



**EXAMINATION OF THE CITY OF YORK LOCAL PLAN  
2017-2033**

**PHASE 4 HEARINGS**

**MATTER 12: General Development Management**

**CITY OF YORK COUNCIL STATEMENT**

## **Matter 12 – General Development Management**

### **12.1 Does the approach of Policy DP1 (York Sub Area) accord with the Plan as a whole?**

12.1.1 Yes, the approach of DP1 provides an overarching framework which both directs and supports the policies within the plan. The Local Plan is intended to be read as a whole. No one policy of the Local Plan can be applied in isolation. Collectively the plan policies will deliver development that will balance the three strands of sustainable development – economic, social and environmental as defined within the NPPF 2012 paragraph 7.

12.1.2 Policy DP1, recognising the important contribution York makes to the wider region economically, commits to meeting the housing need while ensuring protection of the environment and historic importance of the city.

12.1.3 These overarching points then inform policy requirements within DP2 and DP3 and develop into detailed policies within the topic chapters and policies.

12.1.4 The policy has nine principles which relate to;

- Economy including retail and leisure
- Housing
- Education
- Transport
- Historic environment and conservation
- Green Belt
- Landscapes and biodiversity
- Environmental issues

12.1.5 Economic and retail policies are delivered through policies within Section 4 of the Plan. Section 3 provides strategic site specific policies which set out detailed guidance, including on the number and nature of homes, community and education provision on the allocated strategic sites, drawing on the principles of DP1. Section 5 includes policy H1 and Table 5.1 which details all the allocated housing sites – strategic and non-strategic. The section also includes general, non site specific housing policy to guide the provision of housing in line with the key principles within DP1 and DP2 as well as Gypsy and Traveller and Travelling Showperson pitch provision across CYC area.

12.1.6 Section 7 provides detailed policy on education, while Section 14 provides transport policies.

12.1.7 The green belt boundary is defined within the policies map and policies in Section 10 ensure the protection of the greenbelt while allowing appropriate development. The importance of York's historic and natural environments are addressed in Section 8 and Section 11, 12 and 13 respectively.

12.1.8 All of the policies within the latter sections of the plan draw from the nine principles contained within DP1.

12.1.9 The proposed modifications in Appendix 1 removes references to the Leeds City Region LEP as York is no longer part of this LEP.

## **12.2 Is the approach of Policy DP2 to 'sustainable development' a sound one?**

12.2.1 Yes, the approach to DP2 is sound and supports the delivery of the Plan's vision, providing a definition of sustainable development in Planning terms of York. The policy is in four parts:

- Create a Prosperous City for All
- Provide Good Quality Homes and Opportunities
- Conserve and Enhance the Environment
- Ensure Efficient and Affordable Transport Links

12.2.2 The policy is positively prepared with clear principles set out to provide guidance and underpin strategic and detailed policies in subsequent sections of the Plan. Effective monitoring in place for review. It is consistent with national policy. The four themes enhance the points within DP1 and relate back to the three dimensions of sustainable development within the NPPF 2012: economic, social and environmental, and Core Planning Principles (para 17). The Sustainability Appraisal [CD008, para 6.3.4 and Appendix E] reflects that, alongside other development principles, D2 is fundamental to realising the sustainable development aspirations for the City, creating a framework for the Plan which seeks to promote growth in a sustainable manner for York.

12.2.3 Part one of the policy focuses on developing the economic aspect with three points relating employment, retail and the visitor economy. These points, in turn are delivered through policies within Chapter 4 of the Plan via Policies EC1-EC5 and R1-R4.

12.2.4 Part two relates to the provision of homes and education to support strong vibrant and healthy communities and the social element of sustainable development. These principles are delivered through policies in Section 3, Section 5 and Section 7. Section 3 provides strategic site specific policies which set out detailed guidance, including on the number and nature of homes, community and education provision on the allocated strategic sites,

drawing on the themes of DP2. Section 5 includes policy H1 and Table 5.1 which details all the allocated housing sites – strategic and non-strategic. The section also includes general, non site specific housing policy to guide the provision of housing in line with the key principles within DP1 and DP2 as well as Gypsy and Traveller and Travelling Showperson pitch provision across CYC area.

12.2.5 Part 3 provides the hook to policies in the Plan which address the City's environmental infrastructure, built and natural.

12.2.6 Transport and accessibility is addressed in part 4 of DP2 and is overarching when considered against the objectives of sustainable development. The delivery of public transport, cycle and pedestrian networks and improving the strategic highway network capacity supports and weaves through all three aspects of sustainable development. Section 14 provides detailed policies which further develop these principles.

