



City of York Local Plan

Phase 3 Modifications Schedule

(August 2022)

City of York Local Plan Proposed Modifications Schedule (August 2022)

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1. Introduction

- 1.1. The City of York Local Plan was submitted for examination in public in May 2018.
- 1.2. The Council (CYC) has prepared various changes that may need to be made to the Plan in order for it to be found sound. CYC consulted on a series of 'Proposed Modifications' in June 2019 [EX/CYC/20] and April 2021 [EX/CYC/58]. A further schedule was published July 2022 [EX/CYC/93].
- 1.3. This schedule supersedes all previous modification schedules detailed above and includes all proposed modifications to date.
- 1.4. Text that is proposed to be deleted is struck through and highlighted (example) additions are highlighted and underlined
- 1.5. Please note that this document does not include all minor modifications or update all Use Class Order references. Changes to use classes are only included where it is required to support a proposed modification. Minor modifications and the remaining use class changes will form part of a further composite modifications document.
- 1.6. The modification reference number will be updated when a final list of modifications is agreed with the Inspectors.

City of York Local Plan Proposed Modifications Schedule (August 2022)

2. Proposed Modifications Schedule

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change												
1 - Whole Plan Reference change	Whole plan where applicable	Amend references from 'proposals map to 'policies map'	To clarify title of accompanying maps to the plan [EX/CYC/20]												
2 - Whole Plan Reference change	Whole plan where applicable	Remove references to 'post plan period' from the Plan.	clarification of provision beyond the Plan period to deliver a permanent green belt. [EX/CYC/47]												
3 - Whole Plan Reference change	Whole plan where applicable	Amend plan wide references to plan period to 2017-2032/33.	Clarification of Plan period. [EX/CYC/58]												
Index of Policies, Figures and Tables															
X – Policies Figures and Tables	6 Pages in from Title Page	<table border="1"> <thead> <tr> <th>Policy Number</th> <th>Policy Name</th> <th>Page Number</th> </tr> </thead> <tbody> <tr> <td>Policy SS18</td> <td>Station Yard, Wheldrake</td> <td>62</td> </tr> <tr> <td>Policy SS19</td> <td>Queen Elizabeth Barracks, Strensall</td> <td>63</td> </tr> <tr> <td>Policy SS20</td> <td>Imphal Barracks, Fulford</td> <td>67</td> </tr> </tbody> </table>	Policy Number	Policy Name	Page Number	Policy SS18	Station Yard, Wheldrake	62	Policy SS19	Queen Elizabeth Barracks, Strensall	63	Policy SS20	Imphal Barracks, Fulford	67	Reference to Policy SS19 removed following removal of policy SS19/ Site Allocation ST35 (Queen Elizabeth Barrack, Strensall) [EX/CYC/20]
		Policy Number	Policy Name	Page Number											
		Policy SS18	Station Yard, Wheldrake	62											
		Policy SS19	Queen Elizabeth Barracks, Strensall	63											
Policy SS20	Imphal Barracks, Fulford	67													
Key Diagram															

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Key Diagram	Pg.	<u>Key diagram amendments to clarify strategic allocations and their locations in line with the spatial strategy and the removal of ST35</u>	To provide clarity. [EX/CYC/93]
Section 2: Vision			

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Vision and Outcomes	Page 17	<p>2.5 ... This will require the provision of sufficient land for minimum average annual net provision of 822 dwellings over the plan period to 2032/33 dwellings per annum and will include substantial areas of land for ‘garden village’ development delivering exemplar new sustainable communities at Land West of Wigginton Road, Land East of Metcalfe Lane and Land West of Elvington Lane, along with major sustainable urban extensions such as British Sugar and York Central.</p>	To align with the updated housing requirement evidenced through the City of York – Housing Needs Update January 2019 published by GL Hearn
X – DP1 York Sub Area		<p>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.</p> <p>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.-</p>	To reflect current LEP association

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – DP1 York Sub Area Explanation</p>		<p>Explanation</p> <p>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:</p> <ul style="list-style-type: none"> • 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 <u>its</u> 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. 	<p>To reflect current LEP association</p>

Section 3: Spatial Strategy

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<p>X - Policy SS1</p>	<p>Pg 26 of the Publication Draft Local Plan (Feb 2018)</p>	<p>Policy SS1: Delivering Sustainable Growth for York</p> <p>Development during the plan period (2017 - 2032/33) will be consistent with the priorities below. To ensure Green Belt permanence beyond the plan period, sufficient land is allocated for development to meet a further, minimum, period of 5 years to 2038.</p> <ul style="list-style-type: none"> • Provide sufficient land to accommodate an annual provision of around 650 new jobs that will support sustainable economic growth, improve prosperity and ensure that York fulfils its role as a key economic driver within both the Leeds City Region and the York, North Yorkshire and East Riding Local Enterprise Partnership area. • Deliver a minimum average annual net provision of 867 822 dwellings over the plan period to 2032/33 and post plan period to 2037/38 that will support an overall housing requirement of at least 13,152 new homes. This will enable the building of strong, sustainable communities through addressing the housing and community needs of York's current and future population. • Deliver 15 new permanent pitches for Gypsies and Travellers and 4 permanent plots for Showpeople (as defined by Planning Policy for Traveller Sites) over the plan period. Whilst the needs of Gypsies, Travellers and Travelling Showpeople who do not meet the planning definition fall outside this allocation, in order to meet their assessed needs the Plan makes provision for 25 permanent pitches for Gypsies and Travellers who do not meet the definition. • Deliver at least 45% of the 3,265 affordable dwellings that are needed to meet the needs of residents unable to compete on the open market <p>The location of development through the plan will be guided by the following five spatial principles.</p> <ul style="list-style-type: none"> • Conserving and enhancing York's historic and natural environment. This includes the city's character and setting and internationally, nationally and locally significant nature conservation sites, green corridors and areas with an important recreation function. • Prioritise making the best use of previously developed land. 	<p>To make clear the approach to securing Green Belt permanence; the plan's overall housing requirement; and, the Council's target for meeting affordable housing need.</p> <p>Figures updated to reflect latest evidence in the Gypsy and Traveller Accommodation Assessment 2022.</p>
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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<ul style="list-style-type: none"> • Directing development to the most sustainable locations, Ensuring accessibility to sustainable modes of transport and a range of services. • Preventing unacceptable levels of congestion, pollution and/or air quality. • Ensuring flood risk is appropriately managed. • Where viable and deliverable, the re-use of previously developed land will be phased first <p>York City Centre, as defined on the Proposals Policies Map, will remain the focus for main town centre uses¹.</p>	

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<p>X - Policy SS1 Explanation</p>	<p>Page 27 of the Publication Draft Local Plan (February 2018)</p>	<p>3.1a The Plan's strategic policies set out an overall strategy for the pattern, scale and quality of development over the Plan period.</p> <p>3.1b The Plan focusses on identifying sufficient land to meet housing and economic growth (spatial drivers) in a pattern of development aligned to the factors which shape growth (spatial shapers) set out in SS1. Development is directed to the most sustainable locations, making as much use as possible of suitable previously developed land (with some release of green belt land). As is set out in SS1, sustainable growth for York emphasises conserving and enhancing York's historic environment. The scale and pattern of development is guided by the need to safeguard a number of key elements identified as contributing to the special character and setting of the historic City. These include the City's size and compact nature, the perception of York being a free-standing historic city set within a rural hinterland, key views towards the City from the ring road and the relationship of the City to its surrounding settlements.</p> <p>3.1c Development is focussed on the main urban area of York and in new free-standing settlements with some urban and village extensions. The development strategy limits the amount of growth proposed around the periphery of the built-up area of York. While new settlements will clearly affect the openness of green belt in those locations, their impact is considered to be less harmful to the elements which contribute to the special character and setting of York. Their size and location has taken into account the potential impact on those elements, and on the identify and rural setting of neighbouring villages.</p> <p>3.1d There will also be opportunities for rural exception sites, these small scale developments provide affordable homes in locations where new homes would not usually be appropriate.</p> <p>3.1e The proposed distribution of development identified in the Plan's allocations and deliverable unimplemented consents is described in the following table (Table 1). The anticipated pattern of development as identified in the Plan's strategic allocations is shown on the Key Diagram.</p>	<p>Amended policy wording to clarify the Council's approach to phasing in relation to brownfield land and to clarify range of sites delivered within the Spatial Strategy.</p> <p>[EX/CYC/58]</p>
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<p>X – Policy SS1</p>	<p>Pg27</p>	<p>...</p> <p>KEY DIAGRAM</p> <p><u>Key diagram amendments to clarify strategic allocations and their locations in line with the spatial strategy and the removal of ST35</u></p> <p>Table 1a Sources of supply over the Plan period 2017-2032/33</p> <table border="1"> <tr> <td>Total Target (requirement)*</td> <td>13,152</td> </tr> <tr> <td>Net Completions (2017 – 2022)</td> <td>3,767</td> </tr> <tr> <td>Commitments (extant permissions at 1st April 2022)</td> <td>2,149</td> </tr> <tr> <td>Strategic Housing Allocations (ST sites)</td> <td>8,160</td> </tr> <tr> <td>Housing Allocations (H sites)</td> <td>1,733</td> </tr> <tr> <td>Windfall allowance (from 2025/26 @199 dpa)</td> <td>1,592</td> </tr> <tr> <td>Total</td> <td>17,401</td> </tr> </table> <p>*Requirement = annual requirement (822dpa) x 16 years. Includes housing requirement for Gypsies and Travellers who do not meet the Planning definition.</p> <table border="1"> <tr> <td>Defined Gypsy and Traveller housing requirement (Gypsies/Travelling Showpeople)</td> <td>18 (15/3)</td> </tr> <tr> <td>Site allocations</td> <td>18 (15/3)</td> </tr> <tr> <td>Total</td> <td>18</td> </tr> </table> <p><u>Informed by our spatial development strategy, the anticipated distribution of allocated sites is reflected in Table 1b below.</u></p> <p>Table 1b: Spatial Strategy: Distribution of Housing allocations</p> <table border="1"> <thead> <tr> <th>Spatial Locations*</th> <th>Residential Strategic Allocations (ST sites)</th> <th>Housing Allocations (H sites)</th> <th>Total Homes**</th> </tr> </thead> <tbody> <tr> <td>Residential urban development</td> <td>6155</td> <td>1501</td> <td>7656</td> </tr> <tr> <td>Residential urban extensions</td> <td>1705</td> <td>0</td> <td>1705</td> </tr> </tbody> </table>	Total Target (requirement)*	13,152	Net Completions (2017 – 2022)	3,767	Commitments (extant permissions at 1st April 2022)	2,149	Strategic Housing Allocations (ST sites)	8,160	Housing Allocations (H sites)	1,733	Windfall allowance (from 2025/26 @199 dpa)	1,592	Total	17,401	Defined Gypsy and Traveller housing requirement (Gypsies/Travelling Showpeople)	18 (15/3)	Site allocations	18 (15/3)	Total	18	Spatial Locations*	Residential Strategic Allocations (ST sites)	Housing Allocations (H sites)	Total Homes**	Residential urban development	6155	1501	7656	Residential urban extensions	1705	0	1705	<p>To provide clarity on the housing requirement and housing supply.</p>
Total Target (requirement)*	13,152																																		
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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change												
		<table border="1"> <tr> <td>Residential village extensions</td> <td>305</td> <td>232</td> <td>537</td> </tr> <tr> <td>New Settlements/ Garden Villages</td> <td>5532</td> <td>0</td> <td>5,532</td> </tr> <tr> <td>Total</td> <td>13,697</td> <td>1,733</td> <td>15,430</td> </tr> </table>	Residential village extensions	305	232	537	New Settlements/ Garden Villages	5532	0	5,532	Total	13,697	1,733	15,430	
Residential village extensions	305	232	537												
New Settlements/ Garden Villages	5532	0	5,532												
Total	13,697	1,733	15,430												
		<p><u>*Note: in the first instance, provision is made within larger allocations for those Gypsies and Travellers not meeting the Planning definition. Alternative provision in line with policy H5 may alter the overall stated spatial distribution.</u></p> <p><u>** Note: the figures in Table 1b include delivery of whole allocations which may extend beyond 2032/33 and for a minimum of 5 years to define a permanent Green Belt.</u></p> <p><u>Factors Which Drive Growth</u></p> <p>...</p> <p><u>Housing Growth</u></p> <p>3.3 Technical work has been carried out by GL Hearn in the Strategic Housing Market Assessment Update (2017). This work has updated the demographic baseline for York based on the July 2016 household projections. <u>to 867 per annum.</u> Following consideration of the outcomes of this work, the Council aims to <u>address an objectively assessed housing need of 790 homes per annum.</u> This produces a <u>housing requirement amounting to a minimum average annual net provision of 822 dwellings over the plan period to 2032/33,</u> including <u>an allowance for any a shortfall in housing provision against this need from the period 2012 to 2017,</u> and for the <u>post plan period to 2037/38.</u></p> <p><u>3.3a Evidence suggests that there is a need for 9,396 affordable homes in York between 2017-2033. To help meet this need it is important that a reasonable, but viable, proportion of all new housing developments are affordable.</u></p>													

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		<p>3.3b Policies H7 and H10 set out the Plan’s policy approach to this, and at least 2,360 affordable homes are expected to be delivered within the plan period through the operation of these policies. Combined with recorded completions (to 1st April 2022), other sources of forecast supply on windfall sites and known provision secured through the Council’s Housing Delivery Programme, it is estimated that around 3,265 affordable homes will be delivered in the plan period.</p> <p>3.3c To help increase the proportion of need being met to more than 35%, the Council has set a target of providing at least 45% of its affordable housing need. Through its annual monitoring (in accordance with the delivery and monitoring framework at table 15.2), the Council will review progress on meeting the target and take appropriate action and intervention should delivery rates fall short.</p>	

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<p>X – Policy SS3: York City Centre</p>	<p>Pg 35</p>	<p>...</p> <p>Within the city centre, as defined on the Proposals Policies Map, the following development types are acceptable in principle:</p> <ul style="list-style-type: none"> • Retail (A1 E) – within the designated Primary Shopping Area (PSA). Outside of the PSA the sequential test and impact tests will apply in order to protect the vitality and viability of the city centre; • Office (B1a E); • Food and Drink (A3/A4/A5 E); • Hotels (C1); • Leisure(D2); • Arts, Entertainment and Recreation (D1); • Theatres (Sui Generis); • Dwellinghouses (C3) ,in particular the reuse of upper floors for residential use is encouraged; and • Finance and Professional Services (A2 E). <p>As shown on the Proposals Policies Map, the following city centre sites have been allocated:</p> <ul style="list-style-type: none"> • ST32: Hungate (328 dwellings residential development); • ST20: Castle Gateway (mixed use); and • Elements of ST5: York Central falling within the city centre boundary (mixed use). <p>The city centre will remain the focus for main town centre uses (unless identified on the Proposals Policies Map). Proposals for main town centre uses for non city centre locations will only be considered acceptable in accordance with Policy R1 where it can be demonstrated that they would not have a detrimental impact on the city centre’s vitality and viability and that the sustainable transport principles of the Plan can be met. Change of use of existing retail (use class E), office (Use Class E) Use Class A, B1(a) and town centre leisure, entertainment, and culture uses will be resisted.</p>	<p>To align policy to use classes which came into force September 2020.</p>
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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>Proposals that promote accessibility and movement are encouraged, particularly those that prioritise pedestrian and cycle movement and improve linkages between key places such as the railway station, York Central and the National Railway Museum, the Minster, Castle Gateway, Hungate and the universities.</p> <p>York Minster Cathedral Precinct is approximately 8 hectares in size (as shown on the proposals Policies map).</p> <p>...</p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy SS4: York Central</p>	<p>Pg 38</p>	<p>...</p> <p>York Central (ST5), as identified on the policies map, will enable the creation of a new piece of the city; with exemplar mixed- use development including a world class urban quarter forming part of the city centre. This will include; a new central business district, expanded and new cultural and visitor facilities, residential uses and a new vibrant residential community.</p> <p>The following mix of uses will be permitted within York Central:</p> <ul style="list-style-type: none"> • Offices (B1a E); • Financial and Professional Services (A2 E); • Residential; • Hotels (C1) • Culture, leisure, tourism and niche/ancillary retail facilities; • Open space, high quality public realm and supporting social infrastructure; • Rail uses, and • Non-ancillary retail, subject to an impact and sequential assessment. <p>Land within York Central is allocated for 1,700 – 2,500 dwellings, of which a minimum of 1,500 around 950 dwellings will be delivered in the plan period, and approximately 100,000 sq m of Office (Use Class E B1a).</p> <p>...</p> <p>See also Policy SS3, <u>D1-D6</u>, EC1, R1 and <u>R3</u>, <u>H1</u>, <u>T5</u></p>	<p>To align policy to use classes which came into force September 2020.</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy SS5: Castle Gateway</p>	<p>Pg 38</p>	<p>...</p> <p>To achieve these aims development in the Castle Gateway will be delivered through the following:</p> <ul style="list-style-type: none"> • Removing the Castle Car Park to create new public space and high quality development opportunities. • Provision of a replacement car park within the Castle Gateway area. • The addition of a new landmark River Foss pedestrian cycle bridge. • Where possible, the opening up of both frontages of the River Foss with riverside walkways. • Engagement with stakeholders in the development of masterplan and public realm proposals. • Securing public realm, transport and infrastructure investment as a catalyst for wider social and economic improvement. • Funding the implementation of public space, transport improvements and infrastructure through developer contributions and commercial uplift from development sites across the area. <p>Development within the five Castle Gateway sub-areas will be permitted delivered where having regard to the above regeneration objectives and in accordance with the following principles, as appropriate:</p> <p>...</p> <p>See also Policy SS3, R1, R2, D1, D2, D4, D5, D6, ENV4, T1, and T5</p>	<p>For clarity and effectiveness – the matters are dealt with as part of sub-area criteria within the policy. Text moved to explanation.</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy SS5: Castle Gateway Explanation</p>	<p>Pg 40 - 42</p>	<p>3.30... many listed structures and a Scheduled Ancient Monument of international significance (Clifford’s Tower).</p> <p>3.32 The York Central Historic Core Conservation Area Character Appraisal (2011) (the Appraisal)... The Castle-Piccadilly Planning Brief, which was agreed in 2006, and 2018 Masterplan for Castle Gateway also provides an important evidence base.</p> <p>3.33a To achieve these aims development in the Castle Gateway will be delivered through the following:</p> <ul style="list-style-type: none"> • Removing the Castle Car Park to create new public space and high quality development opportunities. • Provision of a replacement car park within the Castle Gateway area. • The addition of a new landmark River Foss pedestrian cycle bridge. • Where possible, the opening up of both frontages of the River Foss with riverside walkways. • Engagement with stakeholders in the development of masterplan and public realm proposals. • Securing public realm, transport and infrastructure investment as a catalyst for wider social and economic improvement. • Funding the implementation of public space, transport improvements and infrastructure through developer contributions and commercial uplift from development sites across the area. <p>3.34 A conceptual masterplan and detailed design of the public realm and infrastructure will have been prepared, focusing on conservation and urban design and including a Statement of Significance. The masterplan will shapes...</p> <p>Delivery Implementation: The Castle Gateway Masterplan 2018: Planning applications...</p>	<p>To include reference to the 2018 masterplan and incorporate text moved from the policy.</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy SS6: British Sugar/Manor School	Pg 45	<p>...</p> <p>i. Create a sustainable balanced community with an appropriate mix of housing informed by the Council’s Strategic Housing Market Assessment.</p> <p>...</p>	Point removed to provide clarity.
X – Policy SS6: British Sugar/Manor School Explanation	Pg 46	<p>...</p> <p>3.40 ... The overall quantum of the British Sugar portion of the site is 1,100 dwellings to reflect the latest planning application; the remaining 3.6ha on Manor School is being brought forward by City of York Council through its <u>Housing Delivery Programme</u> the <u>Homes and Community Agency Strategic Partnership</u> and could deliver up to 100 dwellings. In total the site capacity is approximately 1,200 dwellings.</p> <p>...</p> <p>3.41 ... This site may be impacted through the construction of the site and it would be necessary to ensure the limiting of disturbance to avoid adverse impact on the bees and wasps. This may include phasing development around the site to correspond to the lifecycle of these species. An archaeological desktop survey has revealed that onsite archaeology is likely to be low but further investigation may be required.</p> <p>...</p>	To update reference to the HCA and to reflect phasing requirement is not required.
X – Policy SS7: Civil Service Sports Ground	Pg 47	<p>...</p> <p>i. Create a sustainable balanced community with an appropriate mix of housing informed by the Council’s Strategic Housing Market Assessment.</p> <p>ii. Be of a high design standard to give a sense of place and distinctive character.</p> <p>...</p>	Matters sufficiently addressed under policies H3 and D2.

