with retaining green corridors into the city. • Support the approach with the proviso that green corridors are not the only valuable and valued open space in the city and that the stepping stones concept is also considered where appropriate. • Strongly support the policy of green corridors as far as possible along the major access routes to the city.
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Policy GI6 Green Corridors	
Objection	<ul style="list-style-type: none"> • Whilst the Green Corridors Technical Paper 2011 is worthwhile, it does not compensate for a Green Infrastructure Strategy. • The former British Sugar site is highlighted as a district corridor on Figure 17.1 Green Corridors. This is considered to be an inaccurate representation of the site. The former British Sugar site is a brownfield development site and therefore be demarked as urban area. • The western side of the city outskirts seem to be expected to benefit little from green corridors. • Mitigates the problems of irresponsible planting to some extent, but the policy is subject to interpretation, Suggest an amendment to read 'creates and/or enhances appropriate stepping stones' to open up a more balanced basis to discuss resulting issues. .
Comment	<ul style="list-style-type: none"> • The A166 and A1079 are attractive rural aspects into the city and these and other green approaches should be protected. • Various watercourses within the city are a strategic part of the natural environment and support a wealth of wildlife and flora. The Drainage Boards have a wealth of experience working with strategic partners on such issues and should be viewed as partners within this specific policy area. • The identification of green corridors should not prejudice the delivery of housing sites that lie within the corridors that are required to deliver housing of the plan. There is no formal definition of what constitutes a green corridor and it appears that both private and public land has been included. Where private land is included, such sites cannot necessarily foster connections. • The Green Corridor from Askham Lane to the A59, along the York Outer Ring Road (A1237) which at present has nominal housing and employment along its route, should be kept in its entirety and in its natural environment, conserving good quality agricultural land. • Need to look again at the Plan and find a way of providing the kind of Green Wedge open space in the Woodthorpe/Acomb that residents in other parts of York enjoy. • The green corridor principle is an excellent one and it needs to be retained in the future. These could be enhanced if there were more engagement of local stakeholders and residents in their management.

Policy GI7 Access to Nature	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Fully support the policy. Any deviation away from the policy must be specifically justified. • Support the designation of the land between Princess Road, Southfields Road and the Railway line, Strensall, as a site of importance for Nature Conservation and adjoining land designated for nature conservation. • Welcome the intention in this policy to balance the benefits of improved access with potential nature conservation issues. • Support the designation of the land shown in the Local Plan between

Policy GI7 Access to Nature	
	Princess Road, Southfields Road and the Railway Line (Strensall) as a site of importance to nature conservation.
Objection	<ul style="list-style-type: none"> • Reference to a tree strategy as part of the evidence base is missing. • Reference should be added to protecting drainage infrastructure in bullet points two and three.
Comment	<ul style="list-style-type: none"> • Sites recognised for their bird interest (e.g. Heslington Tillmire) are especially sensitive to recreational disturbance and this should be recognised. Increased access has the potential for trampling of flora, litter, dog fouling and risk of fire. Increased levels of access should be managed according to the nature conservation protection status and sensitivity. Where ecologically acceptable, improved access will be reliant on landowner agreement and funding. To assist delivery, the Infrastructure Delivery Plan must identify improvement to green infrastructure as a priority. • Various watercourses within the area are a strategic part of the natural environment and support a wealth of wildlife and flora. The Drainage Boards have a wealth of experience working with strategic partners on such issues and should be viewed as partners within this specific policy area. • Clifford's Tower should be improved so people can sit outside on the grass without being told to move. Exhibition Square, Kings Square and St Sampson's Square could take some grass. Street cafes should be considered for grass. The sides of the River Foss near Piccadilly Car Park should have grass, flower beds and park benches for people to relax on after they have finished shopping. • The management of green spaces, from roadside verges to more open spaces, needs to be reassessed with greater emphasis on creating greater biodiversity including the development of more wildlife meadows and spaces. The management of grassed verges needs to be relaxed with less emphasis on rapid cutting at 1mm height at fixed intervals and greater understanding of growing seasons and an appreciation of native wildflowers.

Green Belt

Policy GB1 Development in the Green Belt	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Support for the preservation of the Green Belt. • Agree with this policy and welcome the resolution of the Green Belt and its protection until 2040.
Objection	<ul style="list-style-type: none"> • Green Belt boundary should exclude the northfields sports pitches since this policy is incompatible with Policy GB1. • Whilst roads and infrastructure may be deemed acceptable in principle where they do not affect the general openness of the Green Belt, the cumulative effect of the development needs to be considered including mitigation and landscape works necessary to reduce the impact upon the openness of the Green Belt.

Policy GB1 Development in the Green Belt	
	<ul style="list-style-type: none"> • Although not identified as such in the plan Strensall and Towthorpe are washed over by the Green Belt. It is surrounded by identified Green Belt and there are also areas within the settlement which are also classed as Green Belt. Sites H30 and SF1 have been excluded from the Green Belt by this draft plan in order to meet housing targets which are unacceptable. • The plan fails to define development limits of villages, provide a policy which defines inset boundaries, and provide a policy which specifically sets the inner and outer boundary of the Green Belt. • It is recognised in the supporting text that the provision of opportunities for outdoor sport and recreation is one of the key aims of Green Belt policy; this should be acknowledged within the policy. • Cannot agree that Green Belt should be available for limited affordable housing for proven local needs, for development brought forward under a Community Right to Build Order, or for renewable energy schemes unless these are buried beneath the ground. • Concerned about criterion c) which suggests that particular attention will be given to transport corridors and elevated locations. Queried why these two elements are prioritised, especially elevated locations. Consideration should be given to whether a proposal will prejudice the setting and special character within the Green Belt. • Support alternative approach. Should rely on national policy. • Disagree that the Green Belt boundaries identified on the proposals map follow recognisable physical features.
Comment	<ul style="list-style-type: none"> • Permitted development in the Green Belt could also include developments specifically to enhance biodiversity such as wildlife ponds or hides within a nature reserve. • Criterion c) includes a seemingly random selection of the elements which contribute to York`s special character. Amend to read; 'it would not harm those elements which contribute to the special character and setting of York'. • Facilities for outdoor sport and outdoor recreation should only be acceptable where floodlighting provision is not required. • Mineral extraction should only be acceptable provided high environmental standards are attainable and can be proven that the extraction is safe and necessary to support this development plan. The fracking of shale gas should not be an acceptable use for York`s Green Belt. • Positive weight should be given to renewable energy applications which directly benefit the immediate local community through a share in profits generated. • Community right to build order needs to be very carefully monitored and follow national guidelines. Local people need to be consulted otherwise open to abuse.

Policy GB2 Development in Settlements “Washed Over” by the Green Belt	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Agree with this policy. • Support Rufforth and Knapton having ‘washed over’ status.
Objection	<ul style="list-style-type: none"> • Object to the status of Rufforth as a washed over settlement. Rufforth is the sole example where a housing allocation is proposed; it appears to be inconsistent with the status of Rufforth as a washed over settlement. Suggest either inset Rufforth within the Green Belt or retain it as a Policy GB2 settlement but revise the definition of limited infilling to allow other forms of development not necessarily on a built up (road) frontage. • Question the proposed development limits around some of the settlements washed over by the Green Belt. These settlements need to be able to support some small scale development to ensure that they remain sustainable as a settlement. Although acknowledged that Askham Bryan and Askham Richard are villages washed over by Green Belt (and are also conservation areas) new development, with careful design will help support the future vitality of the communities. Reassess the development limits of Askham Bryan to include sites for future development. • There should be recognition that there are some areas covered by policy GB2 that can be brought forward and developed in a way that would be appropriate to the location, scale and design of the village and any neighbouring property. Recommend that this policy is flexible to allow development proposals to come forward, if in keeping with neighbouring properties. • Consider that the definition of washed over villages is unjustified and would unduly restrict a sustainable form of development within the village. • Village of Fulford has been omitted from the list of washed over villages.
Comment	<ul style="list-style-type: none"> • Appropriate to consider a review of whether the washing over Naburn settlement with Green Belt is necessary in the context of York’s Green Belt principle purpose of preserving the setting and the special character of the city of York. • Strensall has and will be adversely affected by infilling, queried why it is not included as a washed over settlement.

Policy GB3 Reuse of Buildings	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Agree with this policy. • Agree with the preferred approach and providing local policy to guide new development or building reuse in the Green Belt.
Objection	<ul style="list-style-type: none"> • Re-use of buildings, conversion of farm buildings associated with working farms to residential use should normally be discouraged to avoid permanent loss of functional buildings to future farm use. • Not considered to be compliant with national guidance or considered

Policy GB3 Reuse of Buildings	
	<p>the most effective policy. Criterion c) should not be to restrict to the proposed reuse being the same type of use. The whole point of a landowner wanting to reuse a building is that it has outgrown its previous use.</p> <ul style="list-style-type: none"> • The policy should remove the requirement for residential conversion of building to be within 800m of a defined settlement limit. Reusing buildings for residential use complies with national policy and should therefore be incorporated into the policy. • Considered that criterion g) should be removed. This is an onerous requirement and should be deleted from the policy and text. Conversion of isolated buildings for employment purposes is considered less sustainable than converting the building to residential use. • Seems to raise uncertainties. The key test surely is to determine whether a proposal is in conformity with the Green Belt as spelled out in national guidance. This policy should be reviewed to make it clear that any development proposal falling within the Green Belt will be tested 'to destruction' against national guidance to create a sustainable Green Belt for York for at least the planned 30 years.
Comment	<ul style="list-style-type: none"> • Recommend that the site of the new pavilion building on the Civil Service sports ground be used for a new primary/nursery school.

Policy GB4 "Exception" Sites for Affordable Housing in the Green Belt	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Support this policy. • Fully support the element of the policy where it states that a proportion of market housing can be introduced into such schemes to ensure their viability and deliverability. This is in accordance with national guidance • Agree with the approach.
Objection	<ul style="list-style-type: none"> • Should be clarified, as currently drafted it is contrary to national policy which only permits exception sites in rural areas. • Should have an additional requirement that that the development must have the highest environmental credentials; e.g. Code 5, zero carbon etc. • For market housing, the subsidy should be in the value of the land, which in an exception site, by its very nature, should be low. This element of the policy could open the door for inappropriate development. It appears to be a significant change which benefits landowners and developers rather than the community. • Do not agree with preferred approach, should not permit exception sites for affordable housing in the Green Belt. • Housing (affordable or other) is not compatible with Green Belt principles, so the provision of any affordable housing in the Green Belt should be extremely limited. Non-affordable housing should be opposed.
Comment	<ul style="list-style-type: none"> • There needs to be a stringent safeguard if any market housing is

Policy GB4 “Exception” Sites for Affordable Housing in the Green Belt

	<p>allowed or this could be open to abuse. Exceptional sites are described as being ‘small’, queried what maximum number is defined as small.</p> <ul style="list-style-type: none"> • Important to note that this will still remain a limited way to provide affordable housing through the local plan as landowners will want to make an acceptable return from the sale of their land. Reference should be made to the Local Housing Delivery Group (Viability Testing Local Plans June 2012) document. • There must be a willing seller and purchaser of land in order to bring sites forward and this applies to an even greater extent to rural exception sites. Given the value of agricultural land today the incentive to bring forward affordable housing on such land is often not present. In certain situations there needs to be a greater incentive to provide affordable housing.
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Policy GB5 Major Development Sites in the Green Belt

Key Issues Raised

Support	<ul style="list-style-type: none"> • Agree with the preferred approach. • Support inclusion of one of the preferred uses at the Clifton hospital site being residential. Need clarity on what is meant by ‘limited infilling’ for the preferred uses; employment and residential for the major developed site.
Objection	<ul style="list-style-type: none"> • Support an alternative approach, to not permit major developed sites in the Green Belt (Option 1). • No justification for the identification of major development sites. Concept of major development sites set out in PPG2 has been revoked and replaced by differently worded policy. • Seek Clifton Gate Business Park’s designation as a “Major Developed Site” in the Green Belt.
Comment	<ul style="list-style-type: none"> • The boundary of the college should be amended. Proposed that the boundary should be an inset boundary rather than a major developed site boundary to reflect the character of the college as a settlement in its own right. • Criteria should allow for continued development of Elvington, Naburn, Rawcliffe and Haxby Water Treatment Works to meet growth in housing and population proposed. As currently written, the criteria may impede the ability to create additional capacity and develop new and sustainable technologies. • Should the plan support the redevelopment of Elvington Airfield (proposed as a new site) then it would need to be included within the list of major developed sites in the Green Belt. • The existing Green Belt and surrounding agricultural land make up an ideal setting for this. If this is destroyed, it may remove any chance of creating a more self sufficient city in the future.