12.2.7 The policy is clear and sets out specific principles which applicants must consider in all development proposals.

### **12.3 Do Policies DP3 and DP4 provide an effective basis for subsequent decision-making?**

12.3.1 Yes, DP3 and DP4 provide an effective basis for decision making.

12.3.2 DP3 further builds on DP1 and DP2 as they relate to the creation of sustainable communities. 12 principles are provided which inform subsequent detailed policies related to the historic environment, design, sustainability, community facilities, green infrastructure and open space, transport , climate change and flood risk.

12.3.3 The policy provides clear guidance to decision makers in accordance with paragraph 154 of the NPPF 2012 as well as to applicants when developing proposals. Both DP3 and DP4 are to be read alongside more detailed policies in respect of which they define overarching principles which appropriately guide decision-making.

12.3.4 Policy DP4 clearly sets out that CYC will take a positive approach to development, approving without delay applications that accord with the policies in the plan (unless material considerations indicate otherwise). Importantly for York, it refers both to policies in the Local Plan and in any Neighbourhood Plans. It also clearly reflects the presumption in favour of sustainable development as set out in NPPF para 14.

12.3.5 The policy makes a commitment to work proactively with applicants to find solutions and to secure development which improves economic, social and environmental conditions.

**12.4 Is the approach of Policy DM1 to infrastructure and developer contributions a justified one?**

12.4.1 Yes, Policy DM1 of the Plan sets out a clear framework for seeking planning obligations and ensuring that development makes appropriate contributions towards necessary infrastructure and is based on robust evidence on infrastructure requirements and Plan viability.

12.4.2 The specific infrastructure requirements associated with delivery of strategic sites, identified in Section 3, provide further clarity and support the effectiveness. This is underpinned by evidence on infrastructure as set out in the Council Infrastructure Delivery Plan (IDP) 2018 [SD128] and subsequent updates to the examination including Phase 2 Infrastructure Note [EX/CYC/79] and these identify costs:

- Where known and secured, actual costs along with funding sources;
- Where estimates, these draw reasonable benchmark costs or detailed business cases and identify potential funding

12.4.3 The policy costs in the Plan, including those projected infrastructure costs (both known and based on reasonable and evidence based estimates where at this stage unclear), have been thoroughly tested and are viable for both strategic sites and common development typologies in York. This is set out in the Viability Assessment Update Study (April 2018) [CD018]. In light of legislative changes or changes in costs and values, these assumptions have been updated and re-tested, published and discussed during Phase 2 hearings (see HS/P2/M6/IR/1b(i)). As set out in the CYC's Phase 2, Matter 6 Hearing Statement these viability appraisals have been informed by consultation with local developers.

12.4.4 Additional sensitivity testing of affordable housing and housing mix policies is included in the Council's Phase 3 Matter 1 and 10 hearings statements relating to Policies H10 and H3. This is in addition to sites specific sensitivity testing of the largest strategic sites with more complex infrastructure requirements (again engaging with developers):

- EX/CYC/99a – Viability Assessment of ST7
- EX/CYC/99b – Viability Assessment of ST14
- EX/CYC/99c – Viability Assessment of ST15

12.4.5 The evidence on viability, outlined above, which shows that Plan policies are demonstrably viable. However, Policy DM1 still provides for site specific viability implications to be considered to ensure delivery where it is justified by

site specific viability evidence; for example, para 15.21 of the Plan and emphasised through a modification to emphasise and clarify the role of review mechanisms (reflecting discussions during Phase 2). Additionally, paragraph 5.2 of the Plan allows for viability to be considered in determining the appropriate level affordable housing provision (in most cases the largest component of developer contributions), in those exceptional circumstances where a scheme is deemed marginal in viability terms.

12.4.6 Along with further guidance on developer contributions (as highlighted in Section 15 of the Plan), CYC intends to bring forward a Community Infrastructure Levy (CIL). This was formalised by a decision by the Council's Executive in July 2022. The receipts would provide a mechanism to support development and respond response to shifts in infrastructure over the life of the Plan.

12.4.7 CYC through its ongoing infrastructure planning process will continue to model and monitor when and where infrastructure is needed, updating the IDP as set out in Plan paragraph 15.4. In preparing updates to the IDP the Council will continue to work with developers, health partners and other infrastructure agencies to ensure that infrastructure is provided in the right place and at the right time to support development and contribute to attaining the Vision set out in Section 2 of the Plan.

12.4.8 A policy modification is proposed in Appendix 1 which clarifies that where a development is unviable as demonstrated by a viability assessment, CYC will consider modifying the phasing of obligations and may extend to including a review mechanism in any legal agreement.