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy SS8: Land Adjacent to Hull Road	Pg 48	<p>...</p> <ul style="list-style-type: none"> ii. Provide access to the site from a new roundabout created for the Heslington East development <u>Kimberlow Rise</u> via Field Lane, subject to detailed transport analysis. Other access (e.g. via Hull Road) is not preferred. iii. Deliver a sustainable housing mix in accordance with the Council's Strategic Housing Market Assessment. iv. Ensure important views including to York Minster are protected and that the site is designed appropriately in relation to the gradient of the site which forms part of Kimberlow Hill (York Moraine) and provides important views of York. v. Maintain and enhance existing trees and hedgerows <u>behind to the south of</u> the site which act as a gateway for biodiversity. vi. Provide appropriate contributions to expand existing education facilities, given that primary and secondary school facilities have limited existing capacity to accommodate the projected demand arising from the site. Secure developer contributions for education provision, including primary and secondary, which meet the needs generated by the development vii. Undertake an air quality assessment as there is potential for increased traffic flows which may present new opportunities for exposure if not designed carefully. The assessment should also consider the impact of the University of York boiler stacks. <u>Identified adverse impacts should be appropriately mitigated.</u> viii. Undertake a noise survey given the site's proximity to the A1079 and the Grimston Bar Park & Ride. <u>Identified adverse impacts should be appropriately mitigated</u> <p>...</p>	To provide clarity.

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy SS8: Land Adjacent to Hull Road Explanation	Pg 49	<p>...</p> <p>There is an existing neighbourhood parade within 400m of ST4 with a range of local facilities. however; road safety measures would need to be included to ensure safe passage across the dual carriageway to improve access, including to the eastbound bus stops on Hull Road. The proximity to the University Campus means there are already frequent bus links to the site.</p> <p>...</p>	To provide clarity.

City of York Local Plan Proposed Modifications Schedule (August 2022)

<p>X – Policy SS9: Land East of Metcalf Lane</p>		<p>...</p> <p>ii. Deliver a sustainable housing mix in accordance with the Council's most up to date Strategic Housing Market Assessment and affordable housing policy. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible green belt boundaries to be created and secured.</p> <p>iii. Create a new local centre providing an appropriate range of shops, services and facilities to meet the needs of future occupiers of the development.</p> <p>iv. Deliver Secure developer contributions for education and community provision, including primary and secondary, which meet the needs generated by the development early in the scheme's phasing, in order to allow the establishment of a new sustainable community. A new primary facility and secondary provision (potentially in combination with Site ST8 – North of Monks Cross) may be required to serve the development as there is limited capacity available in existing schools. Further detailed assessments and associated viability work will be required.</p> <p>v. Demonstrate that all transport issues have been addressed, in consultation with the Council and Highways England, as necessary, to ensure sustainable transport provision at the site is achievable. The transport and highways impacts of the site should be assessed individually and cumulatively with sites ST8, ST9, ST14 and ST15 should be addressed. Where necessary, proportionate mitigation will be required</p> <p>vi. Provide vehicular access from Stockton Lane to the north of the site and/or Murton Way to the south of the site (as shown <u>indicatively</u> on the <u>proposals policies</u> map), with a small proportion of <u>public transport</u> traffic potentially served off Bad Bargain Lane. Access between Stockton Lane and Murton Way will be limited to public transport and walking/cycling links <u>only and, if necessary and feasible, public transport.</u></p> <p>vii. Deliver high quality, frequent and accessible public transport services through the whole site, to provide attractive links to York City Centre. It is envisaged such measures will enable upwards of 15% of trips to be undertaken using</p>	<p>To provide clarity and improve effectiveness.</p> <p>Criterion ii replaced as matter to be addressed under H3. Replaced with criterion to ensure boundary treatment is considered in the context of the Green Belt.</p>
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City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>public transport. Public transport links through the adjacent urban area will be sought, as well as public transport upgrades to either the Derwent Valley Light Rail Sustrans route, or bus priority measures on Hull Rd and/or Stockton lane, subject to feasibility and viability. All measures proposed to support public transport use should be identified and agreed as part of a Sustainable Travel Plan which has an overall aim to achieve upwards of 15% of trips by public transport.</p> <p>viii. Optimise pedestrian and cycle integration, connection and accessibility in and out of the site and connectivity to the city and surrounding area creating well-connected internal streets and walkable neighbourhoods, to encourage the maximum take-up of these more ‘active’ forms of transport (walking and cycling).</p> <p>ix. Provide a detailed site wide recreation and open space strategy and demonstrate its application in site masterplanning. This must include:</p> <ul style="list-style-type: none"> o Create Creation of a new open space (as shown on the proposals policies map as allocation OS7) to protect the setting of the Millennium Way that runs through the site. Millennium Way is a historic footpath which follows Bad Bargain Lane and is a footpath linking York’s strays and should be kept open. A 50m green buffer has been included along the route of the Millennium Way that runs through the site to provide protection to this Public Right of Way and a suitable setting for the new development. o Open space provision that satisfies policies GI2a and GI6 <p>x. Minimise impacts of access from Murton Way to the south on ‘Osboldwick Meadows’ Candidate Site of Importance for Nature Conservation and provide compensatory provision for any loss.</p> <p>...</p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy SS9: Land East of Metcalfe Lane Explanation	Pg 51	3.48 Education and community provision should be made early in the scheme's phasing, in order to allow the establishment of a new sustainable community. A new primary facility and secondary provision may be required to serve the development as there is limited capacity available in existing schools. Contributions towards secondary provision will be sought with a new facility provided in association with ST8 (Land North of Monks Cross). Further detailed assessments and associated viability work will be required.	Paragraph superseded by further work on education provision

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<p>X – Policy SS10: Land North of Monks Cross</p>	<p>Pg 52</p>	<p>...</p> <p>i. Deliver a sustainable housing mix in accordance with the Council's most up to date Strategic Housing Market Assessment. <u>Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible green belt boundaries to be created and secured.</u></p> <p>ii. Create strategic landscape buffering along the existing road network that borders the site. This will retain key views towards the Minster as well as to the north that should be preserved.</p> <p>iii. Include an appropriate landscape treatment adjacent to the link road, with landscaping where appropriate, to protect the setting and character of York.</p> <p>iv. Explore the creation of Provide a new green wedge to the west of the site south of the Garth Road link to play an important role in protecting ecological assets, safeguarding the historic character and setting of the city and conserving on-site heritage assets including Ridge and Furrow, archaeology, hedgerows and trees that contribute to the setting of Huntington. It should be linked into the adjacent new housing scheme currently under construction development at Windy Ridge/Brecks Lane. The provision of the new green wedge to the west of the site will also create an appropriate setting for the existing village of Huntington, allowing Huntington to maintain its identity and not sprawl outwards, with ST8 forming a new contained neighbourhood within the main urban area.</p> <p>...</p> <p>vi. <u>Provide a detailed site wide recreation and open space strategy and demonstrate its application in site masterplanning. This must include:</u></p> <ul style="list-style-type: none"> o Create <u>Creation of a</u> new open space on additional land to the east of the Monks Cross Link Road (as shown on the proposals policies map <u>as allocation OS8</u>). This land remains in the Green Belt. Open space provision should still be provided to the required quantum within the main allocation boundary and t <u>T</u>raffic calming measures should be provided along Monks Cross Link Road alongside the provision of pedestrian footways and safe 	<p>To provide clarity and improve effectiveness.</p> <p>Criterion i replaced as matter to be addressed under H3. Replaced with criterion to ensure boundary treatment is considered in the context of the Green Belt.</p>
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City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>crossing points. Ecological mitigation is also required on land to the east of the Link Road.</p> <ul style="list-style-type: none"> o <u>Open space provision that satisfies policies GI2a and GI6</u> ... x. Demonstrate that all transport issues have been addressed, in consultation with the Council and Highways England, as necessary, to ensure sustainable transport provision at the site is achievable. <u>The site will exacerbate congestion in the area, particularly at peak times given its scale and the capacity of the existing road network. The highway impacts of the site should be assessed individually and cumulatively with sites ST7, ST9, and ST14, and ST35 Where necessary proportionate mitigation will be required should be addressed.</u> ... 	

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<p>X – Policy SS11: Land North of Haxby</p>	<p>Pg 54</p>	<p>...</p> <p>Land North of Haxby (ST9) will deliver approximately 735 dwellings at this urban extension development site. In addition to complying with the policies within this Local Plan, the site must be master planned and delivered in accordance with the following key principles:</p> <ul style="list-style-type: none"> i. Be of a high design standard which will provide an appropriate new extension to the settlement of Haxby. ii. Deliver a sustainable housing mix in accordance with the Council's most up to date Strategic Housing Market Assessment and affordable housing policy, addressing local need for smaller family homes and bungalows/sheltered housing. iii. <u>Provide a detailed site wide recreation and open space strategy and demonstrate its application in site masterplanning. This must include:</u> <ul style="list-style-type: none"> o Create <u>Creation of a</u> new open space to the south of the site (as shown on the proposals policies map <u>as allocation OS9</u>) to reflect the needs of the Haxby and Wigginton ward. <u>This may include including</u> formal pitch provisions, informal amenity greenspace, play provision, cemeteries and allotments. The openspace needs of the area should be assessed in detail, liaising with Haxby Town Council and Wigginton Parish Council, the neighbourhood plan group and local residents. o <u>Open space provision that satisfies policies GI2a and GI6.</u> iv. Create new local facilities as required, and subject to viability, to provide an appropriate range of shops, services and facilities to meet the needs of future occupiers of the development. v. Provide a new primary school or required financial contributions to existing local primary and secondary facilities to enable the expansion to accommodate demand arising from the development. vi. Provide a suitable drainage strategy to ensure there is no increase to existing agricultural run-off rates and existing drainage ditches are maintained and enhanced. The strategy should be developed in conjunction with the Council and required statutory bodies and should ensure that the development will not exacerbate any existing issues with surface water and drainage owing to the site being flat with a high water table. The drainage scheme will need to 	<p>To provide clarity and improve effectiveness.</p> <p>Criterion i and ii deleted as matters to be addressed under policies D1 and H3.</p>
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City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>connect to the Strensall and Towthorpe Waste Water Treatment Works to the north of the site given capacity issues within Haxby.</p> <p>vii. Connect the site to the public sewer network, which will incur additional costs. Developers will need to work with Yorkshire Water in developing a suitable scheme.</p> <p>viii. Demonstrate that all transport issues have been addressed, in consultation with the Council as necessary, to ensure sustainable transport provision at the site is achievable. The highway impacts of the site development should be assessed individually and cumulatively with sites ST7, ST8, ST14 and ST15. Where necessary proportionate mitigation will be required should be addressed.</p> <p>...</p>	

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<p>X – Policy SS12: Land West of Wigginton Road</p>	<p>Pg 56</p>	<p>The development of Land West of Wigginton Road (ST14) supports the Local Plan vision in delivering a sustainable garden village situated to the north of the outer ring road. It will deliver approximately 1,348 dwellings, approximately 1200 1000 units of which will be delivered within the plan period. In addition to complying with the policies within this Local Plan, the site must be master planned and be delivered in accordance with the following key principles.</p> <ul style="list-style-type: none"> i. Create a new ‘garden’ village that reflects the existing urban form of York of the main York urban area as a compact city surrounded by villages ii. Deliver a sustainable housing mix in accordance with the Council's most up to date Strategic Housing Market Assessment and affordable housing policy. iii. Create a new local centre incorporating appropriate shops, services and community facilities to meet the needs of future residents. iv. Deliver on site, accessible combined nursery and primary education facilities, which meet the needs generated by the development, and are well connected to housing by dedicated pedestrian/ cycleways. v. Secure developer contributions for secondary school places as necessary to meet the need for new places generated by the development. vi. Ensure provision of new all purpose access roads to the east/south from A1237 Outer Ring Road/Wigginton Road roundabout Clifton Moor Gate and off the Wigginton Road/B1363 (as indicatively shown on the proposals policies map). The internal layout of any future development on the site could be such that it creates discrete sectors, each with a specific access. vii. Demonstrate that all transport issues have been addressed, in consultation with the Council as necessary, to ensure sustainable transport provision at the site is achievable. The transport and highways impacts of the site individually and cumulatively should be assessed with site's ST7, ST8, ST9, and ST15. and ST35 should be addressed. Where necessary, proportionate mitigation will be required. viii Deliver local capacity upgrades to the outer ring road in the vicinity of the site, to include associated infrastructure to protect public transport journey times on junction approaches. Opportunities to provide grade separated, dedicated public transport routes across the A1237 should be explored in feasibility, viability and cost benefit terms. 	<p>To provide clarity and improve effectiveness.</p> <p>Criterion ii deleted as matter addressed under policy H3.</p> <p>Criterion xii modified to ensure boundary treatment is considered in the context of the Green Belt.</p>
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City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p><u>Phased development which reflects the delivery of dualling works to the A1237 outer ring road, upgrades and creation of a 4th arm to the Clifton Moor Gate roundabout and pedestrian/cycle underpass to connect Clifton Moor to the site.</u></p> <p>ix. Deliver high quality, frequent and accessible public transport services throughout the development site, which provide links to other local rural communities where feasible, as well as to main employment centres. <u>It is envisaged such measures will enable upwards of 15% of trips to be undertaken using public transport. All measures proposed to support public transport use should be identified and agreed as part of a Sustainable Transport Strategy which has an overall aim to achieve upwards of 15% of trips by public transport.</u></p> <p>x. To encourage the maximum take-up of more active forms of transport (walking and cycling), ensure the provision of high quality, safe, direct and accessible pedestrian and cycle links which create well-connected internal streets and walkable neighbourhoods <u>including that provide connectivity</u> to:</p> <p>a) <u>the community, retail and employment facilities immediately to the south, (likely to take the form of an overbridge); via pedestrian/cycle underpass</u></p> <p>b) <u>the surrounding green infrastructure network (with particular regard to public rights of way immediately west of the site) and improvements to A1237 crossing facilities);</u> and</p> <p>c) <u>existing pedestrian and cycle networks across the city via pedestrian/cycle underpass that will connect Clifton Moor to the site.</u></p> <p>xi. Maintain landscape buffers around the site to prevent coalescence with adjacent settlements and maintain the setting of the city and the village of Skelton.</p> <p>xii. <u>Protect and enhance local green assets, trees and hedge lines and enhance existing landscape character. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible green belt boundaries to be created and secured.</u></p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>xiii. Provide open space to the west of the site to minimise the visual proximity of the development areas to Skelton.</p> <p><u>xiv. Provide a detailed site wide recreation and open space strategy and demonstrate its application in site masterplanning. Open space provision must satisfy policies GI2a and GI6.</u></p> <p><u>See also Policy GB1, D1, D2</u></p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy SS12: Land West of Wigginton Road Explanation	Pg 58	3.61 ...Providing sufficient access to and mitigating the impacts of the development could require substantial infrastructure to be put in place, but the size of the site should potentially make it viable to provide the required transport mitigation measures. <u>The design and layout of the road should minimise the impact upon the openness of the Green Belt and demonstrate how it would safeguard those elements which contribute to the special character and setting of the historic City.</u>	Expansion of the infrastructure considerations for clarity and effectiveness.