Flood Risk Management

Policy FR1 Flood Risk	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Supported as a preferred approach to flood risk management. • Reflective of current national policy and practices and a robust enough approach for future development.
Objection	<ul style="list-style-type: none"> • Should require flood risk assessments to include assessments of the potential impacts of changes in flood risk and associated management measures on the Lower Derwent Valley’s statutory conservation designations, and identify appropriate mitigation. • The other alternatives for flood risk are more suitable, particularly restricting all new development in the floodplain. • Should incorporate text about the sequential test currently within paragraph 19.2 in to the policy.
Comment	<ul style="list-style-type: none"> • Should make reference to the relevant parts of national policy tables and the council’s own strategic flood risk assessment rather than quoting them verbatim as it would make the policy easier to read. • A number of actions of relevance to planning with regard to the catchment flood management plans have been omitted. • Should restrict all new development in the flood plain and prohibit outflow from groundwater or land drainage arising from new development from entering public sewers. • Should restrict all new development on greenfield sites in the flood plain and require more exception testing in flood zones 1 and 2 and not allow any exemptions for building on flood zones 3a or 3b. • All new development should be required to contribute to long term climate change measures. • Flood alleviation strategy in the area adjoining the River Ouse along Queensgate should be considered. • Should require remedial measures for flooding to consider the planting of trees in the upper catchment areas to facilitate the slower movement of water into the ground and the slower release of water downstream. • New building that is placed on the flood plain should have built-in water protection/proofing for the first storey as a minimum together with an appropriate means of escape. • The policy should contain a plan for protecting villages against flooding caused by building on natural soakaways and floodplains.

Policy FR2 Surface Water Management	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • The policy is supported, particularly the inclusion of measures such as green roofs and sustainable drainage systems in development. • It is reflective of current policy and practices and a robust enough approach for future development. • Support for requiring all new developments to adopt specific flood mitigation/surface water drainage/groundwater protection measures. • Support for a 30% reduction in surface water run-off for development on brownfield sites.
Objection	<ul style="list-style-type: none"> • The standards of attenuation storage for both brownfield and greenfield sites should be included. • Appropriate reference to sustainable drainage approval boards should be made in the policy as these are expected to be in place by the time the plan reaches submission stage. • Alternative 2 is better, the policy should rely on national policy to guide flood mitigation/surface water drainage/groundwater protection measures. • The requirements of the policy are excessive. It should not be applied to small sites and should only be demanded on larger sites of ten or more dwellings. • The policy is unreasonable and is not proportionate, appropriate or applicable to all full planning applications, particularly in the case of householder planning applications, and this must be made clear within the policy. Any requirements for such information as part of a planning application submission should be exercised via the local validation checklist and not the Local Plan.
Comment	<ul style="list-style-type: none"> • The use of sustainable drainage systems is supported, should also encourage developers to open dialogue with Yorkshire Water Services Ltd at an early stage, as this will become critical once the legislation for compulsory adoption is introduced in April 2014. • The requirement to agree the acceptable level of risk from surface water run off is too prescriptive • Sustainable drainage systems are essential, developers should not use techniques to avoid meeting this requirement. • If it is not technically possible to incorporate sustainable drainage systems the development should not be approved. • The supporting text to the policy should clarify that residential extensions will not be subject to this requirement, other than in exceptional circumstances.

Policy FR3 Ground Water Management	
Key Issues Raised	
Objection	<ul style="list-style-type: none"> • This policy needs to be clearer and more robust to take account of drainage board issues.
Comment	<ul style="list-style-type: none"> • The policy states that new development will not be permitted to allow outflow from ground water/and or land drainage to enter public

	<p>sewers. It also calls for existing land drainage systems within new development to be adequately maintained. Clarification on these issues is required and separate policies on land drainage and ground water management should be considered.</p> <ul style="list-style-type: none"> • All new development in the flood plain should be restricted and outflow from ground water and/or land drainage arising from new development should not be permitted to enter public sewers.
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Climate Change

Policy CC1 Supporting Renewable and Low Carbon Energy Generation

Key Issues Raised

Support	<ul style="list-style-type: none"> • Support the building of 40 wind farms across York. • Strongly support this policy in general terms. It is vital that York contributes to the development of renewable energy. Strongly support that applications should demonstrate benefits to local communities. • Endorse Policy CC1, particularly that applicants must demonstrate that there will be no significant adverse impacts on landscape character, setting, views, heritage assets and Green Belt objectives. • Based on current government policy, therefore no objection. • In favour of wind power. One approach would be to ensure that the proposed new settlements had accompanying wind farms. Any wind farms or other renewable energy developments should have to plough some of their profits back into the local community. • Welcome the emphasis on increasing renewable energy. • Support the development of renewable and low carbon energy generation within the City of York and Whinthorpe (ST15). Welcome the initial work undertaken by the council in producing The Renewable Energy Strategic Viability Study for York (2010). • Welcomes the spatial planning approach to guiding renewable energy project delivery. • Supportive of the intensification of localised electricity generation, need to utilise all possible sources of generation to achieve the government's policy of reducing carbon emissions. • Appropriate for the plan to show potential sites for wind farms. Should be responsible for sustainability creating the energy we use without jeopardising the climate and gas resources that our children inherit. • Need energy and wind farms provide pollution free energy. • In favour of the proposed wind farms in the Skelton area. • Happy for wind farms to be located at Harewood Whin and on the A59 between Poppleton and Hessay. • Wind farms are the way forward. Hopefully to keep cost of electricity down and guarantee power for future generations.
Objection	<ul style="list-style-type: none"> • Opposed to the building of 40 wind farms across York. • Whilst supportive of the generation of renewable energy, some areas are inappropriate for turbine installation due to the potential impact on wildlife, for example internationally important bird populations. • Limited assessment of ecological effects within the Sustainability

Policy CC1 Supporting Renewable and Low Carbon Energy Generation

Appraisal and Habitats Regulation Assessment. Without ecological assessment the areas of search have not been justified and are unsound. Particularly concerned about those areas adjacent to the Lower Derwent Valley SPA, SAC and Ramsar, River Derwent SSSI, Derwent Ings SSSI, Heslington Tillmire SSSI and Acaster South Ings SSSI.

- Designation of sites for renewable energy is incompatible with the breeding of waders on the Tillmire and wintering/passage of geese, ducks and waders.
- Opposed to the search areas to the north and south of the A64. Were these to be a wind farm, would inevitably damage this setting so crucial to the special character of York.
- The Skelton wind farm is in a location previously rejected. A feature of York has always been the historic, dramatic and welcoming view of the Minster when the city is approached from any direction. Only one wind turbine would be sufficient to destroy that view.
- Area to the west of Copmanthorpe has the potential for renewable electricity generation. A planning application in this location was refused on the grounds that it was inappropriate development in the Green Belt, that it would harm the openness of the Green Belt, and it would have a detrimental impact on the visual amenity and on the setting and historic character of York.
- The cost/benefits of proposed wind farms make little sense. Strongly recommend that issues are fully researched for each of the proposed wind farms.
- York is unsuitable for wind farms, it is in a low lying vale with little wind.
- Highly opposed to the proposals for renewable energy such as wind and solar farms in the immediate vicinity of the city and in particular those which would be visible from the ring road. Any benefit for the environment would be outweighed by the harm which would be caused to the setting and special character of the city.
- The proposed wind farms are unacceptably close to existing housing, particularly the proposed site alongside Towthorpe Road.
- The turbines will impact of views of York (including of the Minster) from the north, and views of the North York Moors from the south.
- Strongly object to the proposed allocation of potential areas of search for renewable electricity north and south of Kexby and to the north east of Dunnington on the grounds of noise generation, ecology, access, impact on residents, and cannot be justified on economic grounds.
- Queried what the benefits are for the people of Naburn and the wider York community that outweigh the likely enormous environmental impact of the scheme on communities and presumably the loss of productive farm land.
- Request examination of the impacts for the airfield and the reaction of other nearby active airfields. Suggest removing the areas of search around Rufforth from the next version of the plan. As well as being a potential hazard to aircraft, wind turbines in this area would create an unacceptable blemish on the open landscape.

Policy CC1 Supporting Renewable and Low Carbon Energy Generation	
	<ul style="list-style-type: none"> • Opposed to any development of wind turbines other than at a small scale in suitable locations in connection with local power usage. The area of search in the Wheldrake parish is in the Green Belt, green wedge and in close proximity to Wheldrake Ings/Lower Derwent Valley Nature Reserve. • Any wind turbines should not be higher than 125 metres to avoid being over intrusive in the landscape. They should be at least 200m from any dwelling, private or public highway, including bridleways and footpaths, also at least ‘fall-over’ distance from the same. Any solar farms should not impinge on the enjoyment by the public of any green corridors footpaths in their vicinity. Heat pumps, solar panels and the like on all new build could assist with fulfilling the renewable need. • When read in conjunction with the proposals map implied that consent will only be granted for renewable and low carbon energy generation in the locations designated. This cannot be appropriate as there will inevitably be schemes which come forward and which are suitable in other locations. Not convinced that the areas depicted on the proposals map are the most appropriate or the only sites which are suitable. • Do not support the current approach of identifying specific areas of search which has misled many people into thinking that vast numbers of wind turbines are going to encircle York. Applications for renewable energy should not be turned down because they are not in an area of search. • The York area and its surrounding flat agricultural land is not suitable for wind farm development. • The economic future of the City of York is highly influenced by tourism. If the first impression of the city is a circle of wind turbines rather than the beautiful Minster, many will pay a flying visit rather than stop overnight i.e. reducing spending in the area. • If wind turbines in line of sight and within 35km of MOD radar at Linton on Ouse, sustained objection issued. No wind farms currently in Vale of York due to radar. • Will have visual and noise impacts and potential health impact on residents. • Insufficient information provided on the numbers of turbines, or size, level of noise, practicalities, impact and risk assessment. • Impact on Green Belt is permanent and damaging. • Nuclear power rather than wind turbines. • Save the traditionally Green Belt protected sites adjacent to Copmanthorpe from being developed for renewable energy generation. • Research into the effectiveness of wind power is needed before blighting the fields and countryside.
Comment	<ul style="list-style-type: none"> • Some of the potential areas of search identified for renewable energy (i.e. wind farms) lie adjacent or close to neighbouring local authority boundaries. Important that cross-boundary discussions take place to consider the wider impact of such developments, individually and cumulatively. Where neighbouring communities are affected by such developments that they may be entitled to receive a proportion of any