12.4.9 Explanatory text is proposed to be deleted as it relates to CIL regulation changes that have since happened. Table 15.1 has been updated to incorporate recent transport modelling work with changes to the text of paragraphs 15.15-18 to also reflect this.

## **12.5 Is Policy SS1 a proper reflection of the Plan as a whole?**

12.5.1 Yes. The Local Plan is intended to be read as a whole. No one policy of the Local Plan can be applied in isolation. Collectively the plan policies will deliver development that will balance the three strands of sustainable development – economic, social and environmental as defined within the NPPF 2012 paragraph 7. Each section and policy supports and provides further detail when considered against the overarching policies within Section 2 and SS1.

12.5.2 The purpose of SS1 is to identify the approach to growth, the main elements of which is the provision of land to meet housing and employment needs. TPolicy SS1 sets out the annual provision of 650 jobs as well as an annual

average provision of 822 net dwellings. The 822 figure for net dwellings per annum has been updated to correctly refer to the Plan's housing requirement.

- 12.5.3 The policy also provides delivery commitments for Gypsy and Traveller pitches plus Travelling Showpeople. CYC updated and published a Gypsy and Traveller Accommodation Assessment (EX/CYC/88) which resulted in the provision for pitches being updated.
- 12.5.4 No modifications are proposed to the policy as part of this statement. However previous modifications have been proposed and these are reflected in the August 2022 Modifications Schedule.
- 12.5.5 The strategic sites policies within Section 3 provide specific detailed policy requirements, including number of home, appropriate uses, education, transport and open space requirements as well as site specific place making guidance.
- 12.5.6 The policy is positively prepared with clear principles set out to provide guidance and support later detailed polices. It is consistent with national policy.
- 12.5.7 The policy is clear and sets out specific principles which applicants must consider in all development proposals.

## Appendix 1 – Proposed Modifications

### *Development Principles*

#### Policy DP1: York Sub Area

The approach taken in the Local Plan to development will reflect the roles and functions of place in the Leeds City Region, the York and North Yorkshire Sub Region and the functional York Sub Area. It will aim to ensure the following.

- i. York fulfils its role as a key economic driver within both the Leeds City Region and the York, North Yorkshire and East Riding LEP areas.-
- ii. York City Centre's role as a shopping and leisure destination within the wider Yorkshire and Humber area is strengthened.
- iii. The housing needs of City of York's current and future population including that arising from economic and institutional growth is met within the York local authority area.
- iv. The further success of regionally and sub regionally important higher and further education institutions within the plan area is supported.
- v. City of York's role as a key node for public transport is strengthened, including improvements to the Leeds-York-Harrogate rail line, improved access between York and Scarborough (the east coast) and projects to improve national connectivity, including links to the new high speed rail system (HS2).
- vi. City of York's outstanding historic and natural environment is conserved and enhanced recognising its wider economic importance to increased investment, employment and wealth within both the Leeds City Region and the York, North Yorkshire and East Riding LEP area.
- vii. The integrity of important landscapes, biodiversity and areas of environmental character (including the network of strategic green corridors) that extend beyond the City of York boundaries are safeguarded.
- viii. A Green Belt is defined around York which will safeguard the special character and setting of the historic city, the outer boundary of which will be about 6 miles from the city centre.
- ix. Development within the City of York area will not lead to environmental problems including flood risk, poor air quality and transport congestion for adjacent local authority areas.