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<p>X – Policy SS13: Land West of Elvington Lane</p>	<p>Pg 58</p>	<p>The development of Land West of Elvington Lane (ST15) supports the Local Plan vision in delivering a new sustainable garden village for York. It will deliver approximately 3,339 dwellings, around 600 of which it is expected that 560 units of which will be delivered within the plan period. In addition to complying with the policies within this Local Plan, the site must be masterplanned and delivered in accordance with the following key principles.</p> <ol style="list-style-type: none"> i. Create a new ‘garden’ village that reflects the existing urban form of York as a compact city surrounded by villages. ii. Deliver a sustainable housing mix in accordance with the Council’s most up to date Strategic Housing Market Assessment and affordable housing policy. iii. Be of a high design standard to reflect the existing settlement form of villages around the main urban area of York in-keeping with the existing urban form. The south eastern and south western boundaries of the site are less well contained than to the north so it will be important for the site to establish its own landscape setting. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the site’s boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible green belt boundaries to be created and secured. iv. Create new open space (as shown on the proposals map) within the site to maintain views of the Minster and existing woodland. v. Impacts to Elvington Airfield SINC and on biodiversity within the site and zone of influence will be addressed by following the mitigation hierarchy with the overall aim to prevent harm to existing biodiversity assets, delivering no net loss for biodiversity and maximise further benefits for biodiversity. Where required cCompensatory measures should take full account of the extent and quality of the asset being lost or damaged and equivalent or enhanced habitats should be provided within the development site of ST15, on the compensatory habitat of OS10 as provided for in Policy GI6 and on the western part of the existing runway shown on the policies map. vi. Securing a minimum of 10% provision of biodiversity net gain in relation to ST15. 	<p>To provide clarity and improve effectiveness.</p> <p>Criterion ii deleted as matter addressed under policy H3.</p> <p>Criterion iii modified to ensure boundary treatment is considered in the context of the Green Belt.</p>
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City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>vi. vii. Follow a mitigation hierarchy to first seek to avoid impacts, then to mitigate unavoidable impacts or compensate unavoidable residual impacts on Heslington Tillmire SSSI and the Lower Derwent Valley SPA/Ramsar through the:</p> <ul style="list-style-type: none"> • incorporation of a new nature conservation area (as shown on the proposals policies map as allocation OS10 and included within Policy GI6) including a buffer of wetland habitats, a barrier to the movement of people and domestic pets on to the SSSI and deliver further benefits for biodiversity. A buffer of at least 400m from the SSSI will be required in order to adequately mitigate impacts unless evidence demonstrates otherwise; and • provision of a detailed site wide recreation and access strategy to minimise indirect recreational disturbance resulting from development and complement the wetland habitat buffer area which will be retained and monitored in perpetuity. A full understanding of the proposed recreational routes is required at an early stage. <p>viii. Deliver ecological mitigation and compensation measures 5 years prior to pre-commencement of any development. They must be supported by a long term management plan (30 year minimum), and be retained and monitored in perpetuity.</p> <p>viiiix. Protect the character, setting and enjoyment of Minster Way, otherwise referred to as Langwith Stray, within ST15.</p> <p>ix. Provide an appropriate range of shops, services and facilities for including social infrastructure such as health, social, leisure, cultural and community uses to meet the needs of future residents. Provision should be made early in the scheme's phasing in order to allow the establishment of a new sustainable community. This should be principally focused around a new local centre.</p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p data-bbox="521 248 1709 536">xi. Deliver <u>new on-site education provision to meet nursery and primary education facilities, which meet the needs generated by the development. and potentially secondary demand, to be assessed based on generated need. New nursery, primary and potentially secondary provision will be required to serve the earliest phases of development. Secondary school facilities should be provided on allocated land identified on the policies map if there is evidence that the need generated by the development justifies this provision. If not, appropriate contributions to off-site provision will be secured.</u></p> <p data-bbox="521 584 1709 799">xii. Demonstrate that all transport issues have been addressed, in consultation with the Council and Highways England as necessary, to ensure sustainable transport provision at the site is achievable. The <u>transport and highway impacts of the site should be assessed</u> individually and cumulatively with site's ST7, ST8, ST9, ST14, <u>ST26</u>, ST27, ST35 and ST36 <u>should be addressed. Where necessary proportionate mitigation will be required.</u></p> <p data-bbox="521 847 1709 1166">xiii. Ensure <u>phased provision of necessary transport infrastructure at the right time to access the site</u> with primary access via the A64 (as shown <u>indicatively</u> on the <u>proposals policies</u> map) and a <u>potential secondary access</u> via Elvington Lane. The capacity of the local highway network including Elvington Lane and junctions is limited. <u>Elvington Lane can service the early phase of the development, subject to delivering a new link road between Elvington Lane and Hull Road, as well as works to the south of Grimston Bar Interchange/Elvington Lane Junction. This is subject to detailed assessment at the application and is to be agreed through an approved phasing strategy.</u></p> <p data-bbox="521 1214 1709 1422">xiii. <u>Retain Common Lane/Long Lane/Langwith Stray as cycle/pedestrian routes only to ensure protection of the character of Heslington Village. These routes are very lightly trafficked roads, and could provide pleasant cycle and pedestrian routes from the site to Heslington. It is essential that there is no vehicular transport access to Heslington village along these routes to ensure the setting of Heslington village is maintained. Create cycle and pedestrian</u></p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>routes along Common Lane/Long Lane/Langwith Stray from ST15 to Heslington, ensuring no vehicular access from ST15 to Heslington village along these routes to ensure the setting of Heslington village is maintained.</p> <p>xivxv. Deliver improvements to Explore the potential for local bridleways (eg, Fordlands Road/Forest Lane) running through or near the site to be used as the year round cycle routes.</p> <p>xvi. Provide dedicated secure access for existing local residents and landowners to be agreed with the community of Heslington. Appropriate solutions would need to ensure access is preserved for existing residents and landowners developed in consultation with the community of Heslington. Ensure that existing vehicular access arrangements to connect premises along Common Lane/Long Lane to Heslington are retained and not altered as part of the wider ST15 access arrangements.</p> <p>xvi. Deliver high quality, frequent and accessible public transport services through the whole site which provide links to and between new the on-site local centre and community facilities, as well as to York city centre and other appropriate service hubs, including the University of York. A public transport hub at the local centre should provide appropriate local interchange and waiting facilities for new residents. All measures proposed to support public transport use should be identified and agreed as part of a Sustainable Transport Strategy, with the overall aim to achieve will enable upwards of 15% of trips to be undertaken using by public transport. It is envisaged such measures will enable upwards of 15% of trips to be undertaken using public transport.</p> <p>xvii. Optimise pedestrian and cycle integration, connection and accessibility in and out of the site and connectivity to the city and surrounding area creating well-connected internal streets and walkable neighbourhoods, to encourage the maximum take-up of these more ‘active’ forms of transport (walking and cycling).</p> <p>xviii. Exploit Optimise synergies with the existing university campus and proposed university expansion in terms of site servicing including transport, energy and waste.</p>	

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<p>X – Policy SS13: Land West of Elvington Lane Explanation</p>	<p>Explanation</p> <p>3.62 The site will provide a balanced mix of high quality housing as well as an associated local centre, community facilities and an excellent network of green infrastructure, which connects new habitats into existing areas of environmental value. Development is anticipated to commence from 2022/23 2025/26 although it is not anticipated that the site will be fully built out until after 2040...</p> <p>...</p> <p>3.64 One of the key challenges for the site are in relation to both sustainable transport and road capacity and the likely significant level of mitigation which we would envisage to be essential for such an allocation to be considered suitable, viable and deliverable. Any large-scale development solely relying on Elvington Lane would not be supported. Initial modelling work suggests that the Elvington Lane access can accommodate around 1,000 units (approximately 30% of final development at 3,339 units).</p> <p>Public transport improvements, as well as pedestrian and cycle connections, between ST15, ST26 and ST27 should be considered in order to maximise opportunities to secure non car travel between these three sites.</p> <p>3.65 Masterplanning should consider how to create a compact, walk (cycle) able place which encourages sustainable internal trips to education, community facilities, shops and employment opportunities. Currently the site has no access to facilities within close proximity and would be reliant on new facilities to be constructed as part of any development. It is considered that services within 5 to 10 minutes' walk should be achievable.</p> <p>3.66 It is essential to secure public transport access to and within the site. Providing a south-east west to north-west east public transport route through the site could reach a large market and ensure that all parts of the site are within 400m of a public transport route. Such a route may also be commercially attractive and could improve access to Elvington using public transport if the route is extended there. The site will need to provide sustainable transport links to existing pedestrian and cycle networks and have a suitable internal layout to maximise walking and cycling permeability. A high quality cycle route into the city centre via Langwith</p>	<p>For clarity</p>
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City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>Stray/Long Lane/Common Lane and onward routes from Heslington could be provided and use could be made of the 'Solar System' route (part of the NCN Route 65 and the Trans Pennine Trail). Improvements to cycle facilities on the A19 could also be made. Site phasing should maximise potential for bus access from initial stages, facilitated through the development pump-priming new services. In addition to this, development should exploit any shared infrastructure opportunities, arising from the proximity of the site to the University of York, Science Park and Sports Village. <u>The site promoters will also continue to engage with National Highways over issues on the Strategic Road Network, with regard to the new grade separated junction and any management/mitigation required on the A64. CYC will work with National Highways to address identified issues at 2025 at Fulford Road junction.</u></p> <p>3.67 A joined up transport approach would need to be taken to consider the site in combination with other potential developments in the city including the University Expansion Site (ST27) <u>and Elvington Airfield Business Park (ST26).</u> The provision of a new <u>grade separated</u> junction, onto the A64 would <u>remain</u> form part of the essential infrastructure for <u>any</u> development in this location. <u>In the interest of sustainability, opportunities should be explored to reuse the aggregates arising from the runway in ST15 in the construction of the new junction or other new highway infrastructure.</u> The viability of delivering significant new or improved transport infrastructure <u>has been</u> <u>must be</u> considered <u>and should be kept under review with</u> <u>and</u> evidence provided to demonstrate its robustness. Equally, detailed analysis <u>would will</u> be required to confirm that sustainable travel options (to avoid the site being heavily car dependent) <u>were are</u> realistic and financially sound. The site will require high frequency public transport services based on the <u>overall minimum</u> target of 15% journeys by <u>public transport bus</u>. In order to minimise car use <u>the development would need</u> a robust transport strategy <u>will be required documenting alternative proposed routes including proposals</u> for buses, walking and cycling.</p> <p>3.68... It will need to be demonstrated <u>that</u> the potential impacts from development</p>	

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy SS14: Terry’s Extension Site	Pg 63	<p>... Terry’s Extension Sites (ST16) will deliver 111 dwellings in total at these urban development sites, 22 dwellings on Terry’s Clock Tower and approximately 33 dwellings on Terry’s Car Park and approximately 56 dwellings on Land to the rear of Terry’s Factory...</p> <p>...</p> <p>Terry’s Extension Site (Phase 3) – Land to the rear of Terry’s Factory</p> <ul style="list-style-type: none"> i. Retain and enhance the formal gardens area adjacent to the site. ii. Achieve high quality urban design which respects the character and fabric of the wider Terry’s factory site and buildings of architectural merit. This includes conserving and enhancing the special character and/or appearance of the Tadcaster Road and the Racecourse and Terry’s Factory Conservation Areas. iii. Development should complement existing views to the factory and clock tower 	For clarity in recognition that phase 3 is being developed for an alternative use.
X – Policy SS14: Terry’s Extension Site Explanation	Pg 63	<p>... 3.70 Terry’s Extension Site Phase 1 (Terry’s Clock Tower) and Phase 3 (Land to the rear of Terry’s Factory) are is within...</p> <p>...</p> <p>3.71 Although the Terry’s Extension Sites (Phases 1 to 3) will generate some additional traffic...</p>	For clarity in recognition that phase 3 is being developed for an alternative use
X – Policy SS15: Nestle South	Pg 64	<p>Policy SS15: Nestle South</p> <p>Nestle South (ST17) will deliver 863 approximately 581 dwellings in total, 263 279 in Phase 1 and around up to 600 302 dwellings</p> <p>..</p> <ul style="list-style-type: none"> iii. Provide a mix of housing in line with the Council’s most up to date Strategic Housing Market Assessment. <p>...</p>	<p>For clarity and effectiveness, recognising approved schemes on the site.</p> <p>Criterion iii deleted in recognition the matter is dealt with under policy H3.</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy SS16: Land at Tadcaster Road, Copmanthorpe</p>	<p>Pg 65</p>	<p>Policy SS16: Land at Tadcaster Road, Copmanthorpe</p> <p>Land at Tadcaster Road, Copmanthorpe (ST31) will deliver approximately 158 dwellings...</p> <p>...</p> <p>i. Deliver a sustainable housing mix in accordance with the Council's most up to date Strategic Housing Market Assessment.</p> <p>ii. Create new open space (as shown on the proposals policies map) within the site which should be delivered prior to the first phase of development occupation to ensure, in particular, the protection of the adjacent SSSI.</p> <p>...</p> <p>v. Provide vehicle site access via Tadcaster Road, with no secondary vehicle access from Learmans Way.</p> <p>...</p> <p>vii. Provide required financial contributions to existing local primary and secondary facilities to enable the expansion to accommodate pupil yield. Secure developer contributions for primary and secondary school provision as necessary to meet the need generated by the development.</p>	<p>For clarity and effectiveness.</p> <p>Criterion i deleted in recognition the matter is dealt with under policy H3.</p>
<p>X – Policy SS16: Land at Tadcaster Road, Copmanthorpe Explanation</p>	<p>Pg 66</p>	<p>...</p> <p>3.75 ... There is a frequent bus route within 400m of site, but may need to introduce new bus stops to keep maximum walking distance to bus stops within 400m. ...</p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy SS17: Hungate	Pg 67	<p>Policy SS17: Hungate Hungate (ST32) – Phases 5+ as identified on the Policies Map will deliver approximately 328 a minimum of 570 dwellings at this urban development site. In addition to complying with the policies within this Local Plan, the site must be delivered in accordance with the agreed site masterplan through existing outline and full planning consents. Development proposals should have regard to</p> <p>In line with the Hungate Development Brief vision, where appropriate. ST32 must be of the highest quality which adds to the vitality and viability of the city centre, is safe and secure, and which promotes sustainable development. Priority should be given to pedestrians, people with mobility impairments, cyclists and public transport. Design should respect local amenity and character whilst being imaginative and energy-efficient. The special character and/or appearance of the adjacent Central Historic Core Conservation Area should be conserved and enhanced.</p>	For clarity and effectiveness, recognising that all undeveloped blocks on the Hungate site form part of the allocation.
X – Policy SS17: Hungate Explanation	Pg 67	<p>...</p> <p>3.77 Hungate is a 4.6 hectare site lying on the edge of the business and retail core of the city centre. The site has planning approval for a mix of high quality office, retail and residential uses; the first of 6 phases has been completed, comprising of 168 apartments and Phase 2, comprising of a further 195 apartments is nearing completion...</p>	For clarity and effectiveness.

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy SS18: Station Yard: Wheldrake</p>	<p>Pg 67</p>	<p>...</p> <ul style="list-style-type: none"> i. Deliver a sustainable housing mix in accordance with the Council's most up to date Strategic Housing Market Assessment and affordable housing policy, addressing local need for smaller family homes and bungalows/sheltered housing. ii. Be of a high design standard to which will pProvide an appropriate new extension to Wheldrake whilst maintaining the character of the village. iii. Conserve and enhance the special character and/or appearance of the adjacent Wheldrake Conservation Area. iv. Undertake a comprehensive evidence based approach in relation to biodiversity to address potential impacts of recreational disturbance on the Lower Derwent Valley Special Protection Area (SPA)/Ramsar/SSSI. <u>This will require the developer to publicise and facilitate the use of other, less sensitive countryside destinations nearby (e.g. Wheldrake Woods) and provide educational material to new homeowners to promote good behaviours when visiting the European site. The former could be supported by enhancing the local footpath network and improving signage.</u> v. Establish a landscape setting, given the open fields to the south of the site. vi. Create new local facilities as required to meet the needs of future occupiers of the development. vii. Provide on-site open space to provide additional amenity green space and children's play facilities for the village. viii. Provide required financial contributions to existing nursery, primary and secondary facilities to enable the expansion to accommodate demand arising from the development. <u>Secure developer contributions for primary and secondary school provision as necessary to meet the need generated by the development.</u> 	<p>For clarity and effectiveness.</p> <p>Criterion i deleted in recognition the matter is dealt with under policy H3</p> <p>(iv) to clarify the mitigation required as detailed in the Habitat Regulation Assessment (2018).</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy SS18: Station Yard: Wheldrake Explanation</p>	<p>Pg 68</p>	<p>... 3.78 A generally well contained site, on the western edge of Wheldrake, the north and north west boundaries of the site are bounded by residential properties and by the existing developments at Wheldrake Industrial Estate. The north east boundary is Back Lane South which has an intermittent hedge. The south eastern boundary is a tall dense hedge, separating the site from the agricultural fields beyond – which runs for most of the southern boundary. However, the south western boundary (south of the industrial estate) appears to be relatively open with no defensible boundary above ground, although it does appear to partially follow a watercourse / ditch, separating the site with open fields to the south. The site will provide a natural extension to the developed settlement form of Wheldrake with clear defensible green belt boundaries....</p>	<p>To remove superfluous text.</p>
<p>X – Policy SS19: Queen Elizabeth Barracks, Strensall</p>	<p>Pg 69</p>	<p>Policy SS19 and explanatory text at paragraphs 3.82 – 3.88 deleted.</p>	<p>Site removed following Habitat Regulations Assessment (Feb 2019) which did not rule out adverse effects on the integrity of Strensall Common Special Area of Conservation (SAC).</p>

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<p>X – Policy SS20: Imphal Barracks, Fulford Road</p>	<p>Pg 73</p>	<p>Policy SS20: Imphal Barracks, Fulford Road</p>	<p>For clarity and effectiveness, and conformity with the NPPF regarding approach to retaining buildings of historic interest.</p>
		<p>Following the Defence Infrastructure Organisation’s disposal of the site by 2031 Imphal Barracks (ST36) will deliver approximately 769 dwellings at this urban development site. Development is not anticipated to commence until the end of the plan period. In addition to complying with the policies within this Local Plan, the site must be delivered in accordance with the following key principles:</p> <ol style="list-style-type: none"> i. Demonstrate that all transport issues have been addressed, in consultation with the Council and Highways England as necessary, to ensure appropriate provision is made for sustainable transport provision at the site is achievable. There are existing issues with traffic congestion in this area. The base traffic situation on the A19 is that it is at or exceeding capacity in the vicinity of Heslington Lane/Broadway. The potential transport implications highway impacts of the site must be fully assessed both individually and cumulatively with sites ST5 and ST15. Where necessary proportionate mitigation will be required. ii. Deliver a sustainable housing mix in accordance with the Council’s most up to date Strategic Housing Market Assessment. iii. An agreed masterplan to ensure the site’s redevelopment will make a positive contribution to the character and distinctiveness of the local area, informed by: <ul style="list-style-type: none"> - the architectural and historic interest of the site and its buildings, including the parade ground and other open areas, related to the site’s military use and York’s development as a garrison town; and, - the impact of development on the Fulford Road Conservation Area <p>The development of this area must be informed by an assessment of architectural and historic interest of the site and its buildings. Those buildings which are considered to be of historic interest should be retained and reused.</p> iv. The parade ground and other open area which are important to the understanding of the site and its buildings should be retained as open spaces in any development. v. If, following the City Council’s review of the architectural and historic interest of this site, Imphal Barracks is included within the Fulford Road Conservation Area, development proposals would be required to preserve or enhance those 	<p>Note: CYC is in discussion with the DIO regarding this modification.</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>elements which have been identified as making a positive contribution to its significance.</p> <p>vi. Regardless of the outcome of the paragraph above, the significance of the site's historic environment should be addressed. This includes conserving and enhancing the special character and/or appearance of the adjacent Fulford Road Conservation Area.</p> <p>vii. Be of a high design standard, ensuring the development reflects the history of the site and its previous military use. This site does not exist as an army barracks in isolation and has linkages to other military sites across the city and is linked to the development of York as a garrison town and this history should be reflected in the design of any scheme.</p> <p>viii. Undertake an archaeological evaluation consisting of survey and excavation of trenches to identify the presence and assess the significances of archaeological deposits.</p> <p>ix. Retain all identified good quality trees, with appropriate distance to tree canopy, unless they pose an unreasonable restriction on development and their contribution to the public amenity and amenity of the development is very limited, and their loss is outweighed by the benefits and mitigation provided by the development.</p> <p>x. Consider in detail the proximity and relationship of the site with Walmgate Stray, including undertaking further hydrological work to assess the potential impact of development on the Stray and to the value of the grassland, and to explore any water logged archaeological deposits. Recreational disturbance/pressure on the Stray and the Tillmire SSSI (individual and cumulative effects) should be considered assessed and, where necessary, mitigated.</p> <p>xi. Improve connectivity to the existing draining network. There is pressure on this site and the area in general at present in terms of drainage. It would be preferable to go back to base principles in designing a new drainage system for the site and avoid using the existing historical systems that are currently in place. The site would benefit from a comprehensive modern SuDS scheme.</p> <p>xii. Create new local facilities as required appropriate to meet the needs of future occupiers of the development.</p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>xiii. Retain and enhance recreation and open space for community use to mitigate any potential impacts on the adjacent Walmgate Stray.</p> <p>xiv. Deliver sufficient education provision to meet the demand arising from the development. Further detailed assessments and associated viability work will berequired.</p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy SS21: Land South of Airfield Business Park, Elvington</p>	<p>Pg 76</p>	<p>Policy SS21: Land South of Airfield Business Park, Elvington</p> <p>Land South of Airfield Business Park, Elvington (ST26) will provide 25,080sqm of B1b, B1c, B2/B8 employment floorspace for research and development, light industrial/storage and distribution. In addition to complying with the policies within this Local Plan, the site must be delivered in accordance with the following key principles. having regard to the following issues:</p> <ul style="list-style-type: none"> i. Undertake detailed ecological assessment to manage and mitigate potential impacts. The site is adjacent to two Sites of Local Interest and designated and candidate Sites of Importance for Nature Conservation and surveys have indicated there may be ecological interest around the site itself. The site is also within the River Derwent SSSI risk assessment zone. ii. Retain and enhance historic field boundaries where possible and reflect in the masterplanning of the site. iii. Provide appropriate landscaping/screening to assist in mitigation against the erosion of the existing semi-rural setting of the airfield. iv. Demonstrate that all transport issues have been addressed, in consultation with the Council as necessary, to ensure sustainable transport provision at the site is achievable. Impacts on Elvington Lane and Elvington Lane/A1079 and A1079/A64 Grimston Bar junctions will need to be mitigated. Demonstrate that all transport issues have been addressed including consideration of the provision of sustainable modes of transport. v. Further explore air quality, noise and light pollution and contamination issues. vi. Investigate further archaeological deposits on and around the site. vii. Address further surface water drainage issues due to the presence of aquifers, dykes and becks in the surrounding area. 	<p>For clarity and effectiveness,</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy SS21: Land South of Airfield Business Park, Elvington Explanation		3.97 The site is adjacent to the existing Airfield Business Park and is a reasonable distance to the A64. The site is suitable for B2/B8 uses as these would produce fewer trips than B1a (office) uses and would be easier to mitigate.	For clarity and effectiveness in the context of use class changes.