Policy CC1 Supporting Renewable and Low Carbon Energy Generation

	<p>community fund that is paid as a result of them.</p> <ul style="list-style-type: none"> • Support the requirement that proposals for renewable energy development should demonstrate that there will be no significant adverse impacts upon the landscapes character, setting views, heritage assets or Green Belt objectives. • Cautious on subject of renewable energy sources; new and more impressive green technologies will come along and must ensure that over next 40 years new practices, technologies and changes as well as prioritising current best practices can be adopted. • Need to be convinced that land is high enough for turbines to produce the amount of energy to cover the outlay costs. • Note in the supporting text that the policy only focuses on stand alone renewable technologies. Would seem appropriate to make this clear within the policy itself to make sure that it is not miss-applied when determining planning applications. • Seems more of a statement of intent or aspiration rather than a policy. • Not opposed in principle but would like to know the size and nature of the wind turbines and the noise that they generate. • Climate change is an important issue that should be covered in much detail. • Queried whether people will buy houses close to wind farms. • Water is a much more effective power source. Suggested that thought is given to the potential of York’s rivers. • Do not object to the policy but feels North Selby Mine overlooked as being suitable for inclusion as a potential area of search for renewable electricity generation despite the site being referred to as being well suited to the development of green technologies and generation of renewable technologies.
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Policy CC2 Sustainable Design and Construction

Key Issues Raised

Support	<ul style="list-style-type: none"> • Agree that should rely on 2010 Building Regulations for carbon savings (until proposed 2013 Building Regulations are implemented). • Support the strategic principles of Policy CC2, in relation to developing a strategy to achieve high standards of sustainable design and construction at Whinthorpe (ST15). • Support the setting of targets at Code for Sustainable Homes Level 4 or equivalent, recognising higher standards may not be achieved unless developer led. • Welcome in supporting text that a flexible approach maybe applied when dealing with listed buildings in conservation areas. • Welcome and support proposals for combined heat and power (CHP) and district heating in new developments. Agree that the local plan needs a positive strategy to encourage the opportunities to pursue CHP on all major development sites.
Objection	<ul style="list-style-type: none"> • Environmentally sustainable housing is becoming more economically viable, the plan should be more ambitious and lead the way on

Policy CC2 Sustainable Design and Construction	
	<p>statutory BREEAM/Code for sustainable homes standards.</p> <ul style="list-style-type: none"> • The current draft policy is more onerous than national standards. Should just reflect national standards. • The combined effect of the requirements set out in the policy will create significant viability issues for residential development and should be deleted. • The policy is unsound and unnecessary as it repeats and duplicates matters covered by other statutory codes. • Focuses on energy demand and renewable technology and fails to include information and requirements related to water saving and sustainable drainage. • Inappropriate to request an assessment for all new development regardless of its location and to apply this to all minor and major development given that not all of these would require an assessment. Policy should be more streamlined so that assessment is dependent on type of development proposed and its location. • Queried whether the Local Plan should be setting this out and whether it should be via a validation checklist. • Concerned with section B of the policy. Given the tight timescales involved in determining planning applications it is likely that such improvements would be sought by condition. Unless a condition fairly and reasonably relates to the development to be permitted it will be ultra vires and at risk of being struck down at appeal. Fail to see how such a requirement would fairly and reasonably relate to the development. Note that the policy will be subject of a Supplementary Planning Document but how is it going to define 'reasonable and proportionate'. • The percentage uplift costs for achieving code level 4 set out in the supporting text have been incorrectly estimated as it has been wrongly assumed that compliance with the next or forthcoming building regulations requirements and code level 4 mandatory requirements would be the same. The uplift costs 3%-6% do not reflect the total costs but rather underestimate the additional costs this will put on new development.
Comment	<ul style="list-style-type: none"> • Hope that the supplementary planning document will include and encourage 'passivehaus' and that this technology will be considered to form at least some of the house in all of the proposed new sustainable developments. • Suggest changing approach to increase the number of green roofs, green walls, rain water harvesting and Sustainable Urban Drainage etc which would be valuable for residents, would increase biodiversity, reduce pollution and could also save money for the city. • Welcome the emphasis on decreasing carbon emissions. Would like to see a commitment that all new buildings be low (or zero) carbon. • Adherence to a general performance level of the code for sustainable homes is not considered fundamental. The actual as built performance of the homes with respect to their energy demands (or lack of them) and durability against fluctuations in climates is

Policy CC2 Sustainable Design and Construction

	<p>important. The setting of appropriate standards in these areas around external fabric performance and the ability to generate electricity/heat to sustain the home is where the policy focus should be.</p> <ul style="list-style-type: none"> • Supportive of the idea of consequential improvements for extensions or alterations to existing residential buildings that require home owners to undertake energy efficiency improvements to the existing house as part of the planning permission. However before such a policy is adopted it needs to be fully explained and evaluated or the costs say for older or listed properties could be prohibitive. • Should not limit district heating systems to new developments, there is much local expertise in biomass, get Drax, local universities and firms on board to install some biomass boilers to reduce emissions.
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Environmental Quality

Policy EQ1 Air Quality

Key Issues Raised	
Support	<ul style="list-style-type: none"> • This policy seems appropriate.
Objection	<ul style="list-style-type: none"> • Air quality is a major issue in Fulford which would become even worse as a result of the Local Plan proposals, substantially increasing traffic levels and congestion on the A19. Policy EQ1 is a weak response to this issue as it proposes no firm or objective criteria for determining whether impacts on air quality in Air Quality Management Areas (AQMA) are acceptable or not. • Disappointed with the lack of emphasis on the importance of air quality in rural villages. The density of traffic along the A64 at weekends particularly and stationary traffic. • Consider option 3 should be the preferred approach with the provision of detailed, locationally specific criteria in relation to environmental quality. • Air pollution must be considered and steps taken to reduce risk to all those in the area around the A1237 which is extremely busy throughout the day and evening. • Policy EQ1 should only apply to specific development proposals which fall within an AQMA. It is inappropriate to request an assessment for all developments regardless of its location and to apply this to all minor and major development given that not all of these will warrant such. • The green infrastructure and tree strategy should be in mitigation and adaptation to air quality, which has not been introduced into key evidence base and into policies.
Comment	<ul style="list-style-type: none"> • Queried if the policy approach means that a development may ultimately be refused on air quality grounds and whether the full air quality impact assessment would be undertaken by a third party. The reference to ‘the exercise of professional judgement’ in this case sounds like a potential get out. • For health reasons, much weight should be given to the views of

Policy EQ1 Air Quality	
	<p>statutory consultees with regard to air quality.</p> <ul style="list-style-type: none"> • Cannot expect an historic city such as York to expand so dramatically and absorb the effect of increased traffic without air quality suffering to some degree. • The preferred approach should give more specific reference to greater significance where the location of the development will impact on existing AQMAs. • Reference should be made to the shading and air purifying benefits of appropriate tree planting as part of a development. • Reference to charging points and low emission vehicles in the supporting text should also include car club spaces/Boris bike stations and secure cycle parking provision as equally valuable measures to mitigate against transport pollution. • Request further details of agricultural operations that may introduce new exposure to air pollution.

Policy EQ2 Managing Environmental Quality	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Strongly support limits to light pollution, reference should be made to the relevant industry standard required for compliance and specific requirement that security lighting should not spill beyond the property boundary, should not cause glare to adjacent rights of way, should be the minimum required and use movement sensors and timers to limit the periods of illumination. • This policy seems appropriate.
Objection	<ul style="list-style-type: none"> • Should take a more strongly focussed approach to light pollution. Developers will be expected to ensure that lighting installations are fully shrouded. • Reference should be added to sources of electromagnetic radiation from electricity distribution networks. Following the precautionary principle, and in the interests of amenity, there should be a presumption against residential development underneath high voltage power lines (within 25m either side) and immediately next to (within 15m of) electricity substations. • The green infrastructure and tree strategy should be in mitigation and adaptation to noise and vibration, pollution and other benefits which has not been introduced into key evidence base and into policies.
Comment	<ul style="list-style-type: none"> • Water quality is not specifically referred to. • For health reasons, much weight should be given to the views of statutory consultees with regard to noise abatement. • Should add a section on local food. Existing and potential allotment sites should be protected. • Reference should be made to agricultural activities, waste plants and waste water treatment facilities in relation to odour and fumes. • Reference should be made to the relevant industry standard required for compliance and specific requirement that security lighting should not spill beyond the property boundary, should not cause glare to

Policy EQ2 Managing Environmental Quality

adjacent rights of way, should be the minimum required and use movement sensors and timers to limit the periods of illumination.

Policy EQ3 Land Contamination

Key Issues Raised

Support	<ul style="list-style-type: none"> • This policy seems appropriate.
Objection	<ul style="list-style-type: none"> • The plan would benefit from the deletion of this unnecessary policy.
Comment	<ul style="list-style-type: none"> • Full consideration should be given to potentially contaminated sites. • Asking too much of developers to explore extent of contaminated land, government must be pressed to identify land owners and underwrite cost of remediation. This would help with the housing crisis.

Waste and Minerals

Policy WM1 Sustainable Waste Management

Key Issues Raised

Support	<ul style="list-style-type: none"> • The allocation of energy generation plant in proximity to a major landfill of Harewood Whin provides an opportunity to develop energy from waste proposals that would be a major benefit to the local economy, could improve environmental conditions and designation of this as an area of generation. • Support the emphasis on waste as a valuable resource.
Objection	<ul style="list-style-type: none"> • Strongly object to the proposed waste treatment facility at Allerton Park. It is unsustainable and will require waste to be brought from other areas to make it viable, thus creating additional congestion and pollution. Defra has rejected the facility as being unnecessary now that landfill requirements are reducing nationally. No further resources should be spent on this scheme. • Challenge the policy which needs re-thinking in view of the withdrawal of finance for the facilities at Allerton Park. • Should re-open West York household waste recycling facility. • An alternative method of waste management to incineration must be found, one which truly adheres to the `waste hierarchy`; encouraging waste prevention, re-use, recycling, composting and mechanical and biological treatments. Propose a system working towards `zero waste` which has been employed elsewhere.
Comment	<ul style="list-style-type: none"> • It would be helpful if greater clarity could be provided on the approach of facilities for municipal waste. Alternatively, reference could be made to a need to identify capacity for the management of all waste streams, as this may provide more flexibility including circumstances where a proportion of waste is managed outside the area. • York needs to have city scale solutions for residual municipal waste, as well as county scale. This reduces distance of transport of arisings and permits local benefit e.g. from anaerobic digestion. Integration of waste facilities in association with new development important.

Policy WM1 Sustainable Waste Management	
	<ul style="list-style-type: none"> • There is a great deal of evidence which strongly condemns incineration as a method of waste disposal. Incineration is outdated and in itself does extreme damage to the environment. • Given uncertainty surrounding future of Allerton Park consider that alternative sites should also be identified to deal with waste arisings, including not only municipal, but also commercial and industrial and agricultural waste arisings, suggested such sites be included. • The Towthorpe waste recycling centre is an important asset for the village and it should continue to provide the existing level of service. • Reduction in the amount of waste going to landfill sites is an achievement which needs to be sustained and improved.

Policy WM2 Safeguarding Mineral Resources and Local Amenity	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • Agree with providing high level local criteria to guide waste and minerals development. Agree with the preferred approach of including strategic policies in the plan and more detailed policies in the York and North Yorkshire Minerals Local Plan. • Agree that the waste management and mineral policies provide the appropriate strategic direction for the more detailed policies which will be in the Minerals Local Plan.
Objection	<ul style="list-style-type: none"> • Should include policies to deal with the expected development of shale gas in the area. • Should adopt policies which state a presumption against fracking bearing in mind that the exploitation of a further type of fossil fuel is likely to make reducing greenhouse gas emissions much more difficult. • Severe reservations about the wording of criteria ii and iv. Starting point in a strategic policy should be a commitment to making a contribution to a wider demand. Ensure that there is a sufficient supply of material to provide the infrastructure, buildings, energy and goods that the country needs. There also needs to be a commitment to maintaining a land bank of material once this is expressed in a working site or sites. In the absence of detailed knowledge of the quality or quantity of mineral resources, or any currently expressed demand by mineral operators, the best plan needs to keep open the possibility for sites to be established. The best way of achieving this is to mention areas of search for aggregates rather than the reference to sites in the policy, since it is not known whether the identification of sites will be forthcoming. Not the best policy to merely refer to the intention to safeguard minerals in the policy. The policy needs to be developed in line with the latest available best practice advice.
Comment	<ul style="list-style-type: none"> • Helpful to clarify that the criteria for site allocation are only intended to apply in the council area rather than across the whole of the joint area plan. It may not be realistic or necessary to meet these criteria for minerals development, where geological factors may be a fundamental constraint on location.