#### Explanation

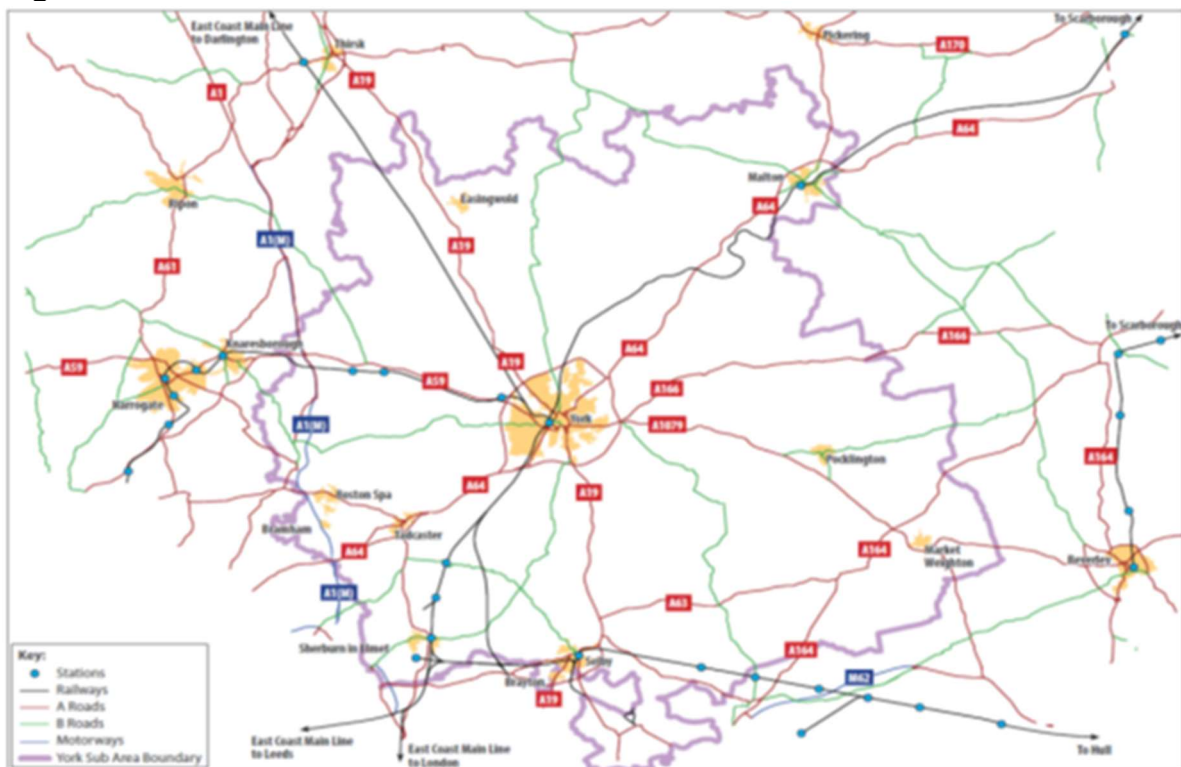
- 2.17 The influence of the City of York has throughout history extended beyond its immediate boundaries and the Council has a long history of joint working and cooperation with its neighbouring authorities to achieve better spatial planning outcomes. York's wider strategic context includes the Leeds City Region, the North Yorkshire and York Sub region and ~~two Local Enterprise Partnerships – the Leeds City Region LEP and the York, North Yorkshire and East Riding LEP. The City of York falls within two sub-regions which are overlapping but self-contained functional areas that were originally defined in the now partially revoked Yorkshire and Humber Regional Spatial Strategy.~~ The functional nature of these sub areas relate to housing markets, labour markets, travel to work and services, retail and service catchments. Both areas continue to be important geographies for both analysis and policy interventions. Figure 2.1 overleaf shows the functional York Sub Area as defined in



the Sub Area Study (2011). This confirms that the functional areas approach to understanding and addressing strategic spatial priorities agreed in the RSS remain valid, including the role of York and its sub area. This policy defines the city's role within the York Sub Area and wider Sub Region. More specifically it identifies:

- the critical importance of the York economy to the Sub Area and its role within the wider Leeds City Region and York and North Yorkshire Sub Region;
- the economic role of York in helping to deliver the ambitions of the Leeds City Region and York, North Yorkshire and East Riding LEP, as set out in their respective Strategic Economic Plans;
- the importance of conserving and enhancing York's unique environment;
- the benefits of improved transport connectivity;
- the importance of ensuring that growth and development in York does not have negative impacts on neighbouring authorities;
- the important service role of the city to its wider hinterland; and
- support for the destination role of the city.

**Figure 2.1 York Sub Area**



Source: York Sub Area Study (2011)

## Policy DM1: Infrastructure and Developer Contributions

New development will be supported by appropriate physical, social and economic infrastructure provision. New development will not be permitted unless:

- the infrastructure required to service the development is available; and
- the necessary infrastructure to meet the local and wider (strategic) demand generated by the development can be provided and coordinated.

The Council will seek contributions from developers to ensure that the necessary infrastructure is in place to support future development in York. Contributions will be sought to fund strategic infrastructure that helps to deliver the Vision, Spatial Strategy and Objectives of the Local Plan, as well as specific infrastructure that is necessary to deliver an individual site.

Where developers demonstrate that there are exceptional circumstances which justify the need for a viability assessment at the application stage, the Council will consider the assessment. If the development is demonstrably unviable, consideration will be given to modifying the phasing of obligations and may extend to including a review mechanism in any legal agreement.

The required strategic infrastructure, the timescale for its delivery and the anticipated funding streams for its provision (including the role of S106 contributions and CIL) are set out in the supporting Infrastructure Delivery Plan.