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy SS22: University of York Expansion</p>	<p>Pg 77</p>	<p>New policy SS22, wholly replacing submission policy.</p> <p>Policy SS22: University of York Expansion</p> <p><u>As shown on the Policies Map as ST27, 21.2 ha of land to the south of the existing Campus East site is allocated for the future expansion of the university during the plan period. It will provide university uses consistent with Policy ED3 having regard to the following considerations together with those in ED1:</u></p> <ul style="list-style-type: none"> • <u>Create an appropriate buffer between the site and the A64 where the boundary is adjacent to the A64 in order to mitigate heritage and noise impacts and address landscape and visual impacts].</u> • <u>Assess cumulative transport impacts with other sites including ST5 and ST15 and in relation to the University’s impacts provide appropriate mitigation.</u> • <u>Explore feasibility of a junction on the A64 to the south of the site with delivery in conjunction with ST15</u> • <u>Identify any opportunities with ST15 for managing development impacts in terms of site servicing including transport, energy and waste.</u> • <u>Deliver high quality, frequent and accessible public transport services to York City Centre. It is envisaged such measures will enable upwards of 15% of trips to be undertaken using public transport</u> • <u>Optimise pedestrian and cycle integration, with access networks for a range of non car uses to be accommodated.</u> 	<p>For clarity and effectiveness.</p>

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<p>X – Policy SS22: University of York Expansion Explanation</p>	<p>Pg 78</p>	<p>Explanation</p> <p><u>3.97a</u>The University of York retains a high profile in both the UK and in the rest of the world. The university’s status is reflected in the high demand for student places, excellence in research and demand for research co-locations and it is currently projected that its growth will continue over the duration of the plan period. As one of the leading higher education institutions, the university needs to continue to facilitate growth to guarantee its future contribution to the need for higher education and research and to continue to support local, regional and national economies. It must do so within the context of its landscaped setting, which gives it a special character and quality. The 21.2ha of land at ST27 is allocated for university uses to support this growth.</p> <p>3.98 The University of York is a key component of the long-term success of the city and it is important to provide a long term opportunity for the University to expand. It offers a unique opportunity to attract businesses that draw on the University’s research to advance their own knowledge led initiatives There is lots of evidence from around the country that shows the benefits of co-location of such businesses with a university. The University proposal is a key priority in the Local Economic Plan Growth Deal that has been agreed with the government and is also included as a priority area in the York Economic Strategy (2016) which recognises the need to drive University and research led growth in high value sectors. The existing campus and ST27 will include new knowledge-based business floorspace and research led activities appropriate to a university campus. The site will also facilitate the re-configuration of the existing Campus 3 site to provide additional on-campus student accommodation helping to reduce the impacts on the private rented sector.</p> <p><u>3.98a</u> ST27 plays a critical part in the attractive setting of the city. The land to the west is particularly important for maintaining the setting of Heslington village and key views. it has a distinctive landscape quality and provides accessible countryside to walkers and cyclists on the land and public footpaths. The expansion will bring development close to the A64 Ring Road with implications for the interface between the southern edge of York and the countryside to its south. To mitigate any impacts on the historic character and setting of the city, the expansion site must provide a landscape buffer between development on the site and the A64.</p>	
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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p><u>This can be provided within the site where parallel to the A64, but beyond it on the other boundaries – maximising the developable area while responding sensitively to the landscape setting.</u></p> <p>3.99 A broadly four sided site which is generally well contained on three sides. The northern boundary is Low Lane, a narrow single track country lane which runs from Heslington in an easterly direction, to the point where it turns northwards towards the University campus. The boundary treatment is a hedge with intermittent trees along its edge. From the point where Low Lane turns northwards, the site boundary heads south east towards the Ring Road and the flyover (track which leads towards Grimston Grange). This part of the boundary is denoted by a post and wire fence at the bottom of an embankment, over looking the new velodrome. From this point, the sites south east boundary runs along the alignment of the Ring Road in a south westerly direction (with hedge and ditch boundary), to the next field boundary, where it cuts across the southern edge of the site. This boundary consists of a hedge field boundary to the point where it meets Green Lane, a narrow track bounded by hedges and trees on both sides, to the point where it meets Low Lane. Green Lane forms the western boundary of the site.</p> <p>3.100 The existing Heslington East campus is designed and established to offer significant proportions of journeys by walking, cycling and public transport. Any future proposals must continue this existing provision (including bus services).</p>	

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<p>X – Policy SS23: Land at Northminster Business Park</p>	<p>Pg 80</p>	<p>Policy SS23: Land at Northminster Business Park</p> <p>Land at Northminster Business Park (ST19) will provide 49,500sqm across the of Use class E office, research and development, light industrial uses, industrial (Use Class B2) and storage/ distribution (Use Class B8) B1, B2, B8 uses based on a split of approximately 40/60 office (Use class E) B1a to light industrial (Use Class E) / B2/B8 which is the current ratio at the existing business park. In addition to complying with the policies within this Local Plan, the site must be delivered in accordance with the following key principles having regard to the following issues:</p> <ul style="list-style-type: none"> i. Provide for a sustainable business park to help meet the city’s employment needs, ensuring that its composition reflects the economic vision of York. ii. Develop a comprehensive scheme which is linked to the existing business park. iii. Provide access to the site via the existing Northminster Business Park entrance to the A59. iv. Promote sustainable transport solutions linking the proposed site to the Park & Ride. v. Optimise integration, connectivity and access through the provision of new pedestrian, cycle, public transport and vehicular routes to ensure sustainable movement into, out of and through the site. The site is in a sustainable location with access to the Poppleton Bar Park & Ride offering frequent bus routes to the city centre, access to Poppleton Rail Station and vehicular access to the A59. The site is in a sustainable location and all transport issues should be addressed including the optimisation of connectivity to sustainable modes of transport into, out of and through the site vi. Provide a high quality landscape scheme in order, as appropriate, either to mitigate impacts and screen the development and/or to provide providing an appropriate relationship with the surrounding landscape. Attention should be given to the site’s relationship with the countryside to the west of the site, to the southern boundary of the site, with Moor Lane (bridleway) and the village of Knapton. vii. Ensure that the residential amenity of neighbouring residential properties is maintained. viii. Prepare a desk based archaeological assessment to inform the site masterplan. 	<p>For clarity and effectiveness, reflecting changes to use class order and as agreed in phase 3 hearing session.</p> <p>Vii and viii deleted as matters are addressed in other Plan policies.</p>
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City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy SS23: Land at Northminster Business Park Explanation</p>	<p>Pg 80</p>	<p>... 3.102 The allocation is reflective of forecast need for light industrial (Use Class E) B1c/B2/B8 uses over the plan period and a need for the Local Plan to allocate a range of employment sites to promote choice to the market...</p>	<p>For clarity.</p>
<p>X – Policy SS24: Whitehall Grange, Wigginton Road</p>	<p>Pg 81</p>	<p>Policy SS24: Whitehall Grange, Wigginton Road Whitehall Grange, Wigginton Road (ST37) will provide up to 33,330sqm for B8 storage use. In addition to complying with the policies within this Local Plan, the site must be delivered in accordance with the agreed site masterplan through the existing outline consent a masterplan secured by planning permission. ...</p>	<p>For clarity.</p>
<p>Section 4: Economy and Retail</p>			

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy 4: Economy and Retail	4.1 Pg XX	Scenario 2 will enable York to realise its economic growth ambitions as set out within the York Economic Strategy (2016), and the emerging Draft Economic Strategy (2022) , contributing to a vibrant economy	To acknowledge a draft strategy has now been published
X – Policy EC1	Pg 76	Provision for a range of employment uses during the plan period will be made on the following strategic sites (those over 5ha):	To provide clarity.

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<p>X – Policy EC1: Provision of Employment Land</p>				<p>Updated to account for changes to use classes</p>
	Site	Floorspace	Suitable Employment Uses	
	ST5: York Central	100,000sqm	Office (Use Class E) B4a	
	ST19: Land at Northminster Business Park (15ha)	49,500sqm	Light Industrial (Use Class E) B4e, Industrial (Use Class B2) and Storage/Distribution B8). May also be This site is suitable for an element of Office (Use Class E) in line with Policy SS23 B4a.	
	Heslington Campus East	20,000sqm*	Knowledge based businesses (Use Class E)	
	ST27: University of York Expansion (21.5ha)*	26,000sqm*	Knowledge based businesses (Use Class E)	
	ST27: University of York Expansion (21.5ha)	Campus East and ST27 will across both sites deliver up to 25ha of B1b knowledge based businesses including research led science park uses identified in the existing planning permission for Campus East.		
	ST26: Land South of Airfield Business Park, Elvington (7.6ha)	25,080sqm	Research & Development (Use Class E) B4b, Light Industrial (Use Class E), Industrial (Use Class B2) and Storage/Distribution B8).	
	ST37: Whitehall Grange, Wigginton Road (10.1ha)	33,330sqm	Storage/Distribution B8.	
	<p>*This is an approximate and indicative figure based on the University of York's and may be reduced to accommodate other employment generating University uses identified in Policy ED1.</p> <p>York City Centre will remain the focus for main town centre uses (unless identified above). Proposals for main town centre uses for non city centre locations will only be considered acceptable where it can be demonstrated that they would not have a detrimental impact on the city centre's vitality and viability and the sustainable transport principles of the Plan can be met.</p> <p>Provision for a range of employment uses during the plan period will be made on the following other sites:</p>			
Site	Floorspace	Suitable Employment Uses		

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications			Reason for change
		E8: Wheldrake Industrial Estate (0.45ha)	1,485sqm	B1b, B1c, B2 and B8.	
		E9: Elvington Industrial Estate (1ha)	3,300sqm	B1b, B1c, B2 and B8. Research & Development (Use Class E), Light Industrial (Use Class E), Industrial (Use Class B2) and Storage/Distribution B8).	
		E10: Chessingham Park, Dunnington (0.24ha)	792sqm	B1c, B2 and B8. Light Industrial (Use Class E), Industrial (Use Class B2) and Storage/Distribution B8).	
		E11: Annamine Nurseries, Jockey Lane (1ha)	3,300sqm	B1a, B1c, B2 and B8. Office (Use Class E), Light Industrial (Use Class E), Industrial (Use Class B2) and Storage/Distribution B8).	
		E16: Poppleton Garden Centre (2.8ha)	9,240sqm	B1c, B2 and B8. Light Industrial (Use Class E), Industrial (Use Class B2) and Storage/Distribution B8). May also be suitable for an element of Office (Use Class E) B1a.	
		E18: Towthorpe Lines, Strensall (4ha) *	13,200sqm	B1c, B2 and B8 uses. Light Industrial (Use Class E), Industrial (Use Class B2) and Storage/Distribution B8).	
		* Given the site's proximity to Strensall Common SAC (see explanatory text), this site must also take account of Policy GI2.			

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy EC1: Provision of Employment Land	Pg 76	The ELR Update (2017) has adjusted floorspace requirements to take account of development between 2012-2017 and to reflect the revised plan period 20127- 2038.	To provide clarity.

City of York Local Plan Proposed Modifications Schedule (August 2022)

X – Policy EC1: Provision of Employment Land

Pg 76

Updated Table 4.1, to take account of the changes to supply since Plan submission.

Updated Table 4.1, to take account of the changes to supply since Plan submission.

Table 4.1: Employment Land Requirements 2017-2038 (including 5% vacancy), Factoring in Change of Supply 2012-2017 and Including 2 Years Extra Supply, updated March 2022

Use Class	2021-33		2033-38		Total 2021-2038	
	Floorspace (m2)	Land (Ha)	Floorspace (m2)	Land (Ha)	Floorspace (m2)	Land (Ha)
Office (formerly B1a)	137,588	15.5	12,310	2.1	149,898	17.6
Research and Development (B1b)	15,655	3.7	1,644	0.4	17,299	4.1
Light Industrial (formerly B1c)	11,218	1.9	1,435	0.4	12,653	2.3
General Industrial (B2)	0	0	0	0	0	0
Storage and Distribution B8	54,986	10.5	15,705	3.2	70,691	13.7
B Uses Sub Total	219,447	31.6	31,094	6.2	250,541	37.7
D2	-17,887	-1.1	4,398	1.1	-13,489	0.0
Totals	201,560	30.5	35,492	7.2	237,052	37.7

~~4.1: Employment Land Requirements 2017-2038 (including 5% vacancy), Factoring in Change of Supply 2012-2017 and Including 2 Years Extra Supply~~

Use Class	2017-33	2033-38	Total 2017-2038
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City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications						Reason for change	
			Floorspace (m ²)	Land (Ha)	Floorspace (m ²)	Land (Ha)	Floorspace (m ²)		Land (Ha)
		B1a	94,771.32	11.7	12,310	2.1	107,081	13.8	
		B1b	7,883.40	2.1	1,644	0.4	9,527	2.5	
		B1c	8,480.60	1.5	1,435	0.4	9,916	1.9	
		B2	0.00	0.0	0	0	0	0.0	
		B8	69,034.70	12.9	15,705	3.2	84,740	16.1	
		B-uses sub-total	180,170	28.2	31,094	6	211,264	34.3	
		D2	15,577	2.7	4,398	1.1	19,975	4	
		Total	195,747	30.9	35,492	7.1	231,239	38.1	

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy EC1: Provision of Employment Land Explanation</p>	<p>Pg 77</p>	<p>4.8a The location of allocation E18 adjacent to Strensall Common SAC means that a comprehensive evidence base to understand the potential impacts on biodiversity from further development is required. Strensall Common is designated for it's heathland habitats but also has biodiversity value above its listed features in the SSSI/SAC designations that will need to be fully considered. Although the common is already under intense recreational pressure, there are birds of conservation concern amongst other species and habitats which could be harmed by the intensification of disturbance. In addition, the heathland habitat is vulnerable to changes in the hydrological regime and air quality, which needs to be explored in detail. The mitigation hierarchy should be used to identify the measures required to first avoid impacts, then to mitigate unavoidable impacts or compensate for any unavoidable residual impacts, and be implemented in the masterplanning approach. Potential access points into the planned development also need to consider impacts on Strensall Common.</p>	<p>To acknowledge the location of E18 and its relationship to Strensall Common SAC.</p>
<p>X – Policy EC2: Loss of Employment Land Explanation</p>	<p>Pg 78</p>	<p>... Explanation 4.9 When considering the loss of employment land and/or buildings the Council will expect the applicant to provide evidence proportionate to the size of the site of effective marketing the site/premises for employment uses for a reasonable period of time and in most cases not less than 18 months. Where an applicant is seeking to prove a site is no longer appropriate for employment use because of business operations, and/or condition, the council will expect the applicant to provide an objective assessment of the shortcomings of the land/premises that demonstrates why it is no longer appropriate for employment use. This includes all employment generating uses, not just office or industrial uses outside the B use classes. Where there have been changes to adjacent uses e.g. new housing development, which are creating an incompatibility with employment uses the Council will expect a clearly argued assessment of what changes have taken place and when, and why this has led to an incompatibility between uses.</p>	<p>To provide clarity.</p>

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy EC5: Rural Economy	Pg. 80	<ul style="list-style-type: none"> • permitting camping and caravan sites (on a temporary or permanent basis) for holiday and recreational use where proposals can be satisfactorily integrated into the landscape without detriment to its character, are in a location accessible to local facilities and within walking distance of public transport to York, and would not generate significant volumes of traffic 	To provide clarity.
X – Policy EC5: Rural Economy Explanation	4.14 Pg. 81	<p>...</p> <p>These changes are happening at a rapid rate, can be difficult to predict and are likely to exert a combination of positive and negative pressures on the Authorities</p> <p>...</p>	To provide clarity.
X – Policy EC5: Rural Economy Explanation	4.17 Pg. 81	<p>4.17</p> <p>...In Green Belt locations, caravan sites are inconsistent with policy requirements to protect openness, temporary permissions may be considered, where other criteria are met.</p> <p>...</p>	To provide clarity.