Policy WM2 Safeguarding Mineral Resources and Local Amenity

	<ul style="list-style-type: none"> • Should include reference to there being no detrimental impact on existing utilities when allocating new minerals. • Identification of a minerals safeguarding area for coal bed methane is unlikely to be feasible and probably unnecessary as it is unlikely to be sterilised by surface development. • As it is not the specific role of the Local Aggregates Assessment to apportion mineral requirements it may be preferable to state that the assessment has not presented specific evidence on aggregate mineral requirements for the York area. • It may be helpful to clarify whether the reference to fracking is intended specifically in the context of exploitation of shale gas (for which there is no apparent evidence of commercial interest in this area), or is intended to be read in association with the immediately following reference to coal bed methane, in which case it is suggested that the reference to fracking (which is a term not usually used in association with coal bed methane) be deleted. • Assurances sought that fracking will not take place in the Vale of York.
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Transport

Policy T1 Location and Layout of Development

Key Issues Raised

Support	<ul style="list-style-type: none"> • Welcomed that the policy recognises that in some cases development will not be able to achieve all the criteria. • Support the policy but could be improved with reference to water-borne transport and safe walking/cycling routes to schools. • The general approach is supported and the integrated approach is welcomed, but there are some concerns about lack of clarity on the impacts of large-scale developments. • Support for 'accessible' public transport frequency of every 15 mins. (minimum).
Objection	<ul style="list-style-type: none"> • Unnecessary and too onerous; should be deleted. • Policy wording is flawed. • It is outside of a developers control to be responsible for public transport vehicles to meet emission standards. • Reference to commuted payments should be deleted as any new development should provide covered cycle parking, unless it is a refurbishment of an existing building. • Protection of city centre street patterns, parking for car club vehicles and safe walking / cycle routes to schools should be added to the policy. • Concerns regarding the 'sub urban' and 'village' accessibility criteria. • There should be specific criteria for the two new settlements.
Comment	<ul style="list-style-type: none"> • Public space and footpaths should be incorporated into developments in accordance with DEFRA Guidelines. • Protection should be given to public rights of way which contribute to

Policy T1 Location and Layout of Development

	<p>the special character of the historic city (e.g. ‘snickleways’).</p> <ul style="list-style-type: none"> • The impact on visual quality of the roads radiating into the city centre needs to be taken into account in relation to increasing existing road capacity. • Higher public transport frequency, more extensive operating hours and better defined quality criteria suggested, particularly for development over a certain size. • Should include cycle parking close to bus stops in sub-urban areas and villages to promote integrated use. • Use of trolley buses (or trams) is advocated. • There should be a restriction of and tax on workplace parking. • In the absence of a car parking strategy, the plan should set out the parking standards.
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Policy T2 Strategic Public Transport Improvements

Key Issues Raised

Support	<ul style="list-style-type: none"> • Policy fully supported with agreement to the preferred approach. • Expansion of Park & Ride at Designer Outlet is welcomed. • New Park & Rides at Clifton Moor and Poppleton supported, as is the expansion of and Askham Bar Park & Ride. • New rail stations/halts, particularly in Haxby and Strensall, supported, as is tram/train. • Commitment to invest in public transport and other sustainable transport, and reducing carbon emissions welcomed. • Agree that the policy should recognise the heritage importance of York Station and associated listed railway buildings.
Objection	<ul style="list-style-type: none"> • Additional bus lanes on A19 would harm the character and appearance of the Fulford conservation area. • Current bus arrangements are not satisfactory and until there is commitment to invest in this provision people will not be able to avoid using their cars. • Object to opening of the Manor Lane/Hurricane Way link to all vehicles. • The tram/train and potential new railway stations/halts are long term aspirational proposals that do not currently have confirmed funding, so there is uncertainty about their deliverability. Also concerns regarding the operational viability of services calling at them. • It is inappropriate that provision for the tram/train and/or halts, either in terms of reserve land or financial contributions, should form a planning requirement for the redevelopment of the former British Sugar site within the plan. Financial contributions towards such infrastructure should only be applied where they meet the Community Infrastructure Levy regulations • A station at Strensall would attract travellers from surrounding villages as well locations within Strensall which are remote from the station and current public transport service. • A station at Haxby will be a waste of money. Investigate providing a

Policy T2 Strategic Public Transport Improvements	
	<p>station on Towthorpe Road instead.</p> <ul style="list-style-type: none"> • Concern about current Park & Ride schemes. • Heavy traffic on York Road and Eastfield Drive will get worse if a rail halt is built. • Relocation and expansion of the Designer Outlet Park & Ride not supported. • Buses used on the new proposed schemes will need to be in keeping with York's roads. • The policy should include proposals for a bus station.
Comment	<ul style="list-style-type: none"> • The Park & Ride at the Designer Outlet will need to be relocated in the short to medium term. • Queried whether there should be more Park & Ride sites planned for the south and east of York (on A19, A64 or A1079). • The proposed rail stations at Haxby and Strensall are not in the right place and may exacerbate local traffic and parking problems. Improved transport infrastructure may be required to cope. • A new rail station at Haxby must also come with more ambitious thinking on Haxby as a small transport hub. • The rail station at Haxby will result in longer waiting lists for allotments in Haxby. • A rail station/halt at Copmanthorpe, Askham Bar, Hessay and the Hospital should be considered. • A central bus depot connecting bus routes is necessary. • There is currently strong stakeholder support to speed up journey time between Scarborough and York/beyond and the economic benefits of doing this might outweigh those of a new station at Haxby. Impact of level crossings will need to be assessed for any new stations. • A large housing allocation at Elvington airfield would provide for new and enhanced public transport improvements. • Should consider whether there is a safe and economical way to use York's waterways for public transport and freight. • York's plan should protect the route of the railway between York and Hull and consideration should be given to re-opening the Derwent Valley line from Dunnington to Layerthorpe. • Plans for increases of houses in rural areas would necessitate an increase in bus service. • Closing the city centre entirely to cars will be detrimental to some vulnerable people. • Should build the Park & Ride at Clifton Moor outside the A1237. • Would like to see suitable off road cycle ways from congested population centres into the city. • Long term (2024-30) if the Whinthorpe development goes ahead there should be a high quality accessible bus shuttle service linking both Grimston Bar and Designer Outlet Park & Ride services.

Policy T3 York Railway Station and Associated Operational Facilities

Key Issues Raised

Support	<ul style="list-style-type: none"> • The policy is supported and mention of a new public transport turn around and interchange facility at the station is welcomed. • Satisfied that the policy gives due recognition to heritage importance of York Station and associated listed railway buildings. • Agree that the plan will support any proposal to improve pedestrian access to, within and through the station. • Yes to all improvements to public transport and support for cycling and walking
Objection	<ul style="list-style-type: none"> • Refer to the importance of cycle parking and taking opportunities to expand capacity and accessibility in any new development. • Include a new bus (and coach) station, suggested that an area if designated on York Central. • A building at the front of the station (including a new bus station) should be of exceptionally high quality and complement the listed station building while maintaining / improving connections between bus and rail passengers.
Comment	<ul style="list-style-type: none"> • Should include a cycle facility that links National Railway Museum to St Paul's Square. • A central bus station must become a priority. • Any building at the station should be of exceptionally high quality and complement the listed station building.

Policy T4 Strategic Highway Network Capacity Improvements

Key Issues Raised

Support	<ul style="list-style-type: none"> • Agree with the preferred approach for the plan • Welcome the construction of new accesses to major development sites to a suitable standard to form part of the strategic highway network. • Support the approach for the short-term and medium-term and would work to ensure that ST14 and the timescale of the junction improvements are compatible. • Look forward to improvements to approaches to the Great North Way (York Business Park). • Improvements to the junction of the A1237 and Haxby road are welcomed but will not help the traffic queuing to leave and enter Haxby at rush hour times.
Objection	<ul style="list-style-type: none"> • Concerned that much needed improvements to the strategic road network are left to the latter stages of the plan and then only as selected link upgrades. • There is a greater need for widening the outer ring road beyond the plan's suggestions. No amount of dualling of small sections of the A1237 will solve the problems as it will create bottle necks at the points at which the road returns to a single carriageway. • No benefit in dualling the A1237 as the delays all stem from the intersections which need to be grade separated if any improvement is

Policy T4 Strategic Highway Network Capacity Improvements	
	<p>to be made to the flow of traffic.</p> <ul style="list-style-type: none"> • A 'dualled' outer ring road with grade separation at the Rawcliffe roundabout would have a severe impact on the narrow band of green space between Skelton and Rawcliffe. • Development of ST14 presumes that the Northern Ring Road will be upgraded and grade separation will be constructed at the main junctions. This is highly speculative and has a high risk of not happening. • The Highways Agency has serious concerns in relation to the lack of evidence to support Policy T4. Without further evidence the Agency would consider this policy unsound.
Comment	<ul style="list-style-type: none"> • Improvement to the Grimston Bar interchange should be referenced within the Infrastructure Delivery Plan and listed in Policy T4. • Need to refer to any improvement planned for the growing problem of queuing traffic on the A1079. • Must ensure that the wider strategic road and transportation network can accommodate anticipated traffic levels and ensure the strategic highway network has sufficient investment within it to accommodate growth potential. • Support for developments at the Designer Outlet and Elvington Airfield could lead to the delivery of strategic highway network capacity improvements at the A19/A64 interchange and the A64 Grimston Bar roundabout, respectively. • Dualling of the ring road should be moved ahead of other proposals and a guarantee should be put in place such that this is completed before any approval is given to ST14. • Need to show who would pay for the dualling of the ringroad. • The noise level on the A1237 is already very high and it would increase even more if a dual carriageway is built. • Grade separation of the outer ring road would conflict with the primary purpose of the Green Belt to preserve the setting and special character of York. • No assessment has been made of the potential trip generation effect of A1237 grade separation and dual carriageway. No evidence has been provided to estimate the traffic impact in particular of ST14, ST8 and ST7. • Give serious consideration to dualling of the A64 immediately after the Hopgrove roundabout, heading towards Malton. • The Highways Agency wants to continue to work with the council with the objective of resolving matters through the development of a more comprehensive evidence base relating to the impacts of the Local plan on the strategic road network. • There needs to be a bypass of Kexby and Dunnington.