### Delivery

- Key Delivery Partners: City of York Council; and developers.
- Implementation: planning applications (Developer Obligations), City of York Council Capital Programme and public transport operator service changes (commercial and contracted services).

### Explanation

- 15.11 The Council is committed to the comprehensive delivery of the Local Plan that is compliant with the National Planning Policy Framework. A key element of delivery will be to ensure that the infrastructure needed to support development is provided and funded. This policy is, therefore, concerned with ensuring that the physical, social and green infrastructure needed to support the amount and distribution of development proposed is delivered, as it is critical that new development is supported by appropriate infrastructure to ensure the creation of sustainable communities.
- 15.12 Infrastructure will be funded from a mix of sources including Council budgets, national Government funding, funding from other public bodies and agencies, and developer contributions. Developers will be required to contribute to the provision of infrastructure necessary to mitigate the local impacts of their development and ensure their development achieves wider objectives of the Local Plan, in line with the principles of sustainable development. The Council will prepare a further planning

document which will set out the mechanism through which developer contributions will be sought.

15.13 Planning obligations (including contributions) **and any levy** will be sought in accordance **with legislation and** Government policy. **Recent legislation has resulted in some reforms to restrict the use of planning obligations coming into effect and others that took effect from April 2014. For example, Part 11 of the Planning Act 2008 provided for the introduction of the Community Infrastructure Levy (CIL) and the Community Infrastructure Regulations, 2010 set out the detail of how CIL will be used to charge and pool contributions from a variety of new developments to fund infrastructure.** The Council will consider what it will charge (and collect) contributions on a city-wide or area basis in order to help fund certain elements of strategic infrastructure that will be required to deliver all future development or the development of a particular area of the City. **However, under the CIL regulations, as amended, the Council's ability to pool S106 has been limited since April 2015.**

15.14 The implementation of the Local Plan will be supported by the Infrastructure Delivery Plan (IDP). The IDP identifies future infrastructure requirements in more detail and sets out when and how they will be delivered, as well as how they will be funded. The IDP also sets out the type and amount of developer contributions required toward, but not limited to, the provision of the types of site specific and strategic infrastructure to deliver the Plan's Vision and Outcomes (see also Section 2: Vision and Development Principles) as listed below, with a principal focus on strategic infrastructure:

*Create a Prosperous City for All*

- public realm improvements;
- public art;
- utilities;
- green infrastructure including public open space (including sports pitches);
- environmental improvements;
- CCTV;

*Provide Good Quality Homes and Opportunities*

- affordable housing;
- healthcare facilities;
- emergency services;
- community facilities;

*Protect the Environment*

- low emission improvement measures;
- protection and improvement of the historic environment;
- drainage and flood protection measures;
- renewable energy schemes;
- waste facilities;
- land contamination;

### *Ensure Efficient and Affordable Transport Links*

- sustainable transport – including pedestrian, cycle and public transport schemes; and
- transport infrastructure schemes; travel behavioural change measures; travel plans; and appropriate parking provision.

15.15 For the sustainable transport component within the 'Ensure Efficient and Affordable Transport Links' element of the Plan's Vision and Outcomes, preliminary transport modelling predicts that the volume of traffic on the highway network overall could increase by approximately 2015% (an extra 706500 vehicle trips in each peak) by the end of the local plan period. The corresponding predicted increase in travel time across the network is approximately 30% and the increase in network delay is approximately 55%. These are average values and there will be variations throughout the network, with some areas or specific junctions experiencing higher levels of delay than others. Two things should, however, be highlighted in relation to traffic growth in York. Firstly, the increasing level of delay on the network should be considered not in the context of the 2019 base values (as per Table 15.1), but against the traffic impacts of other development scenarios for York (on the basis that some development and population growth will be seen in the city whether a Local Plan is adopted or not). Modelling undertaken for the Local Plan illustrates that the chosen spatial distribution in the Local Plan imposes a similar traffic impact to alternative development scenarios. Secondly, the modelling represents a stress test of the network using a reasonable worst case scenario for trip growth. Between 2001 and 2021 York's population increased substantially, but this did not lead to a proportionate increase in trip making

15.16 Because of local variations throughout the network, the values indicated in Table 3 should not be taken as meaning that the time to undertake a journey in 2016 (baseline year) will be 30% longer in 2032/33 or delays experienced on a journey in 2032/33 will be 50% higher than those currently experienced. To provide a more relevant indication of how a typical journey will be affected in the future year the changes on travel time on the fifteen specific routes that could be deemed to be representative of 'typical' trips on the network as shown in Figure 15.1 and Table 15.1.