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy R1: Retail Hierarchy and Sequential Approach</p>	<p>Pg. 82</p>	<p>...</p> <p>Main town centre uses will be directed to the city, district and local centres defined in this policy, and in accordance with other Local Plan policies in relation to specific uses. Proposals for main town centre uses outside <u>of an identified centre should undertake a sequential test to identify why the proposal cannot be accommodated in a sequentially preferable location.</u></p> <p>Proposals for main town centre uses outside a defined city, district or local centre must be subject to an impact assessment where the floorspace of the proposed development exceeds the following thresholds:</p> <ul style="list-style-type: none"> • outside York city centre: greater than 1,500 sqm gross floorspace. • outside a district centre: greater than 500 sqm gross floorspace. • outside a local centre: greater than 200 sqm gross floorspace. <p><u>These thresholds should also be applied where variation of condition applications are proposed to change the nature of goods sold within a unit.</u></p> <p>...</p>	<p>To provide clarity</p>
<p>X – Policy R2: District and Local Centres and Neighbourhood Parades</p>	<p>Pg.84</p>	<p>...</p> <p>Development proposals for main town centre uses outside defined district and local centres that would result in significant adverse impact on the continued or future function, vitality and viability of a centre will be refused.</p> <p>...</p>	<p>To provide clarity.</p>
<p>X – Policy R2: District and Local Centres and Neighbourhood Parades</p>	<p>Pg. 84</p>	<p>4.24</p> <p>...Proposals for any new retail development at the strategic sites will be subject to detailed <u>sequential test and</u> retail impact assessment in accordance with Policy R1.</p> <p>...</p>	<p>To provide clarity.</p>

City of York Local Plan Proposed Modifications Schedule (August 2022)

<p>X – Policy R3: York City Centre Retail</p>	<p>Pg. 86</p>	<p>Policy R3: York City Centre Retail</p> <p>...</p> <p>In the PSA, proposals for new retail floorspace (use class E A1) will be permitted supported.</p> <p>...</p> <p>...</p> <p><u>Primary Shopping Frontages</u></p> <p>The concentration of retail A1 uses in the primary shopping frontages, as defined on the proposal map, will be safeguarded and enhanced. Proposals that would involve the loss, by change of use or redevelopment, of ground floorspace class E A1 shops will generally be resisted. However, proposals for other uses may be permitted if it can be demonstrated that:</p> <ol style="list-style-type: none"> i. the proposal has an active frontage and contributes to the vitality and viability of the primary shopping frontage; the proposed uses will provide a service direct to members of the public and can demonstrate a comparable footfall generation to an retail A1 use; ii. the proposal will have an attractive shop front which contributes positively to the appearance of the street; iii. the proposal would not result in non-retail uses being grouped together in such a way that would undermine the retail role of the street; iv. a minimum of 70% E A1 uses will be required unless it can be demonstrated that it would be beneficial to the vitality and viability of the primary shopping frontage; v. the proposal does not prevent upper floors from being effectively used, including the possibility of independent use; and vi. there are not a large proportion of vacant ground floor premises in the immediate street. <p><u>Secondary Shopping Frontages</u></p> <p>In secondary frontage areas, changes to non-retail use at ground floor level will be considered favourably permitted where it can be demonstrated that the proposal:</p> <p>...</p>	<p>To provide clarity.</p>
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City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy R3: York City Centre Retail	Pg. 88	<p>4.34 A changing town centre environment is recognised, where non retail uses (use class A1) contribute to a much greater role in a competitive town centre where and shopping activity is becoming more of a leisure activity, where use class E A3 and A4 food and drink uses operate alongside and complement traditional shopping facilities. This is reinforced by changes to the use class order in 2020 and the introduction of use class E. However it still remains important to manage the proportion of non A1 E uses (in retail use or capable of occupation by retailers) in the primary and secondary frontage to ensure that other uses support and do not dominant dominate the primary retail function of the area to ensure the future vitality and viability remains. This is further required given the increased competition from out-of-centre retail facilities to ensure the integrity of the retail of the city centre is not diminished.</p>	To provide clarity.
Section 5: Housing			

City of York Local Plan Proposed Modifications Schedule (August 2022)

<p>X – Policy H1: Housing Allocations</p>	<p>Pg 91</p>	<p>Policy H1: Housing Allocations</p> <p>In order to meet the housing requirement set out in Policy SS1 the following sites, as shown on the <u>proposals policies</u> map, and set out in the schedule below are <u>proposed allocated primarily</u> for residential <u>use</u> development.</p> <p><u>Planning applications for housing submitted for these allocations will be permitted if in accordance with the phasing indicated. An application on an allocated site in advance of its phasing will be approved if:</u></p> <ul style="list-style-type: none"> <u>the allocation’s early release does not prejudice the delivery of other allocated sites phased in an earlier time period;</u> <u>the release of the site is required now to maintain a five year supply of deliverable sites; and</u> <u>the infrastructure requirements of the development can be satisfactorily addressed.</u> <p><u>Where developers are seeking revisions to existing planning permissions and associated conditions and S106 agreements, changes in market conditions will be taken into account</u></p> <p><u>Where sites contain existing openspace this will be an important consideration in the development of the site and the open space needs of the area will need to be fully assessed.</u></p> <p><u>This policy applies to all the sites listed in the Table 5.1 overleaf:</u></p> <p><u>Development proposals will be permitted where the following criteria are satisfied:</u></p> <ul style="list-style-type: none"> <u>- For sites that contain existing open space (**), where appropriate, it should be retained on-site or re-provided off-site.</u> <u>- For sites located in proximity to a European Designated Nature Conservation Site (#) the development must accord with the requirements of Policy GI2 and GI2a</u> <u>- On site H39 the western boundary is not defined by recognisable or permanent features and the design should create and secure a strong and defensible green belt boundary</u> 	<p>Requirement for phasing deleted for effectiveness.</p> <p>Clarification of development considerations for particular sites</p>
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City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change				
X – Policy H1: Housing Allocations Table 5.1		Table 5.1: Housing Allocations	<p>Phasing reference deleted for effectiveness.</p> <p>Corrections to site areas and yield updates to account for latest emerging or approved schemes.</p> <p>Completed sites deleted.</p> <p>SH1 included in acknowledgement of its contribution to housing supply.</p>				
		Allocation Reference		Site Name	Site Size (ha)	Estimated Yield (Dwellings ¹)	Estimated Phasing
		H1 [#]		Former Gas Works, 24 Heworth Green (Phase 1 and 2)	2.87 3.54	274 607	Short to Medium Term (Years 1 – 10)
		H1[#]		Former Gas works, 24 Heworth Green (Phase 2)	0.67	65	Medium Term (Years 6-10)
		H3 ^{**#}		Burnholme School	1.90	72 83	Short Term (Years 1 – 5)
		H5 ^{**}		Lowfield School	3.64	165 2	Short to Medium term (Years 1 – 10)
		H6		Land R/O The Square Tadcaster Road	1.53	028 *	Short to Medium Term (Years 1 – 10)
		H7 ^{**#}		Bootham Crescent	1.72	86 93	Short to Medium Term (Years 1 – 10)
		H8		Askham Bar Park & Ride	1.57	60	Short Term (Years 1 – 5)
		H10		The Barbican	0.96	187	Short to Medium Term (Years 1 – 10)
		H20		Former Oakhaven EPH	0.33	536 *	Short Term (Years 1 – 5)
H22[#]	Former Heworth Lighthouse	0.29	15	Short Term (Years 1 – 5)			

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications					Reason for change
		H23#	Former Grove House EPH	0.25	11	Short Term (Years 1-5)	
		H29	Land at Moor Lane Copmanthorpe	2.65	8892	Short Term (Years 1-5)	
		H31#	Eastfield Lane Dunnington	2.51	76 83	Short Term (Years 1-5)	
		H38	Land RO Rufforth Primary School Rufforth	0.99	33 21	Short Term (Years 1-5)	
		H39	North of Church Lane Elvington	0.92	32	Short Term (Years 1-5)	
		H46**#	Land to North of Willow Bank and East of Haxby Road, New Earswick	2.74 4.90	104	Short Term (Years 1-5)	
		H52#	Willow House EPH, Long Close Lane	0.20	15	Short Term (Years 1-5)	
		H53#	Land at Knapton Village	0.33	4	Short Term (Years 1-5)	
		H55#	Land at Layerthorpe	0.20	20	Short Term (Years 1-5)	
		H56**#	Land at Hull Road	4.00	70	Short Term (Years 1-5)	
		H58#	Clifton Without Primary School	0.70	215	Short Term (Years 1-5)	
		H59**#	Queen Elizabeth Barracks Howard Road, Strensall	1.34	45	Medium to Long Term (Years 6-15)	
		SH1	Land at Heworth Croft	1.7	160*	Years 1-5	
		ST1**	British Sugar/Manor School	46.3	1,200	Lifetime of the Plan (Years 1-16)	

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications					Reason for change
		ST2	Civil Service Sports Ground Millfield Lane	10.40	26 36	Short to Medium Term (Years 1-10)	
		ST4 [#]	Land Adjacent to Hull Road	7.54	211 263	Short to Medium Term (Years 1-10)	
		ST5	York Central	35.0	1,700 2,500	Lifetime of the Plan and Post Plan period (Years 1-21)	
		ST7 [#]	Land East of Metcalfe Lane	34.5	845	Lifetime of the Plan (Years 1-16)	
		ST8 [#]	Land North of Monks Cross	39.5	968 970	Lifetime of the Plan (Years 1-16)	
		ST9 [#]	Land North of Haxby	35.0	735	Lifetime of the Plan (Years 1-16)	
		ST14 [#]	Land West of Wigginton Road	55.0	1,348	Lifetime of the Plan and Post Plan period (Years 1-21)	
		ST15 [#]	Land West of Elvington Lane	159.0	3,339	Lifetime of the Plan and Post Plan period (Years 1-21)	
		ST16	Terry's Extension Site – Terry's Clock Tower (Phase 1)	2.18	22	Short Term (Years 1-5)	

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications				Reason for change	
		ST16	Terry's Extension Site – Terry's Car Park (Phase 2)		39*3	Short to Medium Term (Years 1-10)	
		ST16	Terry's Extension Site – Land to rear of Terry's Factory (Phase 3)		56	Short to Medium Term (Years 1-10)	
		ST17#	Nestle South (Phase 1)	2.35	263 279	Short to Medium Term (Years 1-10)	
		ST17#	Nestle South (Phase 2)	4.70	600 302	Medium to Long Term (Years 6-15)	
		ST31	Land at Tadcaster Road, Copmanthorpe	8.10	158	Short to Medium Term (Years 1-10)	
		ST32#	Hungate (Phases 5+)	2.17 1.1	328 570	Short to Medium Term (Years 1-10)	
		ST33	Station Yard, Wheldrake	6.0	147 150	Short to Medium Term (Years 1-10)	
		ST35**	Queen Elizabeth Barracks, Strensall	28.8	500	Medium to Long Term (Years 6-15)	
		ST36**	Imphal Barracks, Fulford Road	18.0	769	Post Plan period (Years 16-21)	
*Allocated for specialist housing (Use Class C3b+) for residential extra care facilities in association with the Wilberforce Trust. Sites expected to come forward for student housing or communal establishments							
** Sites that contain existing open space							
# Given the site's proximity to a European Designated Nature Conservation Site (see explanatory text), this site must take account of Policy GI2 and GI2a.							

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>1. Includes completed dwellings on sites where development has commenced.</p> <p>2. Site lies within settlement that is washed over green belt, but development does not require very special circumstances to be demonstrated.</p> <p>See also Policy GI2, GI2a GI5 and GI6, DP3, D1, D4 and D5</p>	
<p>X – Policy H1: Housing Allocations Explanation</p>	<p>Pg 95</p>	<p>Explanation</p> <p>Sites with Existing Permissions</p> <p>5.3 The sites allocated for housing in this policy will provide a range and choice of sites capable of meeting future requirements and in line with the spatial strategy for the City of York detailed in Section 3. Table 5.1 and Figure 5.1 overleaf place the sites in the development trajectory for the plan period.</p> <p>An estimated yield is attributed to each site allocated for residential development and is an indicative figure to demonstrate how the Local Plan requirement for new homes can be met. For sites with permission the figure is the total number of dwellings with planning permission on the site or, if the site is already under construction, is the remaining number of dwellings (as at 1 April 2022) still to be completed in accordance with the permission. Where the site is without planning permission, the figure is in most cases an estimate based on the size of the site, an assumption about the net developable area, and an assumption about the net residential density aligned to Policy H2. However, in the case of allocated strategic sites a bespoke approach has been taken to the density assumptions. There is a full explanation of the assumptions made in the published Evidence, but it is emphasised that site yields are only ‘indicative’, and do not represent a fixed policy target for each individual site.</p> <p>Developers are encouraged to produce the most appropriate design-led solution, taking all national policies and other Local Plan policies into account. However, the</p>	<p>For clarity and to support effectiveness of policy H1.</p> <p>Superfluous text removed for clarity</p>

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>policy identifies a number of specific considerations that need to be applied to schemes on allocated sites in addition to those requirements set out in policies related to allocated strategic sites.</p> <p>Planning permission will be renewed for housing on these sites providing that the proposal accords with the relevant policies in this plan and there have been no material changes to justify refusal of the permission. If renewal of a planning permission is sought the proposal will be tested against the relevant policies in the plan and changes to the previously permitted scheme may be required to ensure the proposed development properly addresses the now extant policies in the plan. Note: as at the 1st April 2017 there were extant planning permissions for 3,578 homes which will contribute towards meeting the overall housing requirement in the Plan.</p> <p>5.4 — Housing market conditions will change over time and proposals with consent may no longer be appropriate for the prevailing market conditions. In considering a revised proposal for the development of a housing site proper account will be taken of the impact of changes in market conditions. Where development viability is at risk developers will be expected to present robust evidence of the risks and how they can be mitigated.</p> <p>The Identification of Additional Sites to Meet the Requirement</p> <p>5.5 The sites allocated for housing in this policy will provide a range and choice of sites capable of meeting future requirements and in line with the spatial strategy for the City of York detailed in Section 3. Table 5.1 and Figure 5.1 overleaf place the sites in the development trajectory for the plan period. The housing allocations, both non-strategic and strategic, have been subject to viability testing as part of the City of York Local Plan and Community Infrastructure Levy Viability Assessment (2017) against the policy requirements of the plan and further detailed work will be undertaken in consultation with landowners/developers as the plan progresses towards publication and submission stages.</p>	

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>5.6 On sites which are existing commitments the Council monitors the timing of the implementation of the permission and subsequent development rates through its authority monitoring report. Because the plan allocates sites for the whole plan period it does not include a specific target for the proportion of previously developed sites to be delivered in the plan period however where viable and deliverable these sites have been phased early in the plan period. This trajectory shows that there is an adequate supply of land to meet the objectively assessed need throughout the plan period. By allocating a site the Council is establishing the principle of development of that site for housing. Site allocations are important because they help local residents understand what may happen in their area over the plan period and they give guidance to landowners and developers. They also help the Council and statutory consultees such as infrastructure providers to be able to look at the cumulative impact of development and enable planning for future needs such as transport infrastructure, school places, local services and utilities. If a site is not allocated, it may still be suitable for development, subject to all other relevant policies in the Plan.</p> <p><u>Windfall Allowance</u></p> <p>5.7 Windfalls sites, as defined in the NPPF (2012) are sites which have not been specifically identified as available in the Local Plan process — they normally comprise previously developed sites that have unexpectedly become available. In line with NPPF Local Planning authorities can make an allowance for windfalls if they have compelling evidence that such sites have consistently become available in the local area and will continue to provide a reliable source of supply.</p> <p>5.8 In taking a proportionate approach to identifying land for development in the emerging Local Plan only sites above the site threshold 0.2ha have been identified as draft allocations. To ensure that we properly understand the potential for development on very small sites below this allocation threshold an assessment of the trends in the historic rate of windfall delivery along with changes of use and conversions has been carried out. This analysis is set out in the City of York Local Plan Windfall Allowance Technical Paper (2017). The annual figure for windfalls is</p>	

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>169 dwellings per annum which is effectively a mean average for these two categories of windfalls calculated over a 10 year period. To avoid double counting and to allow time for sites to continue through the development process, windfalls will be included from year three of the trajectory. Garden infill sites have been removed.</p> <p>5.9 Local Planning Authorities are expected to demonstrate that they have a rolling five year supply of deliverable sites, measured against the housing requirement set out in Policy SS1, with an additional 5% or 20% buffer (for five years) depending on past delivery to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land. Developable sites or broad locations should be identified for years 6-10 and where possible for years 11-15. To fulfil these requirements and to provide additional certainty we have chosen to allocate land for the full plan period, including the greenbelt period, to 2037/38 to meet the minimum housing requirement as set out in Policy SS1 of 822 dwellings per year. The Council accepts that there has been persistent under delivery of housing as defined in the NPPF and consequently has included enough land in the early years of the trajectory to ensure there is a 20% buffer in the 5 year supply. This land has been brought forward form later in the plan period. Progress on meeting delivery targets will be assessed through the authority monitoring report and the 20% buffer will be rolled forward within the 5 year supply until such time as the under delivery has been satisfactorily addressed. This does not mean that overall more land has been allocated in the plan, what it does mean is that the development trajectory (see Figure 5.1) ensures that in the early years of the plan additional land is available to address previous under delivery.</p> <p><u>5.10 A number of sites are not expected to complete within the plan period. The total allocated capacity of sites exceeds the Council's housing requirement and if delivery rates can be increased then these sites could provide additional supply to react to market signals</u></p> <p>As part of our desire to generate development opportunities within the City of York, we wrote to and emailed nearly 2,000 contacts from our Local Plan and Strategic</p>	

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>Housing Land Availability Assessment (SHLAA) database asking people to submit sites, which they thought had potential for development over the Plan period. The response to the call for sites along with previous proposals from the 2008 call for sites the SHLAA in 2011, the employment land review, and proposals put forward in response to the earlier consultations on this Local Plan generated over 800 sites all of which were tested through the site selection methodology which we consulted on as part of the preferred options Local Plan consultation in 2013 and subsequent consultations as part of the further sites consultation in 2014 and preferred sites consultation in 2016.</p> <p>As part of determining the most sustainable site allocations the sites were subject to a sustainable location assessment which is presented in the Sustainability Appraisal (2017) and the SHLAA (2017). This has enabled the site selection, SA process and evidence base to be iterative. The first stage was the consideration of environmental assets (including functional flood plain, historic character and setting, nature conservation and green infrastructure), open space retention and protection of greenfield land in areas of high flood risk. The next stage of the process was to assess the remaining sites in terms of their access to local facilities and services and their access to sustainable transport.</p> <p>Site Yield and Delivery</p> <p>The yield for each of the strategic sites has been established through working with site promoters to produce an individual assessment of the yield for each site. In the case of the smaller sites an estimate of the number of dwellings to be delivered on each site was determined by first applying a relevant net to gross ratio depending on the sites location to determine a net developable area. This ranges from 100% of a small site to 70% of larger sites. These net to gross ratios have been determined as part of the City of York Local Plan and Community Infrastructure Levy Viability Assessment (2017). An indicative average density has then been applied to the developable area to determine the yield. The densities have been broken down by reference to the nature of development likely to take place in different parts of the city and have been based on the densities used in the viability study and Policy H2 of this plan.</p>	

City of York Local Plan Proposed Modifications Schedule (August 2022)

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		<p>Each allocated site has been assessed for its likelihood of being delivered to ensure that we are satisfied that each site is likely to come forward for development during the plan period, although ultimately this can be dependent upon external factors such as finance availability for house builders, mortgage availability for purchasers and the aspirations of landowners. In all cases there have been discussions with the land owner about their current plans. We have at this stage placed each allocated site within a timescale of short (1-5 years), medium (6-10 years), long term (11-15 years) or life time of the plan (1-21 years). The timescale of each site is an indication of when we think the Council considers the site is likely to come forward and reflects the timescale put forward by the landowner or developer in the discussions referred to above, the requirement to develop the most sustainable sites within a settlement first and viability.</p> <p>The phasing of sites is important for the successful delivery of the plan's priorities and sites should only come forward in different phases if they would not prejudice the delivery of other allocated sites. For example where the construction of essential infrastructure is linked to the delivery of a package of sites, these sites will need to be brought forward in an orderly fashion to ensure the infrastructure is in place to mitigate the impacts of development.</p> <p>For this stage an area-wide viability assessment has been undertaken. The objective of which has been to assess the viability of development across each of the key property market sectors in order to demonstrate whether the amount and distribution of development in this Plan can be viably delivered. Further detailed viability work will be undertaken as the Plan progresses to the publication stage.</p> <p>Land Supply across the York Housing Market Area National policy requires that the Council works with neighbouring authorities to ensure that there is an adequate supply of land for housing across the York housing market area. To do this the Council has worked with adjoining authorities</p>	

City of York Local Plan Proposed Modifications Schedule (August 2022)