Policy T5 Strategic Cycle and Pedestrian Network Links and Improvements	
Key Issues Raised	
Support	<ul style="list-style-type: none"> • The policy is supported. • Yes to all improvements to public transport and support for cycling and walking. • Support for various cycle/pedestrian routes. • Welcome further proposals to pedestrianise inside the city walls.
Objection	<ul style="list-style-type: none"> • Need to provide for cyclists and pedestrians on all routes in and out of both Haxby and Wigginton, otherwise people will not be able to avoid using their cars. • The aims of national policy in terms of partnership and the protection of assets and future demands has not been robustly addressed. • A pedestrian/cycle bridge across from Tanner's Row to City Screen/Guildhall would spoil the view and aesthetic of the River Ouse between Lendal and Ouse Bridges. • Provide a cycle route through a buffer zone between site ST15 and the Tillmire SSSI in preference to cycle routes either side it. Provide suitable screen planting to minimise disturbance, and signage to advise of the area's sensitivity for nature conservation. • The provision of pedestrian/cycle bridges across the York/Harrogate/Leeds rail line and the East Coast mainline from the former British Sugar site should not be a requirement of the planning policy for the site. • Objection to new cycleways in various locations, based on being unnecessary, land ownership issues, and concerns regarding safety, privacy noise and disturbance. • Redevelopment of any land within or surrounding Royal Mail's sites (e.g. a new bridge across the River Ouse between Lendal Bridge and Scarborough Bridge) should be sensitive to Royal Mail's operations. • A new bridge north of Lendal Bridge is unnecessary. • Improvements proposed in the medium to long term should have higher priority. • Need more coverage of footpaths. • Inappropriate to make a cycle route through Haxby which is a conservation area with a 20mph speed limit. • The proposals map should be amended to show the cycleway away from the Portakabin boundary as land is not available. • Preserve the route of an existing bridleway out of Fulford/Heslington within the proposed strategic site ST15. • Need to introduce the Green Infrastructure Strategy into policy links.
Comment	<ul style="list-style-type: none"> • It is accepted that the master planning exercise for the redevelopment of the former British Sugar site can ensure that such future linkages are not prejudiced, but the delivery of a pedestrian/cycle link, in so far as it relates to land outside of the former British Sugar site, should not be made a requirement for its redevelopment. • Consider other strategic links (e.g. Elvington to York cycle route and Strensall-Earswick-Huntington cycle path), some of which have been submitted previously to officers for consideration.

Policy T5 Strategic Cycle and Pedestrian Network Links and Improvements

	<ul style="list-style-type: none"> • Consider extending the proposed cycle path north from York along the B1363 to the Shipton turn-off. • Install a new cycle/walking bridge, with approach ramps, alongside Scarborough Bridge to complete the access improvements to York station. • The proposed redevelopment of Elvington Airfield would make positive contributions to the surrounding cycle and pedestrian network. • Need more cycle parking outside the footstreet zone and at all shopping areas throughout York. • Should add a second cycle track on New Lane. • Provide suitable off road cycle ways from congested population centres into the city. • The bridge from Tanner’s Row to City Screen/Guildhall could work, especially if the land immediately to the north of the Park Inn on the opposite bank is used as a city centre cycle park. • Combined footpath/cycle lanes are not user friendly for pedestrians.
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Policy T6 Development at or near Public Transport Corridors, Interchanges and Facilities

Key Issues Raised

Support	<ul style="list-style-type: none"> • The policy is generally supported as is the longer-term aspiration to protect disused railway and other sustainable transport corridors. • The requirement that higher density development should not have an adverse impact upon the historic environment of the surrounding area is supported
Objection	<ul style="list-style-type: none"> • The Green Infrastructure Study needs to be introduced into policy links.
Comment	<ul style="list-style-type: none"> • Public space and footpaths should be incorporated into developments in accordance with DEFRA Guidelines. • Need to review the allocation of the current Park & Ride site at Askham Bar to housing as it seems contrary to this policy.

Policy T7 Demand Management

Key Issues Raised

Support	<ul style="list-style-type: none"> • Support the policy
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Objection	<ul style="list-style-type: none"> • Avoid reducing long-stay parking provision in the city centre, as otherwise there would be a detrimental impact. • The plan should require integrated infrastructure systems and transport networks for all development. • Query the adequacy of the provision of sustainable transport to the proposed locations of allocations. • Should require that a significant number of new housing developments are occupied by people who do not own a car. • Need to consider the flow of traffic on the strategic road network. The level of congestion which is acceptable on the local network is likely to be different to that which is acceptable on the strategic road network (A64) which has a significant strategic purpose which will be undermined by the level of congestion likely to arise from this plan. • The order of the opening sentence should be changed to reflect a transport hierarchy having 'improving road safety' being uppermost. • Reducing long stay car parking spaces should be linked to the increased capacity in Park & Ride sites. • Need to demonstrate how the incorporation of fee based public car parking at existing car parks and taking a more flexible approach to the requirements of car parking will assist demand management.
Comment	<ul style="list-style-type: none"> • Consideration must be given to the commercial requirements of developments outside the city centre and the need to allow residents to have reasonable choice of transport mode. Full account should be taken of national policy in considering the parking needs of new developments. • The plan should be more pro-active in discouraging cars. Close Marygate car park. No new workplace car parks. Close Micklegate Bar, at least during the day. • The Highways Agency will continue to work with the council to determine whether it would be possible to implement traffic management measures on the local road network that would regulate overall traffic flows in line with available capacity on the strategic road network. • There should be a specific presumption against any parking provision other than disabled within the footstreets area of the city centre. • Need to give serious consideration to introducing a congestion charge. • The plan should reflect that people need to travel across York using private transport, in a reasonable manner and without the ecological impact of travelling 10 miles further each way round a congested ring road. • The plan should consider traffic management issues in relation to other new developments, aside from major new developments.

Policy T8 Minimising and Accommodating Generated Trips

Key Issues Raised

Support	<ul style="list-style-type: none"> • The policy is supported. • Agree with the approach that any new development should be
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	supported by sustainable modes of transport.
Objection	<ul style="list-style-type: none"> • The requirement that a transport assessment and travel plan for any development proposal need to be agreed by the council appears unreasonable. A transport assessment and travel plan should be used as a guide and not rigidly adhered to. • Need clarification on what constitutes major development (including the major development thresholds), what can be reasonably expected to have an impact on the transport network and which type of assessment will be required. Also need clarification on how the thresholds for have been derived, and evidence to support the departure from the thresholds outlined in national guidance. • SWould specify anticipated additional trips along air quality management corridors and the likely impact on journey times for public transport. • Should require evidence that any resultant new traffic generated by new development can be safely accommodated without significant detriment to congestion levels and air quality. • Should not introduce any form of congestion tax for the city centre.
Comment	<ul style="list-style-type: none"> • The policy should require travel plans to accompany transport statements.

Policy T9 Access Restrictions to More Polluting Vehicles

Key Issues Raised

Support	<ul style="list-style-type: none"> • The policy is supported as it seeks to improve air quality
Objection	<ul style="list-style-type: none"> • Should not introduce any form of congestion tax for the city centre.
Comment	<ul style="list-style-type: none"> • There is no evidence to date to indicate that the measures in place or proposed will bring the air pollution levels down to within the health based legal limits.

Policy T10 Protection for Residential Areas

Key Issues Raised

Support	<ul style="list-style-type: none"> • The policy is supported
Objection	<ul style="list-style-type: none"> • The policy should either apply to all major developments, or specify all the other strategic sites of 500 houses or more. • It is not clear what measures are envisaged to achieve this laudable objective. • The Green Infrastructure Strategy needs to be introduced into policy links.
Comment	<ul style="list-style-type: none"> • Although this policy might be a reasonable approach it is focused on the York Northwest area. The policy should be expanded to include other existing residential areas which will also need protecting.

Policy T11 City Centre Accessibility

Key Issues Raised

Support	<ul style="list-style-type: none"> • Support for this policy.
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	<ul style="list-style-type: none"> • Support for extending the footstreets.
Objection	<ul style="list-style-type: none"> • Concerns about the proposal to extend the footstreets to include Fossgate because it makes no reference to consultation or working with businesses and residents. Need to ensure full consultation takes place on any proposal to make Fossgate a footstreet and that provision is made for businesses which depend on vehicular access on Fossgate.
Comment	<ul style="list-style-type: none"> • The intention to review the extent and function of the footstreets is welcomed, but it should be extended to encompass Goodramgate, Duncombe Place and Piccadilly as originally proposed in the Area Action Plan for the city centre. • There are some reservations about the prospects of vehicle restricted access on Fossgate. • The whole central core should be a 20 mph limit and one way systems returned to two way where possible.

Policy T12 Safeguarded Routes and Sites

Key Issues Raised

Support	<ul style="list-style-type: none"> • The policy approach is supported. • The concept of a freight consolidation centre on the outskirts of York is supported.
Objection	<ul style="list-style-type: none"> • The use of the Designer Outlet for a potential freight consolidation centre is not supported. • Grimston Bar is a more suitable and sustainable opportunity than Elvington or Designer Outlet for both a commercial leisure scheme and the freight consolidation centre.

Communications Infrastructure

CI1 Communications Infrastructure

Key Issues Raised

Support	<ul style="list-style-type: none"> • The preferred approach is supported. • The statement that proposals for communications infrastructure will only be supported where there will be no significant adverse impacts is supported. • The plan should provide a local policy to guide communications development. • York needs to have world class communications to support its universities and business sector. • Removal of existing infrastructure immediately adjacent to or crossing watercourses to the detriment of flood risk management works is supported • The requirement that higher density development should not have an adverse impact upon the historic environment of the surrounding area is supported
Comment	<ul style="list-style-type: none"> • Future installations should not be permitted in such circumstances or where access to watercourses and maintenance thereof is impeded.

	<ul style="list-style-type: none"> • The policy needs to state that mobile phone masts should not impact on residential areas
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Infrastructure and Developer Contributions

IDC1 Infrastructure and Developer Contributions

Key Issues Raised

Support

- Policy supported, agree with the preferred approach.
- The principle that new development will not be permitted unless the necessary infrastructure to meet local and wider (strategic) demand generated by development can be provided and coordinated is supported.
- Considered that the Local Plan has given enough provision for infrastructure.

Objection

- Should require developers to provide contributions towards new flood alleviation schemes, the long term maintenance of existing defences and habitat creation through Community Infrastructure Levy (CIL).
- The delivery of green infrastructure (GI) should be included in the Infrastructure Delivery Plan. Reliance on development contributions and focus on recreational open space without a strategy in place may jeopardise the delivery of a GI strategy.
- The Local Plan has not given enough provision for infrastructure.
- Should ensure that a significant proportion of funds raised by S106 obligations and CIL are used to benefit community facilities in the local areas affected by development.
- The plan's approach to require infrastructure to be in place prior to development will not be feasible for some of the strategic sites, given the substantial upfront costs in providing infrastructure. The Policy should be amended to take phasing into account.
- If CIL is adopted it should be the only tool for collecting funds to address the cumulative impacts of development on types of infrastructure
- The Policy should define more clearly how section 106 agreements and CIL will work in practice and how funding from each will be used to promote development.
- Reference should be made to viability considerations in setting out the requirement for infrastructure and developer contributions and have regard to national guidance. Flexibility is required.
- The requirement for physical, social and economic infrastructure to be in place prior to development is overly restrictive.
- The approach to viability and delivery of development needs to be comprehensively reviewed.
- An inspector commented negatively on the scale of obligations affecting viability of developments in the previous Core Strategy, however there are even more obligations in the emerging plan.
- There is no evidence that the funds required for massive investment in infrastructure will be available.
- Insufficient detail in the Infrastructure Delivery Plan. Does not offer

IDC1 Infrastructure and Developer Contributions	
	any reassurances that there are well thought out plans in place to deal with shortfalls in education and health care provision if further housing is built.
Comment	<ul style="list-style-type: none"> • Pleased to note that a CIL mechanism is being progressed alongside the plan. • The identification of community facilities and sports pitches as infrastructure that might be required of development is supported, but concerned there is no clarity in associated strategies on what is required in respect of pitches or facilities to inform this policy. • Infrastructure should be provided prior to and during development rather than following it. • The dualling of the ring road should be moved ahead of other proposals. • Concern over whether physical measures on the highway network to mitigate the impacts of development traffic can be funded through CIL or other mechanisms. • Queried what the plans are for a larger water supply and increased sewage disposal. • CIL has yet to be fully viability tested. • A policy needs to be developed through the neighbourhood plan mechanism that establishes the principle that Parishes should have a right to determine where and how some of the section 106, CIL and other monies resulting from developments in their area are spent. • Planning obligations cannot be used to make up the funding gap for desirable infrastructure or to support the provision of unrelated items. Planning obligations should be applied flexibly to prevent development from being stalled. • Large developments need a balanced mix of amenities, and developers must guarantee the delivery of such. • Developer contributions sound like bribery. • Individual developments and their required contributions should be governed by general principles with each development situation, analysed individually.