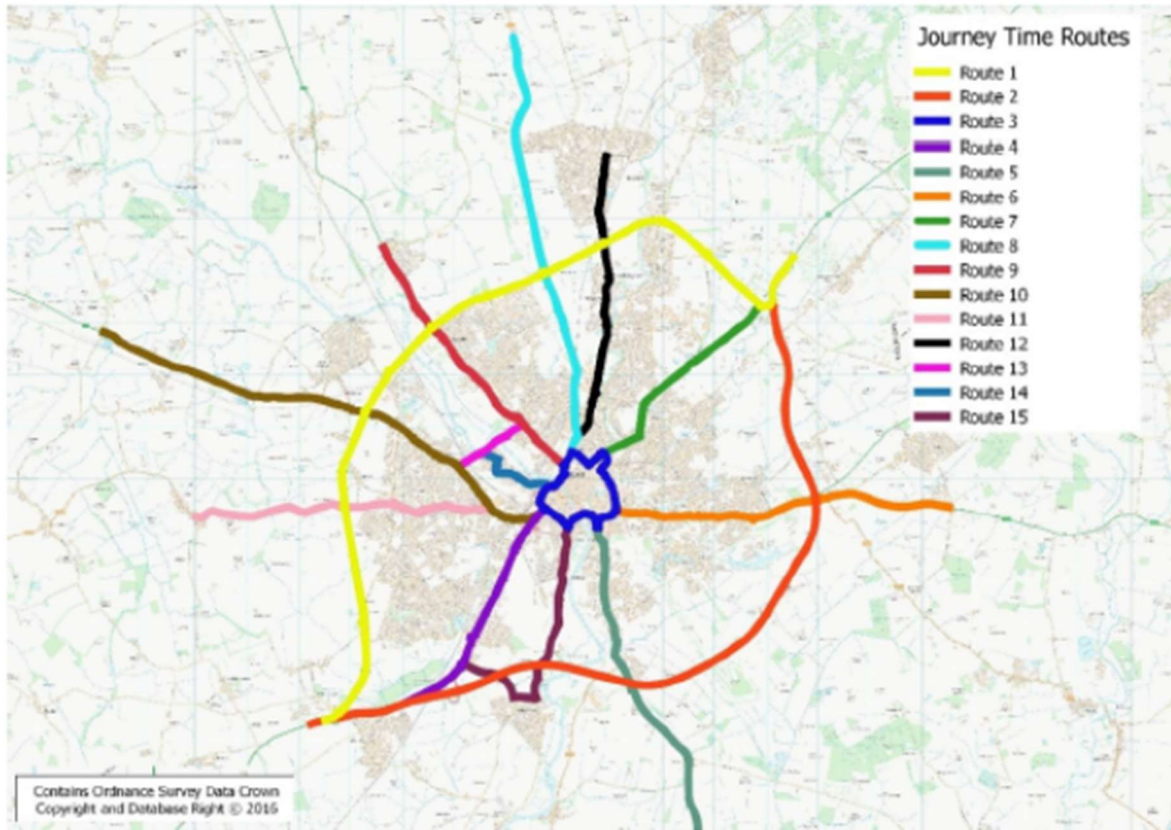


Figure 15.1 Routes Representative of Typical Trips on the Network

Table 15. 1: Comparison of Future Year Modelled Travel Times with Baseline Year Travel Times (2016)

Trip		2016 Base year modelled peak hour trip time (min : sec)		Future Year (2032/33) Forecast					
		AM	PM	Modelled peak hour trip time (min : sec)		Increase from baseline year (min : sec)		Percentage increase in time from Baseline year	
Route No.	Description	AM	PM	AM	PM	AM	PM	AM	PM
1	A1237 (Northbound)	26:35	33:57	28:06	32:24	01:31	01:33	5.7	4.6
	A1237 (Southbound)	26:15	25:52	28:16	28:50	02:01	02:58	7.7	11.5
2	A64 (Northbound)	14:05	14:05	16:38	16:35	02:33	02:30	18.1	17.8
	A64 (Southbound)	12:42	13:18	14:06	15:34	01:24	02:16	11.0	17.0
3	Inner Ring Road (Clockwise)	22:20	26:26	23:55	28:09	01:35	01:43	7.1	6.5
	Inner Ring Road (Anti-clockwise)	20:04	22:22	22:14	24:25	02:10	02:03	10.8	9.2
4	A1036 Tadcaster Road (Inbound)	14:35	13:42	15:24	14:11	00:49	00:29	5.6	3.5
	A1036 Tadcaster Road (Outbound)	11:55	10:54	12:26	11:35	00:31	00:41	4.3	6.3