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		<p>to determine the land supply position for that part of the York housing market area that is within these authorities' development plans. The outcome of this work is that the Council is satisfied that it does not need to make additional land available to address any shortfall elsewhere in the York housing market area.</p> <p>Delivery</p> <ul style="list-style-type: none"> • Key Delivery Partners: City of York Council; developers; and landowners • Implementation: Planning applications; Supplementary Planning Documents for Strategic Sites; and developer contributions 																																																																																																																																																										
<p>X – Policy H1: Housing Allocations Fig 5.1</p>		<p>Figure 5.1: Housing Trajectory</p> <p>Add revised Fig 5.1, as below</p> <p>Housing Requirement and Housing Supply 2017 - 2033</p> <table border="1"> <caption>Estimated data from Figure 5.1: Housing Requirement and Housing Supply 2017 - 2033</caption> <thead> <tr> <th>Year</th> <th>Completions</th> <th>Allocated non-strategic sites (H)</th> <th>Allocated strategic sites (ST)</th> <th>Unallocated sites with extant consent</th> <th>Unallocated sites with extant consent for communal establishments</th> <th>Windfall Allowance (199 from 2025/26)</th> <th>Total Supply</th> <th>Annual Housing Requirement (822)</th> </tr> </thead> <tbody> <tr><td>2017/18</td><td>1320</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>1320</td><td>822</td></tr> <tr><td>2018/19</td><td>450</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>450</td><td>822</td></tr> <tr><td>2019/20</td><td>620</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>620</td><td>822</td></tr> <tr><td>2020/21</td><td>700</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>700</td><td>822</td></tr> <tr><td>2021/22</td><td>650</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>650</td><td>822</td></tr> <tr><td>2022/23</td><td>120</td><td>120</td><td>550</td><td>150</td><td>100</td><td>0</td><td>1140</td><td>822</td></tr> <tr><td>2023/24</td><td>0</td><td>180</td><td>450</td><td>150</td><td>100</td><td>0</td><td>880</td><td>822</td></tr> <tr><td>2024/25</td><td>0</td><td>450</td><td>350</td><td>150</td><td>100</td><td>0</td><td>1050</td><td>822</td></tr> <tr><td>2025/26</td><td>0</td><td>320</td><td>700</td><td>150</td><td>100</td><td>199</td><td>1489</td><td>822</td></tr> <tr><td>2026/27</td><td>0</td><td>450</td><td>700</td><td>150</td><td>100</td><td>199</td><td>1499</td><td>822</td></tr> <tr><td>2027/28</td><td>0</td><td>180</td><td>950</td><td>150</td><td>100</td><td>199</td><td>1479</td><td>822</td></tr> <tr><td>2028/29</td><td>0</td><td>0</td><td>1100</td><td>150</td><td>100</td><td>199</td><td>1349</td><td>822</td></tr> <tr><td>2029/30</td><td>0</td><td>0</td><td>1100</td><td>150</td><td>100</td><td>199</td><td>1349</td><td>822</td></tr> <tr><td>2030/31</td><td>0</td><td>0</td><td>850</td><td>150</td><td>100</td><td>199</td><td>1199</td><td>822</td></tr> <tr><td>2031/32</td><td>0</td><td>0</td><td>850</td><td>150</td><td>100</td><td>199</td><td>1199</td><td>822</td></tr> <tr><td>2032/33</td><td>0</td><td>0</td><td>950</td><td>150</td><td>100</td><td>199</td><td>1299</td><td>822</td></tr> </tbody> </table>	Year	Completions	Allocated non-strategic sites (H)	Allocated strategic sites (ST)	Unallocated sites with extant consent	Unallocated sites with extant consent for communal establishments	Windfall Allowance (199 from 2025/26)	Total Supply	Annual Housing Requirement (822)	2017/18	1320	0	0	0	0	0	1320	822	2018/19	450	0	0	0	0	0	450	822	2019/20	620	0	0	0	0	0	620	822	2020/21	700	0	0	0	0	0	700	822	2021/22	650	0	0	0	0	0	650	822	2022/23	120	120	550	150	100	0	1140	822	2023/24	0	180	450	150	100	0	880	822	2024/25	0	450	350	150	100	0	1050	822	2025/26	0	320	700	150	100	199	1489	822	2026/27	0	450	700	150	100	199	1499	822	2027/28	0	180	950	150	100	199	1479	822	2028/29	0	0	1100	150	100	199	1349	822	2029/30	0	0	1100	150	100	199	1349	822	2030/31	0	0	850	150	100	199	1199	822	2031/32	0	0	850	150	100	199	1199	822	2032/33	0	0	950	150	100	199	1299	822	<p>To reflect current position on housing supply in the context of the modified housing requirement</p>
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City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>Delete the following figures</p> <p>Table 5.2: Housing Trajectory (Start date 1st April 2017, end date 31st March 2033)</p>	

City of York Local Plan Proposed Modifications Schedule (August 2022)

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<p>X – Policy H2: Density of Residential Development</p>	Pg 100	<p>...</p> <p>Within 400m of a high frequency public transport corridor (current extent illustrated at Figure 5.3) or adjacent to an existing or proposed transport hub, higher density development will also be supported where it complies with other plan objectives.</p> <p><u>Where appropriate, development proposals on strategic sites that are not consistent with the rates above must provide satisfactory justification for a bespoke approach to site density. the specific master planning agreements that provide density targets for that site may override the approach in this policy, which should be used as a general guide.</u></p> <p>...</p>	For clarity.																																																																																																						
<p>X – Policy H2: Density of Residential</p>	Pg 100	<p>...5.19 The extent of the city centre is shown on the <u>proposals policies</u> map; the remaining defined areas referred to in the policy are described in Figure 5.2. <u>Transport nodes and corridors are defined in Policy T4.</u> In the city centre...</p>	For clarity.																																																																																																						

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
Development Explanation			
X – Policy H3: Balancing the Housing Market	Pg 102	<p>Policy H3: Balancing the Housing Market</p> <p>The Council will <u>expect developers to provide housing solutions that contribute to meeting York's housing needs, as identified in the latest Local Housing Needs Assessment (LHNA) and in any other appropriate local evidence. New residential development should therefore maintain, provide or contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities.</u></p> <p>seek to balance the housing market across the plan period and work towards a mix of housing identified in the Strategic Housing Market Assessment (SHMA). Proposals for residential development will be required to balance the housing market by including a mix of types of housing which reflects the diverse mix of need across the city. This includes flats and smaller houses for those accessing the housing market for the first time, family housing of 2 to 3 beds and homes with features attractive to older people.</p> <p><u>The housing mix proposed should have reference to the SHMA and be informed by:</u></p> <ul style="list-style-type: none"> • <u>Up to date evidence of need including at a local level; and</u> • <u>The nature of the development site and the character of the local surrounding area.</u> <p>The final mix of dwelling types and sizes will be subject to negotiation with the applicant. Applicants will be required to provide sufficient evidence to support their proposals.</p> <p>Proposals will be supported that are suitable for the intended occupiers in relation to the <u>quality and</u> type of facilities, and the provision of support and/or care.</p>	For clarity and to reference / respond to latest evidence within the policy.

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		<p>Housing should be built as flexible as possible to accommodate peoples' changing circumstances over their lifetime. The Council will encourage developers to deliver an appropriate proportion of housing that meets the higher access standards of Part M Building Regulations (Access to and use of buildings), unless it is demonstrated that characteristics of the site provide reasons for delivery to be inappropriate, impractical or unviable.</p> <p>a broad cross section of society to help meet a wide range of needs.</p> <p>See also Policy D1</p>	
<p>X – Policy H3: Balancing the Housing Market Explanation</p>	<p>Pg 103</p>	<p>...</p> <p>There will be a range of factors which influence demand for different sizes of homes over time, particularly demographic changes, housing affordability and the wider economic performance of the city. The council has undertaken a SHMA LHNA which has estimated the size of market and affordable homes required over the plan period. The SHMA LHNA (2022) identifies that for both market and affordable housing there is a need for a mix of house sizes across the city. The City of York Council SHMA and Addendum (2016) It suggests that the focus of new housing provision should be on two and three bed properties reflecting the continued demand for family housing and the demand from older persons wishing to downsize but still retain flexible accommodation. A development should provide a mix of housing in appropriate locations and where there is an identified need through the SHMA.</p> <p>...</p>	<p>To refer to latest evidence.</p>
<p>X – Policy H4: Promoting and Custom House Building</p>	<p>Pg 104</p>	<p>Policy H4: Promoting Self and Custom House Building</p> <p>As part of meeting housing need, proposals for self and custom house building, to be occupied as homes by those individuals, will be supported where they are in conformity with all other relevant local and national policies.</p>	<p>For clarity.</p>

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>Proposals for residential development on strategic sites (sites 5ha and above) developers will be required to supply at least 5% of dwelling plots for sale to self builders or to small/custom house builders subject to appropriate demand being identified by the Council. Plots should be made available at competitive rates...</p>	
<p>X – Policy H4: Promoting and Custom House Building Explanation</p>	<p>Pg 105</p>	<p>No change</p>	
<p>X – Policy H5: Gypsies and Travellers</p>	<p>Pg 106</p>	<p>Policy H5: Gypsies and Travellers</p> <p>Safeguarding Existing Supply Proposals which fail to protect existing Gypsy and Traveller sites or involve a loss of pitches/plots will not be permitted unless it can be demonstrated that they are no longer required or equivalent alternative provision can be made. Existing Gypsy and Traveller sites are shown on the proposals policies map, and are listed below:</p> <ul style="list-style-type: none"> • James Street, Layerthorpe; • Water Lane, Clifton; and • Outgang Lane, Osbaldwick; <p>Meeting Future Need In order to meet the accommodation needs of Gypsies and Travellers, provision will be made in the following ways:</p> <p>a) Within Existing Local Authority Sites In order to meet the need of Gypsies and Travellers that meet the planning definition, 10 3 additional pitches will be provided identified within the existing three Local Authority sites.</p>	<p>For clarity and in response to latest evidence.</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>b) Within Strategic Allocations In order to meet the need of those 30 44 Gypsies and Traveller households that do and do not meet the planning definition:</p> <p>Residential development proposals on strategic sites of 5 ha or more will be required to provide a number of pitches within the site or provide alternative land that meets the criteria set out in part c) of this policy to accommodate the required number of pitches. Commuted sum payments to contribute to development of pitches elsewhere will only be considered where on/off site delivery is proven unviable.</p> <ul style="list-style-type: none"> • provide a number of pitches within the site; or • provide alternative land that meets the criteria set out in part (c) of this policy to accommodate the required number of pitches; or • provide commuted sum payments to contribute towards to development of pitches elsewhere. <p>The calculations for this policy will be based on the hierarchy below:</p> <ul style="list-style-type: none"> • 100 - 499 dwellings - 2 pitches should be provided • 500 - 999 dwellings - 3 pitches should be provided • 1000 - 1499 dwellings - 4 pitches should be provided • 1500 - 1999 dwellings - 5 pitches should be provided • 2000 or more dwellings - 6 pitches should be provided <p>c) Planning Applications In addition to the above allocated sites, development for Gypsy and Traveller sites will be permitted where proposals:</p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>i. do not conflict with the objective of conserving and enhance York’s historic and natural environment. This includes the city’s character and setting and internationally, nationally and locally significant nature conservation sites, green corridors and areas with an important recreation function;</p> <p>ii. ensure accessibility to public transport and services;</p> <p>iii. are suitable in terms of vehicular access and road safety including internal space for adequate parking and turning;</p> <p>iv. ensure that development does not have an undue impact on the residential amenity of current residents and future occupiers, including leading to unacceptable levels of congestion, pollution and air quality; and</p> <p>v. appropriately manage flood risk.</p> <p>In addition, proposals will be expected to:</p> <p>vi. provide adequate provision for storage, recreation space, amenity provision and utility services;</p> <p>vii. ensure that the size and density of pitches/plots are in accordance with have regard to best practice guidance;</p> <p>viii. incorporate appropriate landscape proposals to have a positive influence on the quality and amenity of the development;</p> <p>ix. ensure that residents living nearby are not unduly affected by noise, disturbance or overlooking; and</p> <p>x. ensure future occupiers would not be subject to significant adverse environmental impacts.</p> <p>Any permission granted for a Gypsy and Traveller development will be subject to a condition limiting occupation to Gypsies and Travellers, as appropriate.</p>	
<p>X – Policy H6: Travelling Showpeople</p>	<p>Pg 108</p>	<p>...</p> <p>Meeting Future Need</p>	<p>For clarity and to reflect latest evidence of need.</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change																																
		<p>There is a total need of 3-4 Showpeople plots over the plan period (this includes the plot with temporary planning permission at The Stables). This is split into 2 plots in years 2016-21, and 1 plot in the period 2032.</p> <p>...</p>																																	
X – Policy H6: Travelling Showpeople Explanation		<p>5.38 Table 5.3 overleaf is taken from the City of York Gypsy and Travellers Accommodation Assessment (2022) Update (2017) and summarises the number of households in York which do/do not meet the definition.</p> <p>Table 5.3: Need for Gypsy and Traveller Households broken down by Local Plan Policy Type Meeting the Revised Definition of a Traveller</p> <table border="1"> <thead> <tr> <th>Delivery Status</th> <th>Gypsy and Traveller Policy</th> <th>Housing Policy</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Meet Planning Definition</td> <td>15</td> <td>-</td> <td>15</td> </tr> <tr> <td>Do not meet Planning Definition</td> <td>-</td> <td>25</td> <td>25</td> </tr> <tr> <td>Total</td> <td>15</td> <td>25</td> <td>40</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th>Households in York</th> <th>GTAA²</th> <th>SHMA³</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Households that meet the planning definition (incl. 10% of unknown need)</td> <td>3</td> <td>0</td> <td>3</td> </tr> <tr> <td>Households that do not meet the planning definition (incl. 90% of unknown need)</td> <td>0</td> <td>44</td> <td>44</td> </tr> <tr> <td>Total</td> <td>3</td> <td>44</td> <td>47</td> </tr> </tbody> </table>	Delivery Status	Gypsy and Traveller Policy	Housing Policy	Total	Meet Planning Definition	15	-	15	Do not meet Planning Definition	-	25	25	Total	15	25	40	Households in York	GTAA ²	SHMA ³	Total	Households that meet the planning definition (incl. 10% of unknown need)	3	0	3	Households that do not meet the planning definition (incl. 90% of unknown need)	0	44	44	Total	3	44	47	For clarity and to reflect latest evidence of need.
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		<p>...</p> <p>5.40 It is recognised that Gypsies and Travellers and Travelling Showpeople have different needs and that the two different groups should not be located on the same areas of land. Gypsy and Traveller and Travelling Showpeople provision has its own specific terminology. Gypsy and Traveller provision is expressed in ‘pitches’ on sites whereas Travelling Showpeople provision is expressed as ‘plots’ on sites often called a ‘yard’. Nationally, pitch/plot sizes range from 200 m² to 500 m². An upper measurement of 500 m² has been used in the allocation of sites to allow final design to Sites will be designed to accommodate all of the requirements set out in design guidance, including landscaping, play space and access arrangements. Space haswill also been en taken into account for equine grazing which is a much needed provision in York. Final pitch sizes will ultimately be a matter for detailed planning applications to determine.</p> <p>5.41 Three Two plots for Travelling Showpeople have has been identified for the first 5 years of the plan period at The Stables, Elvington, with a further 1 plot in the same yard for the future expansion of the existing family in year 2032. The nature of Travelling Showpeople’s work, requires level hard standings and covered sheds for the maintenance and storage of large fairground rides. For this reason, applications for yards in existing and allocated employment sites will be supported where the provision will not compromise the employment land supply.</p> <p>...</p> <p>Delivery</p> <ul style="list-style-type: none"> • Key Delivery Partners: City of York Council, Developers, Housing Charities, Gypsy, Roma, Traveller and Travelling Showpeople stakeholders • Implementation: Planning applications and strategic site masterplans 									

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy H7: Off Campus Purpose Build Student Housing	Pg 111	<p>Policy H7: <u>Off Campus Purpose Built Student Housing</u></p> <p>The University of York and York St. John University must address the need for any additional student housing which arises because of their future expansion of student numbers. In assessing need, consideration will be given to <u>off campus provision and</u> the capacity of independent providers of bespoke student housing in the city and whether it is economically prudent to provide additional student accommodation. To meet any projected shortfall, provision by the University of York can be made on either campus. Provision by York St. John University is expected to be off campus but in locations convenient to the main campus.</p> <p>SH1: Land at Heworth Croft, as shown on the proposals <u>policies</u> map, is allocated for student housing for York St. John University students.</p> <p>Proposals for <u>new off campus purpose built</u> student accommodation, <u>other than the allocation at SH1</u>, will be <u>permitted supported</u> where all of the following criteria are satisfied:</p> <ul style="list-style-type: none"> i. there is a proven <u>it can be demonstrated that there is a</u> need for student housing <u>which cannot be met on campus;</u> and ii. it is in an appropriate location for education institutions and accessible by sustainable transport modes; <ul style="list-style-type: none"> <u>ii.a The rooms in the development are secured through a nomination agreement for occupation by students of one or more of the University of York and York St. John University;</u> and iii. the development would not be detrimental to the amenity of nearby residents and the design and access arrangements would have a minimal impact on the local area. <u>iv. The accommodation shall be occupied only by full-time students enrolled in courses of one academic year or more and conditions or obligations shall be</u> 	<p>To make clear the approach to delivering student housing and the requirements that must be complied with.</p> <p>Approach to securing affordable housing contributions included.</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p><u>imposed to secure compliance with this requirement and for the proper management of the properties</u></p> <p><u>For new student accommodation a financial contribution should be secured towards delivering affordable housing elsewhere in the City. The contribution will be calculated on a pro rate basis per bedroom using the following formula:</u></p> <p><u>Average York Property price – Average York Fixed RP Price x 2.5% = OSFC per student bedroom</u></p> <p><u>The contribution will be required only from the number of units creating a net gain. For mixed-use developments of student accommodation with general housing a pro-rata approach will be used to determine whether a contribution is required, and how much this should be. Contributions towards affordable housing provision from new student accommodation will not be sought where the student accommodation site which at the date of adoption of the Plan is owned by a university and which will continue to be owned by a university to meet the accommodation needs of its students. Where a developer considers the contribution cannot be fully met they should justify the level of provision proposed through an open book appraisal to demonstrate to the Council's satisfaction that the development would not otherwise be viable.</u></p> <p><u>Developers may not circumvent this policy by artificially subdividing sites, and are expected to make efficient use of land.</u></p> <p><u>Conditions will be used to ensure the proper management of the accommodation in the interests of the amenity of adjacent properties and that any development remains occupied by students in perpetuity, unless and until an alternative use is approved by the Council.</u></p> <p>See also Policy ED1 and ED5</p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy H7: Off Campus Purpose Build Student Housing Explanation	Pg 112	<p>...</p> <p>5.47 ...</p> <ul style="list-style-type: none"> the likely future supply of accommodation based on extant planning permissions and estate strategies of the relevant education provider. <p>The assessment should form the basis of a formal agreement between a developer and an education provider, confirming the number of bedspaces and accommodation type required.</p>	For clarity
X – Policy H8: Houses in Multiple Occupation	Pg 113	No change	
X – Policy H8: Houses in Multiple Occupation Explanation	Pg 113	No change	
X – Policy H9: Older Persons Specialist Housing	Pg 115	<p>...</p> <p>Residential development proposals on Strategic sites (over 5ha) should incorporate the an appropriate provision of accommodation types for older persons in accordance with Policy H3, within their site masterplanning. For sheltered/extra care accommodations a mix of tenures will be supported.</p> <p>Where development falls within Use Class C3, affordable housing provision will be required in line with the requirements set out in policy H10.</p> <p>...</p>	For clarity
X – Policy H9: Older Persons	Pg 156	<p>...</p> <p>5.59 Where specialist accommodation is provided, it will be important to ensure that it enables residents to live independently as far as possible by ensuring it is</p>	For clarity