6.0 Conclusion and next steps

6.1 The Local Plan will be the development plan for York over the 15 year period from 2015-2030. It will include a vision for the future development of the city and a spatial strategy and covers both strategic policies and allocations, alongside detailed development management policies. The preparation of the Local Plan follows on from the previous Local Development Framework process and local plan preferred options consultation in 2013. The preferred options document was subject to considerable consultation. It should be noted that because of the different forms of response some respondents may have sent an individual response and signed one or more of the petitions, leading to some duplication. However, the overall level of engagement and response was good for this type of consultation.

- 6.2 During the preferred options consultation, additional information on sites was submitted by landowners and developers. This included the submission of new sites and further evidence on existing sites. In addition further work has been undertaken with the agents and landowners of strategic sites. This is a key part of the process of assessing suitability and deliverability before progressing to the Local Plan's publication stage. This further work resulted in the identification of potential new sites, the reconsideration of some sites that were previously rejected and potential boundary changes on some of the strategic allocations. Before making any final recommendations on sites to include in the Local Plan for publication and examination the council sought to understand the public views on this additional information and associated work. Further work was also undertaken in relation to sites for safeguarded land, Gypsy, Roma and Traveller and Travelling Showpeople, renewable energy, open space and transport. The views of the public on these sites were considered essential in taking this work forward. The resultant further sites consultation was undertaken in June and July 2014 and is detailed in the Further Sites Consultation Statement (2015).
- 6.3 The consultation comments received as part of both the preferred options consultation and subsequent further sites consultation, alongside further technical work will be used to help come to a conclusion on the portfolio of sites to include in the publication local plan. The publication local plan will be subject to another round of consultation. This will give everyone another chance to object, support or comment on the sites and policies. After which, a final plan will be submitted to the Secretary of State for examination.

Annex A
Copy of Consultation
Response Form and Site
Submission Response
Form

Issue
(where possible
include paragraph/
policy or question
number)

Your comments

Issue
(where possible
include paragraph/
policy or question
number)

Your comments

Issue

(where possible include paragraph/policy or question number)

Your comments

City of York Local Plan

Local Plan Preferred Options Consultation Comments Form

Please use the space below to make your comments on the Local Plan Preferred Options (June 2013). Please continue on a separate sheet if necessary, noting the section reference to which you are responding.

Name

Organisation

Contact Address

E-mail

Signature

Date

Issue

(where possible include paragraph/policy or question number)

Your comments

Local Plan Preferred Options June 2013

All responses should be returned by 31st July 2013 so that we can take your views into account

How did you hear about this consultation?

If you have any queries, please contact us:

Tel: (01904) 552255

E-mail: localplan@york.gov.uk

Do you have any general comments on this consultation process?

Please return completed forms (no stamp required) to:

Local Plan
City of York Council
FREEPOST (YO239)
York YO1 7ZZ

Response No:	<input type="text"/>	Date received:	<input type="text"/>
Previous Ref:	SHLAA <input type="text"/>	ELR <input type="text"/>	LDF <input type="text"/>

FOR OFFICAL USE ONLY



Local Plan Preferred Options Site Submission

Notes to completing the form

- Please complete this form if you would like to suggest proposals for future land use and development. **The submission deadline is 31st July 2013.**
- Please complete a **separate form for each site** put forward.
- Please do not submit supplementary documentation unless stated. We will contact you for further detail should we require it.
- Please complete all sections of the form in **BLOCK CAPITALS**.
- You must provide your name and contact details for your site to be considered. This information will be used in accordance with the Data Protection Act.
- Your submission must include an Ordnance Survey map at an appropriate scale showing the exact boundary of the site. Sites will not be considered without a clear plan showing the site boundary.
- Only submit sites you have an interest in and that you believe have genuine potential to be developed over the next 15-20 years.
- In completing this form you are consenting for a representative of the Council to access the site with or without prior notice in order to ascertain the suitability of the site.
- Completion of this form does not imply that the Council supports the arguments for development on the proposed site.

SECTION 1: YOUR CONTACT DETAILS

Name	<input type="text"/>	
Organisation (if relevant)	<input type="text"/>	
Representing (if relevant)	<input type="text"/>	
Address	<input type="text"/>	
	Postcode	<input type="text"/>
Telephone	<input type="text"/>	
Email	<input type="text"/>	

SECTION 2: OWNERSHIP DETAILS (please tick all applicable)			
Your are... (please tick all that apply)	A Private Land Owner		Planning Consultant
	Parish Council		Land Agent
	Local Resident		Developer
	Amenity/ community group		Registered Social Landlord
	Other (<i>please specify</i>)		
Are you (or your client) the current owner of the site?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
If YES , are you...	Sole Owner <input type="checkbox"/>	Part Owner <input type="checkbox"/>	
If you are part owner, please provide details of the other landowners			
If you are not the land owner, please provide the name and address of the landowner(s)			

SECTION 3: SITE LOCATION	
Please ensure an Ordnance Survey map clearly showing both the detailed site boundary and developable area is submitted alongside this form. Sites submitted without a plan will NOT be considered.	
Name	
Location	
Address	
Grid Reference (<i>if known</i>)	Easting: <input style="width: 150px;" type="text"/> Northing: <input style="width: 150px;" type="text"/>

SECTION 4: SITE DETAILS			
Site Area (<i>in hectares</i>)	Whole site:	Area suitable for development (ha):	
Is the site...	Vacant	Yes <input type="checkbox"/>	No <input type="checkbox"/>
	Occupied	<input type="checkbox"/>	<input type="checkbox"/>
	Partly Occupied	<input type="checkbox"/>	<input type="checkbox"/>

Current Land Use(s)			
Historic Land Use(s)			
Type of Site	Previously developed land Greenfield Mixture	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Are there existing structures on the site? <i>(please specify)</i>			
Would development of the site require...	Relocation of existing structures Demolition/site clearance	Yes <input type="checkbox"/>	No <input type="checkbox"/>
What are the timescales for the current use...	To cease		
	Be relocated		
	Be demolished?		
Adjacent Land uses...	To the North		
	To the South		
	To the East		
	To the West		
Relevant Planning History			

SECTION 5: PROPOSED DEVELOPMENT / LAND USE

For a MIXED USE SITE, please tick here and complete all relevant sections below.

	Development / Land Use	1 st	2 nd	Details
In the 1 st column tick your preferred use. In the 2 nd column, please tick other uses you would also consider appropriate. In the details column, please	Residential:			<i>Please specify total number, mix and type.</i>
	Market housing			
	Affordable housing <i>(inc. rural exception sites)</i>			
	Specialist Residential			
	Student Residential			
	Other <i>(Please specify)</i>			
	Combination of above			
	Gypsies and Travellers			
	Travelling Showpeople			
	Community Facility <i>(please specify)</i>			

specify the type and mix of uses/ plots/ pitches /floorspace.	Leisure/recreation <i>(please specify)</i>			
	Development / Land Use	1 st	2 nd	Details
	Openspace <i>(please specify type)</i>			
	Retail:			<i>Please specify total number of units and floorspace (m²)</i>
	Shops			
	Financial and Professional Services			
	Food and Drink			
	Other <i>(please specify)</i>			
	Employment:			<i>Please specify total number of units and floorspace (m²)</i>
	Offices			
	General Industrial			
	Warehousing			
	Science City			
	Other <i>(please specify)</i>			
	Combination of above <i>(please tick all applicable)</i>			
Renewable Energy <i>(please specify)</i>				
Waste Facility <i>(please specify)</i>				
Mineral Working <i>(please specify whether primary or secondary)</i>				
Other <i>(please specify)</i>				

SECTION 6: MARKET INTEREST

Please complete all relevant sections and provide more detail where applicable.

	Yes	Details
Site is owned by a developer		
Site is under option by a developer		
Enquiries received		

Sites is <u>currently</u> being marketed (please		
Site has <u>previously</u> been marketed		
None		
In your opinion, what likely effect will neighbouring uses have on the site's marketability? <i>Please state your reasoning</i>	Positive <input type="checkbox"/>	Negative <input type="checkbox"/> No Effect <input type="checkbox"/>

SECTION 7: SITE AVAILABILITY										
In what timescale do you believe the land will be <u>available</u> for development? <i>(Assuming that it gets planning permission and constraints can be overcome?)</i>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%; padding: 5px;">Site is with planning permission <input type="checkbox"/></td> <td rowspan="2" style="border: 1px solid black; padding: 5px; vertical-align: middle;"><i>Please state planning ref:</i></td> </tr> <tr> <td style="padding: 5px;">Seeking planning consent <input type="checkbox"/></td> </tr> <tr> <td style="padding: 5px;">Prior to 2014 <input type="checkbox"/></td> <td style="padding: 5px;">Years 11-15 (2026/27 – 2031/32) <input type="checkbox"/></td> </tr> <tr> <td style="padding: 5px;">Years 1-5 (2014/15 – 2019/20) <input type="checkbox"/></td> <td style="padding: 5px;">Years 15+ (post 2032) <input type="checkbox"/></td> </tr> <tr> <td style="padding: 5px;">Years 6-10 (2020/21 – 2025/26) <input type="checkbox"/></td> <td></td> </tr> </table>	Site is with planning permission <input type="checkbox"/>	<i>Please state planning ref:</i>	Seeking planning consent <input type="checkbox"/>	Prior to 2014 <input type="checkbox"/>	Years 11-15 (2026/27 – 2031/32) <input type="checkbox"/>	Years 1-5 (2014/15 – 2019/20) <input type="checkbox"/>	Years 15+ (post 2032) <input type="checkbox"/>	Years 6-10 (2020/21 – 2025/26) <input type="checkbox"/>	
Site is with planning permission <input type="checkbox"/>	<i>Please state planning ref:</i>									
Seeking planning consent <input type="checkbox"/>										
Prior to 2014 <input type="checkbox"/>	Years 11-15 (2026/27 – 2031/32) <input type="checkbox"/>									
Years 1-5 (2014/15 – 2019/20) <input type="checkbox"/>	Years 15+ (post 2032) <input type="checkbox"/>									
Years 6-10 (2020/21 – 2025/26) <input type="checkbox"/>										
Please state your reasoning for the above timescale.										
When do you estimate being in a position to submit a planning application for planning permission <i>(if applicable)</i> ?										
When do you hope to be in a position to start building should permission be granted?	Start date: <input style="width: 150px;" type="text"/>									
Once work has commenced, how many years will it take to complete?	Number of years: <input style="width: 150px;" type="text"/>									
If applicable, please provide details of phasing and annual completion rates.										
Are there any financial										

<p>implications that you are aware of that would influence whether the site would be available for development? <i>(Please specify)</i></p>	
--	--

SECTION 8: SITE CONSTRAINTS

Please indicate the location on an Ordnance Survey map where applicable.

Environmental

<p>Are there any trees and/or mature hedges on site or on the boundary?</p>	
<p>Are there any Tree Protection Orders on site?</p>	
<p>Are there any environmental/wildlife designations on the site? <i>E.g. Nature conservation sites, specific habitats etc</i></p>	
<p>Are there any heritage designations? <i>E.g. Conservation Areas, Listed Buildings</i></p>	
<p>Is the site in agricultural use, and if so, what grade of land is it? <i>(please specify)</i></p>	
<p>Are there any contamination issues? <i>(please specify)</i></p>	
<p>Is the site within a flood risk zone? <i>(Please specify)</i></p>	
<p>Are there pylons or overhead cables on the site? <i>(Please specify)</i></p>	
<p>Is the site designated openspace? <i>(please specify type and if whole or part of site)</i></p>	

Accessibility				
Is there direct access from...		Yes	No	
	An Adopted Road	<input type="checkbox"/>	<input type="checkbox"/>	
	Unadopted Road	<input type="checkbox"/>	<input type="checkbox"/>	
	Private Road	<input type="checkbox"/>	<input type="checkbox"/>	
If YES, is it a classified road? What is the road name? <i>(e.g. A64, Tadcaster Road)</i>				
Are there any other existing access routes to the site?		Yes	No	Unsure
	Pedestrian footways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Cycle paths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Bus route	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Other <i>(please specify)</i>			
Do public rights of way cross the site?				
How do you propose to access the proposed development? <i>(please specify details for all methods of access)</i>				
Are there any land ownership issues or other constraints associated with potential access?				
Infrastructure				
Utilities available on site <i>(please tick all that apply)</i>		Yes	No	Unsure
	Mains Water Supply	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Mains Sewerage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Electrical Supply	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Gas Supply	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Landline/broadband	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Other (please specify	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Have discussions already taken place with utility companies in relation to the site?	Yes <input type="checkbox"/>	If Yes, please provide copies of any correspondence		No <input type="checkbox"/>
Are there any specific infrastructure requirements for the proposed use?				