5	A19 Fulford Road (Inbound)	16:23	14:50	20:24	20:43	04:01	05:53	24.5	39.7
	A19 Fulford Road (Outbound)	13:31	23:21	14:27	24:36	00:56	01:15	6.9	5.4
6	A1079 Hull Road (Inbound)	17:02	15:49	19:07	18:48	02:05	02:59	12.2	18.9
	A1079 Hull Road (Outbound)	10:43	13:02	11:17	16:30	00:34	03:28	5.3	26.6
7	A1036 Malton Road (Inbound)	08:49	09:23	09:31	10:35	00:42	01:12	7.9	12.8
	A1036 Malton Road (Outbound)	07:42	07:46	07:52	08:09	00:10	00:23	2.2	4.9
8	B1363 Wigginton Road (Inbound)	15:04	14:21	14:59	16:12	00:05	01:51	-0.6	12.9
	B1363 Wigginton Road (Outbound)	14:25	14:01	14:10	21:12	00:15	07:11	-1.7	51.2
9	A19 Shipton Road (Inbound)	17:47	17:56	16:31	16:03	01:16	01:53	-7.4	-10.5
	A19 Shipton Road (Outbound)	11:05	09:33	10:38	09:08	00:27	00:25	-4.1	-4.4
10	A59 Boroughbridge Road (Inbound)	20:20	18:38	20:18	19:56	00:02	01:18	-0.2	7.0
	A59 Boroughbridge Road (Outbound)	16:13	19:40	17:46	20:16	01:33	00:36	9.6	3.1
11	B1224 Wetherby Road (Inbound)	10:24	10:48	10:42	11:09	00:18	00:21	2.9	3.2
	B1224 Wetherby Road (Outbound)	07:55	07:56	08:05	08:14	00:10	00:18	2.1	3.8
12	Haxby Road (Inbound)	16:12	12:20	15:52	13:07	00:20	00:47	-2.1	6.4
	Haxby Road (Outbound)	11:36	11:45	11:30	14:28	00:06	02:43	-0.9	23.1
13	Water End (to northeast)	06:37	04:20	06:26	04:32	00:11	00:12	-2.8	4.6
	Water End (to southwest)	05:08	04:53	05:00	04:43	00:08	00:10	-2.6	-3.4
14	Leeman Road (Inbound)	06:01	04:13	08:12	05:41	02:11	01:28	36.3	34.8
	Leeman Road (Outbound)	04:14	06:29	04:53	06:39	00:39	00:10	15.4	2.6
15	Bishopthorpe Road (Inbound)	10:17	08:51	10:21	08:52	00:04	00:01	8.6	0.2
	Bishopthorpe Road (Outbound)	09:16	09:30	09:22	10:03	00:06	00:33	1.1	5.8

**Table 15. 1: Comparison of Future Year Modelled Travel Times with Baseline Year Travel Times (20196)**

Route No.	Description	Future Year (2032/33) Forecast							
		2019 Base year modelled peak hour trip time (decimal mins)		Modelled peak hour trip time (decimal mins)		Increase from baseline year (decimal mins)		Difference versus a non Local Plan development pattern in 2033 (decimal mins) (a negative number shows the with local plan outcome to be better on that corridor)	
		AM	PM	AM	PM	AM	PM	AM	PM
1	A1237 (Northbound)	27.7	34.9	33.8	35.8	+6.1	+0.9	0.0	-0.5