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change																
Specialist Housing Explanation		located close to facilities and services or that they are accessible by public transport. Residential development on Strategic sites (of over 5ha) should incorporate a wider range of accommodation suitable for older people. ...																	
X – Policy H10: Affordable Housing	Pg 117	<p>Policy H10: Affordable Housing</p> <p>To help maximise the planning system’s contribution to meeting affordable needs and to support the Council’s target to deliver xx affordable dwellings, affordability across the housing market, the Council will support residential schemes for 25 or more dwellings will be permitted where the following criteria are satisfied which:</p> <p>i. reflect the relative viability of development land types in York by providing affordable housing is provided percentage levels for site thresholds as set out in accordance with Table 5.4 as a minimum. Higher rates of provision will be sought where development viability is not compromised.</p> <p>Table 5.4: Affordable Housing Site Thresholds</p> <table border="1" data-bbox="521 874 1720 1410"> <thead> <tr> <th data-bbox="521 874 1258 935">Threshold</th> <th data-bbox="1258 874 1720 935">Target</th> </tr> </thead> <tbody> <tr> <td data-bbox="521 935 1258 1011">Brownfield sites => of 15 or more dwellings (gross)</td> <td data-bbox="1258 935 1720 1011">20%</td> </tr> <tr> <td data-bbox="521 1011 1258 1088">Greenfield sites => of 15 or more dwellings (gross)</td> <td data-bbox="1258 1011 1720 1088">30%</td> </tr> <tr> <td data-bbox="521 1088 1258 1182">Urban, Suburban and Rural All sites 115-14² dwellings</td> <td data-bbox="1258 1088 1720 1182">210%¹</td> </tr> <tr> <td data-bbox="521 1182 1258 1243">Urban brownfield sites 5-10 dwellings²¹</td> <td data-bbox="1258 1182 1720 1243">15%¹</td> </tr> <tr> <td data-bbox="521 1243 1258 1303">Urban greenfield sites 5-10 dwellings²</td> <td data-bbox="1258 1243 1720 1303">19%¹</td> </tr> <tr> <td data-bbox="521 1303 1258 1364">Urban brownfield sites 2-4 dwellings²</td> <td data-bbox="1258 1303 1720 1364">6%¹</td> </tr> <tr> <td data-bbox="521 1364 1258 1410">Urban greenfield sites 2-4 dwellings²</td> <td data-bbox="1258 1364 1720 1410">10%¹</td> </tr> </tbody> </table>	Threshold	Target	Brownfield sites => of 15 or more dwellings (gross)	20%	Greenfield sites => of 15 or more dwellings (gross)	30%	Urban, Suburban and Rural All sites 115-14 ² dwellings	210% ¹	Urban brownfield sites 5-10 dwellings ² ¹	15% ¹	Urban greenfield sites 5-10 dwellings ²	19% ¹	Urban brownfield sites 2-4 dwellings ²	6% ¹	Urban greenfield sites 2-4 dwellings ²	10% ¹	For clarity and effectiveness.
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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		Sub-urban brownfield sites 5-10 dwellings ²	10% ¹
		Sub-urban greenfield sites 5-10 dwellings ²	15% ¹
		Sub-urban brownfield sites 2-4 dwellings ²	2% ¹
		Sub-urban greenfield sites 2-4 dwellings ²	7% ¹
		Rural brownfield sites 5-10 dwellings ²	11% ¹
		Rural brownfield sites 2-4 dwellings ² that	3% ¹
		Rural greenfield sites 5-10 dwellings ²	17% ¹
		Rural greenfield sites 2-4 dwellings ²	8% ¹
		<p>Notes to Table</p> <p>This is the target percentage to be used in the off-site financial contribution calculation following sub-clause (iii) below</p> <p>2 For sites that have a maximum combined gross floorspace of more than 1,000sqm (excluding outbuildings)</p> <p>ii on sites of 15 homes and above on-site provision will be expected, unless off-site provision or a financial contribution of equivalent value can be robustly justified.</p> <p>iii. on sites of 2-15 5-14 homes an off site financial contribution (OSFC) is required in accordance with the approved formula set out below:</p> <p style="text-align: center;">Average York Property price – Average York Fixed RP Price x 10% Target = OSFC per dwelling</p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>iv. make provision which reflects tenure split in terms of social renting and intermediate housing, as set out in the most up to date SHMALHNA or other best available evidence.</p> <p>v. fully integrate the affordable housing is fully integrated by pepper potting throughout the development with no more than two affordable dwellings placed next to each other. The size and type of homes should be a pro rata mix of the total homes provided on site, taking into account current assessments of local need where on-site provision is required. The affordable housing should be and is visually indistinguishable from the open market dwellings.</p> <p>A vacant building credit (VBC) will be applied to appropriate development where a vacant building is either converted or demolished and is necessary to incentivise the scheme. This credit will be equivalent to the gross floorspace of the building to be demolished or brought back into use. This credit does not apply when a building has been ‘abandoned’.</p> <p>The affordable housing should remain affordable in perpetuity, through use of a planning condition or obligation or if these restrictions are lifted, for subsidy to be recycled for alternative affordable housing. On completion, the affordable housing must be transferred to a Registered Provider approved by the Council.</p> <p>Where a developer believes the criteria set out in this policy cannot be fully met, they have the opportunity through open book appraisal to demonstrate through open book appraisal to demonstrate to the Council’s satisfaction that the development would not be viable</p> <p><u>This policy will apply if a development proposal below thresholds in table 5.4 is followed by an obviously linked proposal at any point where the original permission remains extant or up to 5 years following completion of the first scheme, and the combined total of dwellings (or floorspace) is 5 or more dwellings (or 1,100sqm or more floorspace).</u></p> <p>See Policy GB4 and H7</p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy H10: Affordable Housing Explanation</p>	<p>Pg 119</p>	<p>Explanation</p> <p>Thresholds</p> <p>5.60 NPPF (2012) requires Councils to set policies for meeting identified affordable housing need, and that those policies should be sufficiently flexible to take account of changing market conditions.</p> <p>5.61 Given the conclusions reached in the City of York Affordable Housing Viability Study (2010) and Annex 1 (2011) (AHVS) and the City of York Local Plan and CIL Viability Assessment (2017), Based on viability evidence prepared in support of the Local Plan, developments within York are expected should be able to provide the target minimum levels of affordable homes set out in Policy H10 approved for development management purposes. Therefore no individual site assessment will be required where submissions proposals achieve these policy requirements targets and this is to be encouraged in order to reduce time on further analysis and negotiation.</p> <p>5.62 Where a developer believes because of development viability that a site cannot meet the requirements of the policy, the developer will be required to submit an open book appraisal to justify any reduction from the target, at their expense. If agreement cannot be reached on the appropriate level of affordable housing between the Council and the developer it will be referred to the Valuation Office Agency at the expense of the developer, to determine the viable level of affordable housing. If a reduction is proven the Council may firstly seek Homes and Communities Agency subsidy (or other public subsidy) to achieve the level and mix of affordable housing consistent with the policy. If such subsidy is not available the Council may seek to vary the tenure mix or types of units of the affordable component where appropriate to assist in meeting the delivery of affordable housing objectives of the Council before agreeing a reduction in the overall amount of affordable housing.</p>	<p>For clarity and effectiveness.</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>Types</p> <p>5.63 Affordable housing in York includes social rented and intermediate housing provided to specified eligible households whose needs are not being met by the open housing market, and who cannot afford to enter that market. The definition specifically excludes low cost market housing.</p> <p>Tenure/Mix</p> <p>5.64 The City of York Council SHMA and Addendum (2016) recommends an 80% social and affordable rented and 20% intermediate split.</p> <p>5.65 A full range of property sizes and types tenures are needed to satisfy the affordable housing needs of the city and providing small or poor quality accommodation will not be seen as satisfying the policy. In order to help build mixed and sustainable communities the mix and tenure of affordable homes provided on sites should have regard to the latest LHNA (or other available evidence) need to be pro-rata of the market homes, integrated within the site and indistinguishable from the market housing on site.</p> <p>5.66 The affordable homes should be visually indistinguishable from the open market dwellings and need to be fully integrated within the development by pepper potting throughout with no more than two affordable dwellings placed next to each other. The exception to this is apartment blocks if they are to be transferred freehold to Registered Providers. These affordable apartment homes should be provided in an apartment block rather than pepper potted throughout the development. The size and type of homes should be a pro-rata mix of the total homes provided on site, taking into account current assessments of local need where on-site provision is required. The affordable housing should be visually indistinguishable from the open market dwellings.</p> <p>5.67 The Council will make public any updates to the evidence on housing mix and tenure split that is currently provided in the SHMALHNA. Developers should consult the Council's web site prior to making any planning application to confirm</p>	

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		<p>the then current position on this matter. Information related to the average York property price and fixed RP price will also be provided on the Council's website.</p> <p>Provision</p> <p>5.68 In accordance with national guidance affordable housing provision for sites of 15 homes and above will normally be expected to be provided on site. Following the change to national planning guidance, the council can no longer seek financial contributions towards affordable housing on rural schemes of 1 to 10 units with a gross area of no more than 1,000sqm. Planning obligations on affordable housing and other matters can only be applied to schemes of 11 new homes or more or 1 to 10 new homes with a total gross floorspace of more than 1,000sqm.</p> <p>5.69 The commuted sum is calculated using the following formula and will be updated annually:</p> $\text{Average York Property price} - \text{Average York Fixed RP Price} \times \% \text{ Target} = \text{OSFC per dwelling}$ <p>Table 5.5: Commuted Payment Calculation</p> <table border="1"> <thead> <tr> <th>Dwelling threshold</th> <th>Average York property price (Land Registry March 2017)</th> <th>Average York fixed RSL price</th> <th>% target</th> <th>Commuted payment</th> </tr> </thead> <tbody> <tr> <td>Urban, Suburban and Rural sites 11-14 dwellings</td> <td>£241,042</td> <td>£75,000</td> <td>20%</td> <td>£33,208.40</td> </tr> <tr> <td>Urban brownfield sites 5-10 dwellings†</td> <td>£241,042</td> <td>£75,000</td> <td>15%</td> <td>£24,906.30</td> </tr> <tr> <td>Urban greenfield sites 5-10 dwellings†</td> <td>£241,042</td> <td>£75,000</td> <td>19%</td> <td>£31,547.98</td> </tr> </tbody> </table>	Dwelling threshold	Average York property price (Land Registry March 2017)	Average York fixed RSL price	% target	Commuted payment	Urban, Suburban and Rural sites 11-14 dwellings	£241,042	£75,000	20%	£33,208.40	Urban brownfield sites 5-10 dwellings†	£241,042	£75,000	15%	£24,906.30	Urban greenfield sites 5-10 dwellings†	£241,042	£75,000	19%	£31,547.98	
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City of York Local Plan Proposed Modifications Schedule (August 2022)

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		<p>Note</p> <p>1 For sites that have a maximum combined gross floorspace of more than 1,000sqm</p>																																									
		<p>5.70 Any other off site provision or commuted payment in lieu of on-site provision for affordable housing will only be acceptable if it is robustly justified. The commuted payment will be calculated as the difference between the transfer price and the market value of the specific home(s) on that site.</p> <p>Artificial Subdivision</p> <p>5.71 Artificial subdivision where it is proposed to phase development, sub-divide sites or when there is a reasonable prospect of adjoining land being developed for residential purposes in tandem or the future, the Council, will consider the whole site for the purpose of determining whether the scheme falls above or below the thresholds</p>																																									

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>Vacant Building Credit</p> <p>5.72 A VBC will be applied to appropriate development where a vacant building is either converted or demolished and is necessary to incentivise the scheme. A viability appraisal in accordance with this policy is considered to be consistent with the underlying intention of the vacant building credit in order to incentivise brownfield development and, given the high need for affordable housing in York, may be the most appropriate option when weighing up all material considerations. If VBC is applied, this credit will be equivalent to the gross floorspace of the building to be demolished or brought back into use. This credit does not apply when a building has been ‘abandoned.</p> <p>5.73 A Supplementary Planning Document will be used to set out clear and consistent guidance on all elements covered by Policy H10 and Policy GB4, including the mechanism for updating the OSFC annually.</p> <p>Delivery</p> <ul style="list-style-type: none"> • Key Delivery Partners: Housing Associations; Registered Providers; and Landowners. • Implementation: Annual review of the dynamic viability model; use of planning obligations or conditions to secure provision; and planning applications. 	
Section 6: Health and Wellbeing			
<p>X – Policy HW1: Protecting Existing Facilities</p>	<p>Pg 121</p>	<p>Policy HW1: Protecting Existing Facilities</p> <p>The Council will work with local communities and voluntary sector organisations to help preserve and re-use existing community assets.</p> <p>Development proposals which involve the loss of existing community facilities, or facilities last used for community purposes, will not be supported where; unless it can be demonstrated that:</p>	<p>For clarity and effectiveness</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>i. facilities of equivalent or greater capacity and quality (in terms of function, accessibility, adaptability and variety of use) are provided elsewhere on the site; or</p> <p>ii. where site constraints do not allow on-site re-provision, re-provide facilities of equivalent or greater capacity and quality (as defined above) are provided off-site, in a location that equivalently or better serves the local community's needs, which is well served by public transport and easy to reach on foot and by bike;</p> <p>iii. where the facilities no longer serve a community function and demonstrably cannot be adapted to meet other community needs or are surplus to requirements the loss of the community facility may be acceptable, subject to evidence demonstrating this; or</p> <p>iv. The assessment should identify alternative provision within the immediate area, which is accessible for current uses by public transport, foot and bicycle</p> <p>v. in the case of commercial facilities, evidence is provided that demonstrates the facilities are no longer financially viable.</p> <p>Developers must consult with the local community about the value of the asset and the impact that a loss of facilities may have. If Where facilities are to be re-provided elsewhere, a clear commitment to replace them will be secured as part of the planning permission or S106 agreement. in a timely manner must be evidenced, in order for planning permission to be granted. Where the facilities have been re-provided or re-located in advance, evidence of this re-provision should be included within any planning application.</p> <p>See also Policy H1 and T1</p>	
<p>X – Policy HW1: Protecting Existing</p>	<p>Pg. 123</p>	<p>6.1 A loss of viable community facilities will only be permitted if they are replaced by facilities of equal or greater capacity and quality and met by developer contributions. In exceptional circumstances, community facilities can be replaced by another use where they are surplus to requirements.</p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
Facilities Explanantion		<p>Applications which involve the disposal of community assets must therefore include an assessment of the current function, accessibility, and adaptability of the facility. The assessment must also demonstrate surplus provision within the immediate area which can compensate for the loss and which is accessible for current users by public transport, foot and cycle.</p> <p>Applications must demonstrate how alternative facilities will meet or exceed these standards. As part of this process, it is expected that developers will consult with the local community to understand their needs. The approach to consultation should be agreed with the Council. Any replacement facilities must also meet the conditions for new facilities set out in Policy HW2, and should be replaced in a timely manner, so as to minimise the impact on communities in terms of meeting their daily needs and their enjoyment of community facilities.</p>	
X – Policy HW2: New Community Facilities	Pg 123	<p>Policy HW2: New Community Facilities</p> <p>Applications for strategic residential developments must be accompanied by an audit of existing community facilities and their current capacity, prepared by the applicant. Developments that place additional demands on existing services will be required to provide proportionate new or expanded community facilities, to meet the needs of existing and future occupiers. These should be provided on site or, where on site provision is not possible due to site constraints, or where the council agrees provision could better meet needs elsewhere, developer contributions will be sought to provide new or expanded facilities. These additional facilities.</p> <p>As the population grows and population demographics change over the plan period, new facilities will be required. The Council will work with communities and other partners to help address deficits in community facilities.</p> <p>The Council will support applications for new or expanded community facilities when an existing deficit or future need has been identified. Where appropriate, f Efacilities should be designed to be adaptable and multi-purpose, in order to future-proof services and enable a wide range of community uses. Any new or expanded</p>	To provide clarity.

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		facilities must be accessible and well-served by public transport, footpaths and cycle routes.	
X – Policy HW2: New Community Facilities Explanation	Pg 124	6.12a As the population grows and population demographics change over the plan period, new facilities will be required. The Council will work with communities and other partners to help address deficits in community facilities.	New comment to provide clarity
X – Policy HW3: Built Sports Facilities	Pg 125	<p>Policy HW3: Built Sports Facilities</p> <p>The Council will support development that enables residents to enjoy and make use of built sports facilities. Applications for strategic residential developments, as listed in Table 5.1, must be accompanied by an audit of existing built sports facilities and their current capacity, prepared by the applicant.</p> <p>Developments that place additional demands on existing built sport facilities will be required to provide proportionate new or expanded facilities, to meet the needs of future occupiers. Developer contributions will be sought to provide these additional facilities.</p> <p>For strategic sites facilities should be provided on-site, where possible. If Where off-site provision is necessary or more appropriate, facilities should still be accessible to the community it will serve residents; be well served by public transport; and be easy to reach on foot and by bike.</p> <p>The loss of built sports facilities (either currently or last used for sports activities) will only be permitted in exceptional circumstances where:</p> <ul style="list-style-type: none"> • a needs assessment provided by developers, and in accordance with the most up to date Built Sports Facilities Strategy (or subsequent replacement strategy), identifies an over-provision in the area; or 	For clarity and effectiveness

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<ul style="list-style-type: none"> the development only affects part of the site and does not impact on reduce its value capacity for sport; or it would be replaced by a facility of equivalent or better quality and capacity, in a location that still serves the same community which is accessible by public transport, foot and bicycle. and that has adequate management arrangements. the proposal is for alternative built sports facilities where the need outweighs the loss of the existing facility. <p>Development for new or expanded built sports facilities will be supported where a deficiency in or future provision has been identified, and when it is well located, accessible to all in terms of age and ability, subject to the specific sports uses proposed, and when suitable infrastructure exists or can be created to manage and maintain the facility. Development of new sports facilities should be co-located with other health and community facilities and schools, where possible, to encourage participation in exercise. Any future demand should, in the first instance, be met through extensions and expansion of existing high-quality sustainable sites.</p>	
<p>X – Policy HW3: Built Sports Facilities Explanation</p>	<p>Pg 126</p>	<p>6.19 Built sports facilities as defined within the CYC Built Sports Facilities Strategy include swimming pools, tennis courts, artificial grass pitches for ball sports and associated facilities football and hockey, sports halls, indoor and outdoor bowls, specialist indoor facilities and specialist outdoor facilities. In addition, indoor tennis courts, multi-use games areas, alongside more specialist outdoor provision such as athletics tracks, golf courses and cycle tracks along with the associated supporting infrastructure (changing rooms, club house) would be considered to form built sports facilities.</p>	<p>To provide clarity.</p>
<p>X – Policy HW3: Built Sports Facilities Explanation</p>	<p>Pg 126</p>	<p>6.20 New development must not compromise current or future residents’ health and wellbeing and the Council will work to safeguard existing sports facilities. Where new facilities are required to address need arising from a new development, suitable management arrangements and/or an appropriate operator would be required to be secured as part of the obligations.</p>	<p>To provide clarity.</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy HW3: Built Sports Facilities Explanation	Pg 126	6.21 The Council will support the development of new facilities where there is an identified need. Decisions on the need for new facilities will be based on the most-up-to-date Built Sports Facilities Strategy and other key evidence. The Council will be producing is developing a New Physical Activity and Sport Strategy for 2022 – 2032 and a Playing Pitch Strategy. Once formally published, these strategies will also inform the need for new facilities.	To provide clarity.
X – Policy HW3: Built Sports Facilities Explanation	Pg 127	6.25 The Council will work proactively to ensure that high-quality facilities are delivered, since the quality as well as the availability of facilities has been found to correlate with participation in physical activity. The Council has approved and supported the delivery of the Community Stadium at Monks Cross and the policy will enable delivery of other facilities that meet the existing and future needs of residents.	To provide clarity.
X – Policy HW3: Built Sports Facilities Explanation	Pg 127	6.26 Permission was granted in May 2012 for the York Community Stadium at Monks Cross. Detailed planning consent was approved in 2015 and a Section 73 application was approved in 2016 for some minor amendments. Construction is expected to be complete by the end of 2018. The stadium will provide a new home for both of York’s professional sports teams, York City Football Club and York City Knights Rugby League Football Club. The new development will provide new leisure facilities and opportunities for the wider community including a new swimming pool, outdoor 3G pitches and climbing facilities and a new gym, dance studio and fitness centre, which will also be used by NHS patients to help improve their rehabilitation. A new community hub will include an Explore Learning Centre; outpatient facilities for the York Teaching Hospital NHS Foundation Trust; the York NHS Training and Development Centre; and a new York Against Cancer Centre. The development will also provide a number of commercial facilities, including a state-of-the-art thirteen screen Imax cinema, two large retail units and five restaurants.	Point 6.26 removed to provide clarity.

