



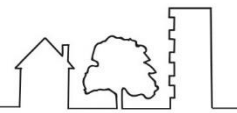
**AIREDON**  
PLANNING & DESIGN

## York Local Plan Examination

Phase 4: Matter 7 Statement

Mr J Harrison

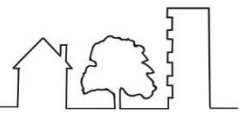
August 2022



## **Matter 7 – Transport**

*(Question 7.2) Are Policies T1 to T9 justified and would they be effective?*

1. No, Policy T1 is not justified and would not be effective.
2. Where development is to be supported by frequent high quality public transport linking them to York City Centre or other key destination, Policy T1 requires developers to ensure provision of such new services or enhanced existing services, as necessary, from first occupation of the development for a period of up to 10 years, or 5 years after last occupation, whichever comes sooner.
3. It is noted that Policy T1 continues by recognising that in some circumstances developments will not be able to achieve the required criteria, so they can, subject to sufficient justification of effective accessibility being submitted by a developer, be relaxed. However, in the case of ST14 it is considered that the above provision is essential. As we stressed in our Phase 3 Statements, the site is not currently accessible by public transport networks, it is located a significant distance from any amenities and services and is essentially an isolated site surrounded by open countryside.
4. The Viability Assessment Technical Note relating to Site ST14, prepared by Porter Planning Economics Ltd (July 2022) confirms at Paragraph 4 (Period 3 (Post-submission stage)) that bus enhancements will be provided at a cost of £1,000,000 (£742 per unit). It is anticipated that the developer will be required to fund the re-routing of the existing bus service along Wigginton Road, enhancements to the existing service to support the overall aim to achieve upwards of 15% trips by public transport (an aspiration to achieve a high level than most of York at present) and subsidise the service for a period of up to 10 years. A fund of £1m is unlikely to achieve this and any uplift of funding to meet the requirements of Policy T1 would certainly render ST14 unviable, particularly given its marginal status.
5. Given the current marginal viability status of ST14, it would be prudent to request further information regarding the scope of bus enhancement works required so that a proper assessment of funding can be made. We consider this essential in understanding whether Policy T1 and indeed ST14 are sound.
6. It is considered absolutely necessary for a bus service of the level and duration required under T1 to be provided for a site such as ST14 to alleviate the real risk of creating an unsustainable location for new residents and promoting a society of sole car users. However, without a site



viable enough to provide the necessary funding to meet the requirements of Policy T1, the policy cannot be considered sound.