	A1237 (Southbound)	27.8	31.8	33.3	35.7	+5.5	+3.9	+1.0	-0.5
2	A64 (Northbound)	17.5	16.7	18.2	17.5	+0.7	+0.8	0.0	0.0
	A64 (Southbound)	16.7	16.6	17.4	17.1	+0.7	+0.5	+0.1	-0.1
3	Inner Ring Road (Clockwise)	21.9	24.2	24.9	28.7	+3.0	+4.5	-0.6	-1.1
	Inner Ring Road (Anti-clockwise)	23.0	25.2	25.6	28.9	+2.6	+3.7	-1.1	-0.5
4	A1036 Tadcaster Road (Inbound)	18.5	17.0	20.2	18.1	+1.7	+1.1	+0.1	-0.1
	A1036 Tadcaster Road (Outbound)	14.7	15.9	16.5	17.1	+1.8	+1.2	-0.1	-0.5
5	A19 Fulford Road (Inbound)	20.1	14.6	21.9	16.6	+1.8	+2.0	-1.2	-0.6
	A19 Fulford Road (Outbound)	11.8	16.0	12.3	18.2	+0.5	+2.2	-0.1	-0.3
6	A1079 Hull Road (Inbound)	18.5	16.2	20.9	19.0	+2.4	+2.8	-0.2	+0.7
	A1079 Hull Road (Outbound)	14.0	16.7	15.9	20.0	+1.9	+3.3	-0.1	-0.3
7	A1036 Malton Road (Inbound)	9.6	10.3	11.2	10.5	+1.6	+0.2	-1.6	-1.2
	A1036 Malton Road (Outbound)	8.3	9.0	9.6	9.8	+1.3	+0.8	-0.3	+0.3
8	B1363 Wigginton Road (Inbound)	16.9	15.6	18.3	15.4	+1.4	-0.2	+0.3	-0.1
	B1363 Wigginton Road (Outbound)	13.3	14.9	14.0	15.2	+0.7	+0.3	-0.2	+0.1
9	A19 Shipton Road (Inbound)	17.4	14.8	20.0	13.0	+2.6	-1.8	-0.7	+0.3
	A19 Shipton Road (Outbound)	11.6	12.7	12.6	13.5	+1.0	+0.8	-0.2	-0.3
10	A59 Boroughbridge Road (Inbound)	15.9	15.4	17.4	16.7	+1.5	+1.3	-2.6	+0.9
	A59 Boroughbridge Road (Outbound)	15.0	14.6	16.9	14.9	+1.9	+0.3	-2.9	-0.1
11	B1224 Wetherby Road (Inbound)	11.1	11.5	11.7	12.0	+0.6	+0.5	-0.6	-0.1
	B1224 Wetherby Road (Outbound)	10.3	10.2	10.6	10.2	+0.3	0.0	-0.1	-0.1
12	Haxby Road (Inbound)	15.6	14.1	16.9	16.3	+1.3	+2.2	-0.5	+0.7
	Haxby Road (Outbound)	14.0	14.9	14.4	15.8	+0.4	+0.9	-0.3	-0.2
13	Water End (to northeast)	3.7	4.0	5.7	4.5	+2.0	+0.5	0.0	0.0
	Water End (to southwest)	6.6	3.9	6.9	6.5	+0.3	+2.6	-0.1	-1.0
14	Leeman Road (Inbound)	5.1	5.2	5.2	5.1	0.0	0.0	0.0	-0.1
	Leeman Road (Outbound)	7.0	8.1	8.1	7.0	0.0	0.0	-0.1	0.0
15	Bishopthorpe Road (Inbound)	15.3	14.5	18.9	17.5	+3.6	+3.0	+0.2	-0.2
	Bishopthorpe Road (Outbound)	12.0	12.7	12.7	13.9	+0.7	+1.2	0.0	+0.1

15.17 Travel times on these routes are (with some exceptions) forecast to increase against the 2019 base, although in many cases the “with Local Plan” 2033 outcome is better than the outcome of a more randomised pattern of development, demonstrating the value of the Local Plan in formalising a spatial distribution for York’s development. However, the council will, therefore, work with developers and other organisations

to deliver higher levels of investment in transport infrastructure and services, over and above that which is:

- committed or programmed;
- required to access development; or
- required to mitigate the direct local impacts of development.

15.18 Strong emphasis will be placed on providing improvements to public transport and more active forms of transport, particularly as access to these forms of transport were key considerations in determining the accessibility of sites for their allocation within the plan, via the Sustainability Appraisal process. However, it is also acknowledged that major enhancements to the highway network are will also likely to be necessary to manage congestion and delay in York.

15.19 Much of the infrastructure will be delivered in accordance with other policies in the Local Plan, for example Policy HW2 'New Community Facilities', Policy T2 'Strategic Public Transport Improvements,' and Policy GI6 'New Open Space Provision', and relevant Supplementary Planning Documents (SPDs).

15.20 It is recognised that contributions should not prejudice the delivery of sustainable development that supports the Local Plan (i.e. the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened). Extensive viability testing has been undertaken to demonstrate that the local plan, as a whole, is viable – as are the individual allocations.

15.21 If it is claimed that a development is unable to support the costs of contributions (other than those essential to allow the development to proceed) then this would be the subject of negotiations (see also Section 5). In such cases, the developer will have to demonstrate non-viability via an 'open book' approach. Normal development costs and the costs of high quality materials and urban design considerations are universally applicable and will not be allowed for in negotiations to reduce contributions. Review mechanisms may be secured as part of legal agreement requiring a 're-run' of the viability appraisal post-permission. Either actual or updated predictions of sales values and build costs of a development will be compared against the assumptions made in the application viability assessment to see whether the scheme's viability has improved in the time that has passed to allow policy compliant contributions to be secured.