Other Constraints
(please give details below)

SECTION 8: OTHER RELEVANT INFORMATION

Declaration:

I understand that the personal and other data I provide will be used to inform the council's emerging planning policy framework for its duration and may also be used to help ensure the accuracy and completeness of information held for other council purposes.

I understand that the details submitted may be made available to the public in line with The Local Government Access to Information Act and Freedom of Information Act.

I want to be consulted on York's Local Plan in the future *(please tick if yes)*

Signature

Date

Please return your completed form and map(s) by 31/07/2013 to:

Local Plan
 City Of York Council
 FREEPOST (Y0239)
 York
 Y01 7ZZ

Email: localplan@york.gov.uk

Contact the Integrated Strategy Team for more information on:
 01904 552255
www.york.gov.uk/localplan

Annex B
Copy of Consultation Letter



Customer Address

City & Environmental Services

Integrated Strategy Unit
West Offices
Station Rise
York
YO1 6GA
01904 552255

3rd June 2013

Dear

City of York Local Plan Preferred Options – June 2013
**Consultation in accordance with Regulation 18 of The Town and Country
Planning (Local Planning) (England) Regulations 2012**

Work is currently underway on preparing a new Local Plan for the City of York. The Local Plan is a citywide plan which will help shape future development in York up to 2030 and beyond. It sets out the opportunities and policies on what will or will not be permitted and where, including new homes and businesses.

Using existing evidence base work and consultation undertaken as part of the Local Development Framework process as a starting point the council have prepared a draft Local Plan document for the purposes of consultation. The council would like to know what you think of the proposals and alternatives set out in the draft Plan.

The draft Plan identifies land for business to create 16,000 new jobs and housing sites to provide an average of 1,090 much needed homes a year. The plan proposes to create, for the first time, a permanent Green Belt to ensure the city's boundaries are protected until around 2040 and beyond. This will meet the Government's new planning guidance and will allow a local approach to planning. New policies will prevent an unplanned free-for-all approach and protect York's heritage and special qualities for future generations.

It sets out potential locations for renewable energy generation such as wind turbines and sites for Gypsies, Travellers and Showpeople. The draft plan includes policies on the city centre, affordable housing, community facilities, education, design and the historic environment, the natural environment, flooding, climate change and transport.

We welcome your comments on the City of York Local Plan Preferred Options document and the accompanying Proposals Map. We are also publishing a number of evidence base documents to support the Local Plan. These provide additional information which has been used to inform the policies and approaches advocated in

the draft Plan. The consultation documents being published on 5th June are set out in the attached documents list.

You can provide comments on the Local Plan and any of the supporting documents using the Local Plan comments form (see below).

You can view the Local Plan, Proposals Map and all supporting documents, including the Local Development Framework evidence base, on the council's website at www.york.gov.uk/localplan. Alternatively you can view the Local Plan and Proposals Map in all City of York council libraries (electronic copies of all Local Plan supporting documents will also be available, please speak to a member of library staff); and all Local Plan documents at the council reception at West Offices. During the consultation we will also be holding a number of exhibitions where you can view the Local Plan, Proposals Map, Local Plan supporting documents and speak to an officer. The exhibitions are as follows:

- **City Centre**, Parliament Street – Wednesday 12 June (10am – 4pm)
- **Heworth**, Heworth Without Community Centre, Applecroft Road, YO31 0HJ – Thursday 13 June (2.30pm – 7pm)
- **Copmanthorpe**, Howell Hall, School Lane – Tuesday 18 June (2.30pm – 7pm)
- **Haxby**, Oaken Grove Community Centre Café, Reid Park, Oaken Grove, YO32 3QW – Wednesday 19 June (2.30pm – 7pm)
- **Acomb Explore**, Front Street, YO24 3BZ – Thursday 20 June (2.30pm – 7pm)
- **Dunnington**, The Reading Rooms, Church Street, YO19 5PW – Tuesday 25 June (2.30pm – 7pm)
- **Poppleton**, Poppleton Centre, Main Street, Upper Poppleton, YO26 6JT – Thursday 27th June (2.30pm – 7pm)
- **Clifton Moor**, Tesco, Stirling Road, YO30 4XZ – Tuesday 2 July (2.30pm – 7pm)
- **New Earswick**, Folk Hall Coffee Bar, Hawthorn Terrace, YO32 4AQ – Thursday 4 July (2.30pm – 7pm)
- **City Centre**, Parliament Street – Saturday 6 July (10am – 4pm)
- **City Centre**, West Offices, Station Rise, YO1 6GA – Tuesday 9 July (2.30pm – 7pm)
- **York College**, Sim Balk Lane, YO23 2BB – Wednesday 17 July (2.30pm – 7pm)
- **Fulford**, Social Hall, School Lane, YO10 4LS – Wednesday 24 July (2.30pm – 7pm)
- **Clifton Moor**, Clifton Moor Church and Community Centre, Rivelin Way, YO30 4WD – Friday 26 July (2.30pm – 7pm)

Comments can be made by completing a Local Plan comments form available on the website at www.york.gov.uk/localplan (this can be printed out and posted or completed online), or pick up a form from the libraries, West Offices reception or any of the exhibitions. Alternatively you can email your comments to localplan@york.gov.uk or post them to Local Plan, City of York Council, FREEPOST (YO239), York YO1 7ZZ.

The closing date for comments is **Wednesday 31st July**.

Following this consultation we will analyse the comments we receive and prepare a final Local Plan. There will be a further opportunity to comment on the final plan next year before it is examined by an independent inspector.

During the same consultation period the Council are also carrying out consultation on the following documents:

- Consultation Draft Streetscape Strategy and Guidance (CYC, May 2013); and
- Consultation Draft Local Heritage List Supplementary Planning Document (CYC, June 2013).

Further information on these documents and how to comment can be found on our website at www.york.gov.uk/streetscapestrategy and www.york.gov.uk/localheritagelist.

We look forward to receiving your comments.

Yours sincerely

A handwritten signature in black ink that reads "M.P. Grainger". The signature is written in a cursive style with a long horizontal stroke at the end.

Martin Grainger
Head of Integrated Strategy

Encl. Local Plan Preferred Options Document List

Annex C
Copy of Consultation
Leaflet

PUBLIC CONSULTATION FROM
WEDNESDAY 5 JUNE UNTIL
WEDNESDAY 31 JULY 2013

HAVE
YOUR SAY
ON YORK'S LOCAL PLAN



WHAT IS THE LOCAL PLAN?

City of York Council is developing a citywide plan which aims to support the city's economic growth, address the shortage of homes and help shape future development in York. The plan proposes to create, for the first time, a permanent Green Belt to ensure the city's boundaries are protected until around 2040 and beyond.

Why are we producing a Local Plan?

Currently, York does not have a development plan in place. There is a statutory duty to produce a Local Plan which needs to be in place if the council wants to make decisions on local development proposals rather than these being made by national policy. This will meet the Government's new planning guidance and will allow a local approach to planning. New policies will prevent an unplanned free-for-all approach and protect York's heritage and special qualities for future generations.

WHAT HAPPENS NEXT?

The council wants to know what you think of the proposals set out in the Local Plan. Following this consultation we will consider the comments we receive and prepare a final Local Plan. There will be a further opportunity to comment on the final plan next year before it is examined by an independent inspector. If approved, the council will adopt the Local Plan by 2015.

HOW CAN I FIND OUT MORE?

From Wednesday 5 June 2013 you can:

View the Local Plan and all supporting documents by looking on the council's website at www.york.gov.uk/localplan

Call the consultation phone number: 01904 552255

Visit your local library where you can view the Local Plan and pick up a comments form at any of City of York Council libraries.

Go to the council's reception where you can view the Local Plan and pick up a comments form at West Offices, Station Rise, Y01 6GA.

HOW CAN I COMMENT?

A Local Plan comments form is available on the website at

www.york.gov.uk/localplan (this can be printed out and posted or completed online). You can also pick one up from your local library or Explore Centre, West Offices reception or any of the drop-in exhibitions.

Email us at: localplan@york.gov.uk

Writing to us at: **Local Plan, City of York Council,**
FREEPOST (Y0239), York YO1 7ZZ

#localplan @cityofYork or city of York Council

SEND US YOUR COMMENTS BY
WEDNESDAY 31 JULY 2013

SECURING HOMES AND JOBS FOR THE FUTURE
CITY OF YORK
LOCAL PLAN

If you would like this information in larger print or in an accessible format (for example, in Braille, on CD or by email), please contact (01904) 552005 or email: localplan@york.gov.uk

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

Tel: (01904) 551550

DROP-IN EXHIBITIONS

You can view the Local Plan, speak to officers and pick up a comments form at:

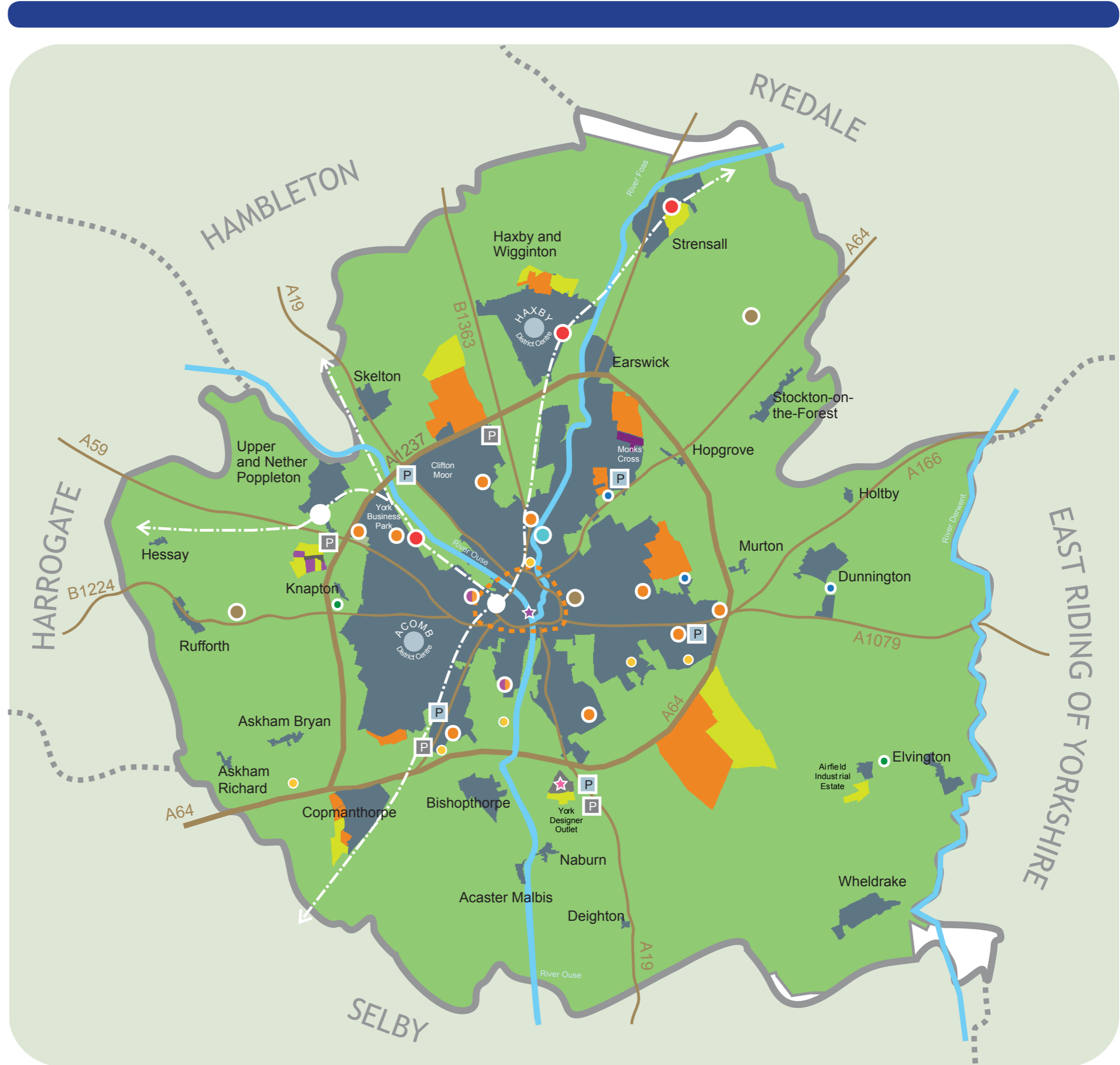
- **City Centre**, Parliament Street – Wednesday 12 June (10am - 4pm)
- **Heworth**, Heworth Without Community Centre, Applecroft Road, YO31 0HJ – Thursday 13 June (2.30pm – 7pm)
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- **New Earswick**, Folk Hall Coffee Bar, Hawthorn Terrace, YO32 4AQ – Thursday 4 July (2.30pm – 7pm)
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- **Clifton Moor**, Clifton Moor Church and Community Centre, Rivelin Way, YO30 4WD – Friday 26 July (2.30pm – 7pm)

CITY OF YORK LOCAL PLAN

SECURING HOMES AND JOBS FOR THE FUTURE

This diagram shows the strategic proposals for the city as a whole. The plan also contains a number of preferred sites and proposals that will be important to local areas.

The Local Plan will help York to safeguard its outstanding heritage and conserve and enhance York's Green spaces for future generations.



Annex D

Summary of Petitions

Summary of Petitions

This document sets out the full text included in the petitions received as part of the Local Plan Preferred Options Consultation. Where a longer response was provided, these are indicated in the list below and then included in full at the end of the document. The policy references after each petition indicate which policies the petitions have been registered and summarised against.

Petition 1. Huntington and New Earswick

668 signatures

I/We the undersigned oppose Labour's plans to use Green Belt land across York to build 22,000 houses on over the next 15 years – 2,000 of them in Huntington and New Earswick Ward.

(Policies SS2, H16, ST8 & ST11)

Petition 2. Save Acomb Moor Petition

59 signatures

We the undersigned object to the inclusion of part of Acomb Moor as a development site (H9) in the Council's Local Plan. We believe that site should continue to be included in the Green Belt as it protects the rural setting of the western approach to the City and avoids the dominance that any buildings near the Great Knoll would have on the surrounding area. The moor is an important informal recreation amenity for local residents and this should be recognised in the Local Plan.

(Policy H9)

Petition 3. Save the Green Belt Petition

81 signatures

We the undersigned object to the inclusion of land lying between Wetherby Road and Knapton as a "showperson's" camp in the Council's Local Plan. We believe that this site should continue to be included in the Green Belt as it protects the rural setting of the western approach to the City. The introduction of large areas of hard surfacing, together with intrusive storage facilities and maintenance activities, would have a substantial impact on nearby residential areas. Such facilities should be located in commercial estates.

(Policy ACHM3)

Petition 4. (Cllr Ann Reid – see Council Meeting 18th July 2013 agenda item 6 (ii))

2302 signatures

I/We the undersigned oppose Labour's plans to use Green Belt land across York to build 22,000 houses on over the next 15 years.

(Policy SS2)

Petition 5. Dunnington Gypsy and Traveller Site

5 signatures

We the undersigned object to the proposal in the City of York Local Plan Preferred Options for a Gypsy and Travellers Site at Common Road/Hagg Lane Dunnington. It will adversely affect: Hassacarr Nature Reserve, the open aspect of the gateway to the village, village green and conservation area, and the parking provision for sporting events.

(Policy ACHM3)

Petition 6. Proposed Siting of Gypsy and Travellers' Site on Common Road, Dunnington by City of York Council

136 signatures

We, the undersigned, object to a travellers' site on Common Road

(Policy ACHM3)

Petition 7. Dunnington Parish Council

1323 signatures

We the undersigned petition the City of York Council to stop the building of a permanent 15 pitch Gypsy/Traveller site using land at Common Lane and Hassacarr Lane in Dunnington, York. It's located on Green Belt land, adjacent to Hassacarr Nature Reserve and will have a major impact on the people living in the surrounding area, homes and businesses. There are plenty of area around York that would be suitable for these traveller locations that would not affect local residences and businesses. City of York Council needs to support our petition and keep residents happy by providing areas and communities that people feel content to live in.

(Policy ACHM3)

Petition 8. Objection to H37, ST04 and SF4

89 signatures

The signatories below would like to express their objections to the Local Plan Development as defined in the accompanying document: Objects to The York Local Plan in relation to H37, ST04, SF4.

(Policies H37, ST4 & SF4)

Petition 9. Copmanthorpe

879 signatures

We, the undersigned, petition the council to amend the draft Local Plan and save the traditionally Greenbelt-protected sites adjacent to Copmanthorpe from being developed, either for housing or renewable energy generation.

(Policies ST12, ST13, CC1, SF5, H29 & H40)

Petition 10. Petition against the Huntington Travellers Site

139 signatures

We the undersigned petition the council to stop the building of a permanent site for 20 pitches (20-80 caravans) on a 3 acre plus site, Huntington York. The placement

of this travellers site right at the heart of an established community would be disastrous. Locating it immediately adjacent to homes, nature reserve and businesses indicates a complete lack of concern, by the council, for the impact this will have on the way of life of Huntington & Heworth residents. It is hard to conceive of a more inappropriate proposal.

(Policy ACHM3)

Petition 11. Wheldrake

43 signatures

We the undersigned petition the council to listen to residents of Wheldrake and NOT build on Greenfield sites and Natural woodlands inbetween The Cranbrooks & Valley View as part of the York Local Plan (H28).

(Policy H28)

Petition 12. Save the Green Belt Petition (Cllr Lynn Jeffries - see Council Meeting 18th July 2013 agenda item 6 (ii))

124 signatures

We the undersigned object to the proposals in the council's Local Plan for the development of land lying between the existing urban area and the ring road. We wish to see this land retained in the "Green Belt" Instead we believe that the Council should concentrate any new buildings at previously developed, but now unused, sites such as Terry's, Nestle South, British Sugar and the area behind the railway station. We specifically object to the inclusion of part of Acomb Moor as a development site (H9) in the Council's Local Plan. We believe that site should continue to be included in the Green Belt as it protects the rural setting of the western approach to the City and avoids the dominance that any buildings near the Great Knoll would have on the surrounding area. The moor is an important informal recreation amenity for local residents and this should be recognised in the Local Plan.

(Policies SS3 & H9)

Petition 13. Stop the Clifton Gate Proposals (Julian Sturdy MP)

14 signatures

I/We the undersigned petition the Council to amend the draft Local Plan and save the 330 acres of traditionally Greenbelt-protected land to the North of Clifton Moor from the development of over 4000 new homes. We believe the proposed development of this portion of land is completely inappropriate on the Greenbelt and entirely unsustainable, putting too much strain on the local infrastructure.

(Policy ST14)

Petition 14. Stop the Travelling Showpeople Site (Julian Sturdy MP)

288 signatures

I/We, the undersigned, do not want the proposed site on Wetherby Road, Knapton to be used as a base for travelling show people. The proposed plan in the City of York Local Plan is to offer 20 plots, with a minimum size of 500m² each, to be used as a permanent show people yard on Wetherby Road, Knapton. The proposed site will

have a detrimental impact on the area and we see it as an inappropriate development on Green Belt land.

(Policy ACHM3)

Petition 15. Protect York's Greenbelt (Julian Sturdy MP)

416 signatures

I/We the undersigned petition the council to amend the draft Local Plan and save a number of traditionally Greenbelt-protected sites from being developed upon. The sites which have been earmarked by the Council for large scale housing development include Holme Hill and various plots of land at Clifton Moor, Osbaldwick, Copmanthorpe, Woodthorpe, Haxby and Monks Cross. We want to see the character of our villages surrounding York protected. We acknowledge the need for more housing in York, but believe the figure of 22,000 homes to be too high and the loss of over 1000 acres of Greenbelt land to be unsustainable. We believe it is absolutely vital that Brownfield sites are used first.

(Policies SS2, SS3, H1, ST6, ST7, ST8, ST9, ST10, ST11, ST12, ST13, ST14 & ST15)

Petition 16. "Save the Green Belt" Petition (Cllr Ann Reid - see Council Meeting 18th July 2013 agenda item 6 (ii))

1084 signatures

We the undersigned object to the proposals in the council's Local Plan for the development of land lying between Wetherby Road and Knapton village. We believe that the site should continue to be included in the Green Belt as it protects the rural setting of the western approach to the city which would otherwise begin to merge with the outer ring road.

(Policy ACHM3)

Petition 17. Petition opposing the development of land at Moor Lane (Cllr Ann Reid - see Council Meeting 18th July 2013 agenda item 6 (ii))

259 signatures

We the undersigned object to the designation of land west of Woodthorpe of house building (ST10). Successive local plans have indicated that this land is important in enhancing York's rural setting. The nearby Askham Bogs nature reserve could be adversely affected by any development. Residents are concerned that development in this area would exacerbate the traffic congestion problems which are already evident at certain times of the day. We therefore petition that the land continue to be included in the "Green Belt".

(Policy ST10)

Petition 18. The Future of Huntington

53 signatures

We are residents of Forge Close and Sadlers Close, York YO32 who oppose strongly to the proposed Local Plan which affects our local community and is detrimental to the local infrastructure.

(For more detail see accompanying comment form and statement setting out reasons for objection included below)

(Policy ST11)

Petition 19. Gypsy & Travellers Site, Malton Road, Huntington

1036 signatures

We the undersigned petition the council to stop the building of a permanent site for 20 pitches (20-80 caravans) on a 3 acre plus site, Huntington York. The placement of this site right at the heart of an established community, locating it immediately adjacent to homes, a nature reserve and businesses would not be appropriate in this locality, by virtue of its potential impact on Huntington & Heworth residents,. We believe it is hard to conceive of a more inappropriate proposal.

(For more comments see accompanying email included below)

(Policy ACHM3)

Petition 20. Dunnington WI– Response to Local Plan Preferred Options

26 signatures

We have decided to deal with this in the same way as a petition to reflect that it is a collective response from an organisation but also to recognise and register each of the signatories. (Full text of response is included below)

(Policies SS2, E10, E6, H1, H31, H33, H35, H44, ACHM3, GI6, GB1, CC1 & R3)

Petition 21. Travellers Site in Huntington E-Petition

87 signatures

We the undersigned petition the council to stop the building of a permanent site for 20 pitches (20-80 caravans) on a 3 acre plus site, Huntington York. The placement of this site right at the heart of an established community, locating it immediately adjacent to homes, a nature reserve and businesses would not be appropriate in this locality, by virtue of its potential impact on Huntington & Heworth residents. We believe it is hard to conceive of a more inappropriate proposal.

(Policy ACHM3)