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy HW4: Childcare Provision</p>	<p>Pg 128</p>	<p>Policy HW4: Childcare Provision</p> <p>The Council will support development proposals for new or expanded childcare provision where that helps meet the city’s need for childcare provision</p> <p>All new strategic sites Applications for strategic residential developments, and as listed in Table 5.1 must be accompanied by will be expected to conduct an audit of existing childcare facilities and their current capacity. If increased demand from new residents would be expected to exceed the existing capacity of facilities in the vicinity, additional new facilities must be incorporated into the masterplanning of the site. Developer contributions will be sought to provide new or expanded facilities. and supported by developer contributions unless it can be demonstrated that this is not viable or deliverable.</p> <p>Proposals which fail will lead to the loss of to protect existing childcare facilities must will be refused unless it can be demonstrated that the provision is no longer required, or no longer viable, or if that equivalent replacement facilities can will be provided elsewhere. This will be secured as part of the planning permission or S106 agreement.</p> <p>Applications for new childcare provision should be accompanied by an assessment that demonstrates the need for additional childcare provision in the locality. The Council will work with schools, parents and carers to ensure that their needs are understood.</p> <p>Any proposed new or replacement childcare facilities should be sited in accessible locations within or near to the areas of identified need, they should be well-served by public transport, and be easily accessible by walking and by bike.</p>	<p>To provide clarity</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy HW4: Childcare Provision Explanantion	Pg 129	6.29 The demand for childcare is dynamic and dramatic changes can take place over a short period of time. In September 2010, all three and four year olds became entitled to 15 hours per week of free early education, and in 2013, the Government introduced additional childcare entitlement for two year olds meeting certain criteria. A further increase in childcare entitlement for three and four year olds with working parents is expected from September 2017. This is likely to create even greater demand for childcare provision in the city.	To remove outdated text.

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<p>X – Policy HW5: Healthcare Services</p>	<p>Pg 129</p>	<p>...</p> <p>Primary and Secondary Care The Council will work closely with GPs and the NHS Vale of York Clinical Commissioning Group (or any successor organisation) to understand the current and projected primary care needs of communities.</p> <p>The Council will support the provision of new or enhanced primary and secondary care services when there is an identified need.</p> <p>Improved, enlarged or additional primary or secondary healthcare facilities will may be required to support residential developments that place additional demands on services beyond their current capacity, in line with the National Planning Policy Framework.</p> <p>Developer contributions will be required to support the increase in provision. An assessment of the accessibility and capacity of existing primary and secondary care services will be required at the application stage for all residential strategic sites.</p> <p>Development P proposals which fail to protect include existing primary or secondary care services must re-provide the service as part of the proposal or involve the loss of services, will not be supported, unless it can be demonstrated the facilities are no longer required or that relocating facilities would better meet the community's needs.</p> <p>Any new primary or secondary care facilities must be easily accessible by public transport, walking, and cycling.</p> <p>Secondary Care</p> <p>The Council will work closely with the York Teaching Hospital NHS Foundation Trust, and with Tees, Esk and Wear Valley NHS Foundation Trust (or any successor organisations), to understand their needs; help ensure their sites are fit for purpose; and enable them to provide safe, effective and sustainable healthcare, for the plan period and beyond.</p>	<p>For clarity and effectiveness.</p>
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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>York Teaching Hospital NHS Foundation Trust The Council will support the redevelopment of York Teaching Hospital NHS Foundation Trust (as identified on the Proposals Policies Map) to enable it to expand its capacity; to uphold and improve the quality of secondary care it delivers; and ultimately to remain on its existing site for the long term, ensuring the optimum delivery of secondary care services in York.</p> <p>The Council will support the redevelopment of the staff car park on the existing York Teaching Hospital NHS Foundation Trust site to meet its immediate need for increased capacity in Accident and Emergency. The Council will work with York Teaching Hospital NHS Foundation to develop a new</p> <p>A Travel Plan will form part of any detailed planning application to ensure that the loss of car parking facilities will be appropriately managed to ensure not compromise access or to care is not compromised.</p> <p>To enable the Trust to expand existing clinical facilities the Council will support the development of the extension to York NHS Hospital Trust site (as shown on the Proposals Policies Map as HC1), for health and social care purposes, such as a GP practice or short-term residential care. The Council will continue to work with the Trust to help them make additional changes to their site as their needs change over the plan period.</p> <p>...</p>	
<p>X – Policy HW5: Healthcare Services Explanation</p>	<p>Pg 131</p>	<p>6.34a The Council will work closely with GPs and the NHS Vale of York Clinical Commissioning Group (or any successor organisation) to understand the current and projected primary care needs of communities.</p> <p>6.34b Secondary care refers to specialist health care, which typically depends on a referral from a primary care provider.</p>	<p>For clarity and effectiveness</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p><u>6.34c The Council will work closely with the York Teaching Hospital NHS Foundation Trust, and with Tees, Esk and Wear Valley NHS Foundation Trust (or any successor organisations), to understand their needs; help ensure their sites are fit for purpose; and enable them to provide safe, effective and sustainable healthcare, for the plan period and beyond.</u></p> <p>...</p> <p>6.36 Healthcare services must be responsive to the current and projected needs of local communities. <u>The assessment submitted to support planning applications should reflect the catchment for each kind of healthcare facility, reflecting that primary and secondary care facilities provide very different services and their catchment areas reflect that.</u> This is contingent upon having appropriately located sites, which are able to cope with local demand and provide a sustainable and effective service. The Council will help protect existing healthcare facilities and support the relevant bodies to expand their premises, or seek alternative, more suitable sites, where appropriate.</p> <p>...</p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy HW6: Emergency Services</p>	<p>Pg 132</p>	<p>Policy HW6: Emergency Services</p> <p>The Council will work closely with Yorkshire Ambulance Service NHS Foundation Trust, North Yorkshire Police, and North Yorkshire Fire and Rescue Service, to ensure that their changing needs are understood. The Council will support the development of new emergency service facilities, where there is a demonstrable need, and in appropriate locations that enable them to meet necessary response times.</p> <p>The Council will support the Yorkshire Ambulance Service NHS Foundation Trust's new 'Hub and Spoke' estate model. Hubs provide essential clinical and maintenance and facilities, while spoke facilities provide additional opportunities for ambulances to be stationed close to areas of demand. The Council will support the development of additional sites for ambulances at key points in densely populated areas, close to major highways.</p> <p>The following sites have been identified as requiring additional spoke facilities:</p> <ul style="list-style-type: none"> ● ST7: Land East of Metcalfe Lane ● ST8: Land North of Monks Cross ● ST9: Land North of Haxby ● ST15: Land West of Wigginton Road <p>Such facilities would need to provide:</p> <ul style="list-style-type: none"> ● A 6 x 3m serviced building with water, electricity and drainage. ● Parking facilities for two ambulances. <p>These facilities would need to be located within the development and close to the main highway.</p>	<p>To reflect the most up to date need and to enhance clarity</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy HW6: Emergency Services Explanation	Pg 133	<p>6.40 The Council will work closely with Yorkshire Ambulance Service NHS Trust, North Yorkshire Police, and North Yorkshire Fire and Rescue Service, to ensure that their changing needs are understood. It is essential that there is adequate emergency service cover across the city. This is conditional upon having appropriately located sites, which enable providers to meet necessary response times.</p>	To provide clarity.
X – Policy HW7: Healthy Places	Pg 133	<p>Policy HW7: Healthy Places</p> <p>Proposals for major residential developments must provide a statement as part of any detailed planning application, proportionate to the size of the development, showing how the following design principles have been adequately considered and incorporated into plans for development:</p> <ul style="list-style-type: none"> • well-designed streetscapes that encourage residents to spend time outdoors; • the provision of safe, easy to navigate and attractive public footpaths and cycle paths between dwellings, to encourage physical activity; • the incorporation of formal and informal play spaces and outdoor gyms to encourage physical activity for all age groups and abilities; • good connections to neighbouring communities and green spaces, in the form of footpaths and cycle routes, including the extension and protection of public rights of way, where appropriate; • spaces for communities to come together; • adaptations to designing buildings and public spaces to be accessible for all ages and life stages, including for those with limited mobility; • considerations for how the design may impact on crime or perception of safety, including lighting strategies for public spaces; and • buildings that are adaptable to the changing needs of residents. <p>Details of how these principles have been considered should be noted included in the Design and Access Statement accompanying the proposal.</p>	To provide clarity.

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>All new strategic sites as defined in the glossary and as listed in Table 5.1, must complete a Health Impact Assessment (HIA) prior to the submission of a and submit as part of the planning application. HIAs are a means to systematically assess the potential health risks and benefits of new developments on existing and future communities. They promote the development of actions to mitigate negative impacts and maximise community benefit.</p>	
<p>X – Policy HW7: Healthy Places Explanation</p>	<p>Pg 134 - 135</p>	<p>6.43 The NPPF strongly supports planning conditions that promote well-designed developments which support healthy lifestyles. Through good urban design, the built environment can promote more active lifestyles and time spent outdoors. Helping people to be more active and walk more is a key priority for the city, and an integral part of tackling obesity and improving mental health (Joint Health and Wellbeing Strategy 2017-22 or any subsequent updates).</p> <p>...</p> <p>6.47 ...This is a key to ensuring that health inequalities are not exacerbated. The Council will develop guidance for developers building on work by Public Health England and best practice from other Council's. supplementary planning guidance on the development and completion of HIAs and work with developers to produce this documentation</p>	<p>To provide clarity</p>
<p>Section 7: Education</p>			

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<p>X – Policy ED1: University of York</p>	<p>Pg 134</p>	<p>New policy ED1, wholly replacing submission policy.</p> <p>Policy ED1: University of York</p> <p>To enable the continuing development of the University of York, the following range of higher education and related uses will be permitted on the University’s existing campuses as identified in Figure 7.1:</p> <ul style="list-style-type: none"> • academic, teaching, research and continuing professional development uses • housing for staff and students • arts, cultural, sports and social facilities ancillary to higher education uses • conference facilities • research/knowledge-based businesses, including University-led collaboration projects with industry • other uses ancillary to the university, including support services for the uses identified above. <p>The University of York must address the need for any additional student housing which arises because of its future expansion of student numbers taking account of on site provision and the capacity of independent providers. Provision will be expected to be made on campus in the first instance where this can be accommodated, or off-campus, in line with considered under Policy H7.</p> <p>Policies ED2 campus west and ED3 campus east address specific matters concerning those parts of the University Campus but the following requirements apply to all development on the University campuses and ST27 (the expansion site):</p> <ol style="list-style-type: none"> i. Proposals for new facilities or uses should be supported by an up to date development brief to cover campus west, campus east and the extension site which should demonstrate the need for these in the context of the University’s estate strategy. ii. Proposals should have regard to the historic setting of York and should where appropriate be accompanied by a heritage impact assessment 	<p>For clarity and effectiveness</p>
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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>iii. Satisfactory integration of development within the existing campus west, east (and ST27) so that it conserves or enhances its character and open space</p> <p>iv. Proposals for landscaping are required to integrate with the existing development and/or to screen as appropriate</p> <p>v. Proposals should ensure and that existing student housing capacity meets need from expansion in student numbers on Campus West is not reduced below 3,586 unless re-provided on Campus East</p> <p>vi. Efficient use of land, including optimising densities, within the scope of the applicable constraints.</p> <p>vii. Appropriate connections to transport including connections to the city centre and walking and cycling links within the campus or externally</p> <p>Facilities for sport, and essential operations to support this, and for landscaping, adjacent to campus west, campus east and ST27 may be located within the Green Belt if they are appropriate development, preserve the openness of the Green Belt, and meet the above criteria.</p>	


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<p>X – Policy ED1: University of York Explanation</p>	<p>Pg 134</p>	<p>Explanatory Text</p> <p>7.1a The University of York has an important role in the City (as well as nationally and internationally). It can help: -</p> <ul style="list-style-type: none"> • enable the city of York to contribute directly to the delivery of national growth strategies; • enable key Local Enterprise Partnership priorities to be realised; • support the York Economic Strategy; and • contribute to delivering the local plan vision of supporting the delivery of sustainable economic growth. <p>7.2 The Heslington campus comprises Campus West, the original campus laid out in the 1960s and Campus East open since 2009. Site allocation ST27 provides for the further expansion of Campus East. To ensure that the Heslington Campus can the existing campuses forming the University make a full contribution to the life of the city, it is important that they it continues to be used for predominantly higher educational and related uses. It is also vital that opportunities are maintained for the University’s cultural, social and sports facilities to be used by the wider public.</p> <p>Figure 7.1: University of York [REVISED MAP]</p>	<p>For clarity and effectiveness</p>
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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>University of York boundary and ST27</p> <p>Boundary type</p> <ul style="list-style-type: none"> ST27 University of York <p>Produced by Business Intelligence Hub Created 22/08/2022 © Crown copyright and database rights 2020 Ordnance Survey 100020818</p> <p>Delete following figure</p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		 <p data-bbox="521 1174 1720 1428">7.2a <u>Campus West (shown in Figure 7.1) contains a number of listed buildings and features and much of the campus is listed as Registered Park and Garden. It is an important asset to the city. It was designed as a park campus with buildings; it is a 'set piece'. In that respect the ratio of open space to buildings is fundamental to the original design concept. This has shifted over time but it is important to ensure that in any future development that there is not harm to the composition. The built footprint at Campus West is approximately 23%. However, it was the quality of the</u></p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>initial design ambition and visionary approach to landscape vision that has resulted in the success of the campus, not just the application of a built footprint rule. It is this quality of design and innovative landscaping approach which is sought through the policy.</p> <p>7.2b Development at Campus East has been established in an outline planning permission and approved design brief. Further development and the proposed ST27 extension (shown on Figure 7.1) will need to maintain the parkland setting, established at Campus West to create a cohesive campus, and the high design quality established there. The location near the has an important role in maintaining the setting and compact nature of the city. A high visual quality and good design, whilst also enhancing public amenity in terms of access to the countryside and wildlife interest, is therefore essential. This includes preservation and, where possible, enhancement of the views that can be seen from the site. This should support the realisation of a similarly ambitious and committed approach to Campus West, which must be developed, controlled and implemented through a masterplanned approach.</p> <p>7.2c This masterplanned approach to development at the Heslington campuses will be formalised in a Development Brief prepared by the University in consultation with Historic England. This should also involve appropriate engagement with surrounding communities. It is important that this Development Brief optimises the use of the existing estate, making the most efficient use of land and buildings across Campus East and West. To enable this, the Development Brief will be informed by the University's 5 to 10-year estates strategy (or integrated infrastructure plan or equivalent). Such a strategy is likely to address plans for student growth, for research activity and for business collaboration in the context of the University's funding and resource constraints (and wider government policy) and set out capital investment plans and programmes. The Development Brief should reflect evidence in the estate strategy which ensures, and provides evidence to show, that current space and land is efficiently used within accepted constraints having regard to the performance and fitness of the existing estate. The</p>	

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		<p><u>University and the Council will continue to engage closely and maintain regular dialogue on the definition and evolution of any strategy.</u></p> <p>7.2d <u>An annual student housing survey should also be submitted to the Council. If in any year an annual survey demonstrates that there is unmet student housing demand on the site in excess of 50 bedspaces, the university must undertake to bring forward and implement plans to provide additional accommodation on site as a priority or offsite in line with Policy H7.</u></p> <p>7.2e <u>The University was established in the city centre in 1962 at Kings Manor, campus west following in 1964 and campus east in 2009. A business start-up hub facilitated by the University has been established in offices at the Guildhall. The Council will work with the University to accommodate research/ knowledge business uses in the City Centre and elsewhere consistently with other policies in this Plan.</u></p> <p>7.3 Campus East provides the potential for a cluster of knowledge based companies to locate, to the benefit of city and University. Such uses will contribute to the implementation of the York Economic Strategy (2016) and to the vitality of the University's research activities.</p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy ED2: Campus West	Pg 135	<p>New policy ED2, wholly replacing submission policy.</p> <p><u>Policy ED2: Campus West</u></p> <p><u>Proposals for new development on University of York Campus West (including the extension and redevelopment of existing buildings) will be permitted having regard to the following requirements together with those in ED1:</u></p> <ul style="list-style-type: none"> <u>i. Development at this site should maintain the parkland setting of the campus and preserve the integrity of the original design. This will include ensuring the heights of new buildings are appropriate to their surroundings and do not exceed the height of any high mature tree canopies, unless heritage impacts can be appropriately managed justifying a greater height.</u> <u>ii. Maintenance and where required expansion of an adequate internal cycle and pedestrian network which links to entrance points and bus stops.</u> <u>iii. General car parking (excluding accessible parking spaces) does not exceed 1,520 spaces</u> 	For clarity and effectiveness

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy ED2: Campus West Explanation</p>	<p>Pg 135</p>	<p>Explanation</p> <p>Campus West is shown overleaf at Figure 7.1. To ensure that university buildings on Campus West meet the requirements of a modern higher education institution, the replacement of buildings that are no longer fit for purpose and life expired will be supported. Proposals for extension or redevelopment should be in accordance with the provisions of the emerging University of York Development Brief, the principles of which are set out in Policy ED2 above. For information on the uses permitted at Campus West please see Policy ED1. <u>The starting point for proposals should be to gain an understanding of the significance of the campus as a designed heritage asset (landscape and buildings) to determine whether further development is possible and where this is best located. The landscape and buildings were composed as a unified whole. It is important that development at Campus West:</u></p> <ul style="list-style-type: none"> • <u>Maintains the spatial relationship between open green and blue space and developed land (buildings, carparking and other hardstanding) across the campus.</u> • <u>Limits the height of new buildings, including extensions to existing buildings, and should not in most cases break or intrude above the existing skyline of high canopy trees</u> • <u>Respects the composition of the designed landscape, which as a Registered Park and Garden should be conserved and enhanced.</u> <p><u>7.4b Car parking is restricted at this site, which is well served by buses. Car travel should be minimised with a focus on walking and cycling both to and across the campus and priority should be given to sustainable modes of travel.</u></p> <p><u>In accordance with the Section 106 legal agreement for Campus East, the level of student housing capacity at Campus West must be retained at least at the level at 2006, at the date of the agreement. This was established at 3,586 bedspaces.</u></p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy ED3: Campus East	Pg 136	<p>New policy ED3, wholly replacing submission policy.</p> <p>Policy ED3: University of York Campus East</p> <p>The expansion of facilities on Campus East will be permitted having regard to the following requirements together with those in ED1:</p> <ul style="list-style-type: none"> i. Campus East and ST27 will across both sites deliver research/knowledge based uses identified in the existing planning permission for Campus East in line with Policy EC1 ii. Appropriate connections to transport facilities including connections to the City Centre and links for sustainable modes of transport (including walking and cycling) both within the campus and externally iii. Total car parking shall not exceed 1,500 spaces 	For clarity and effectiveness

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy ED3: Campus East Explanation</p>	<p>Pg 137</p>	<p>New Explanation to ED3, wholly replacing submission version.</p> <p>Explanation</p> <p>7.6 <u>Campus East and the ST27 extension (shown on Figure 7.1) provides the potential for a cluster of knowledge-based companies to locate, to the benefit of city and University.-This aspiration will be reflected in the Development Brief for the site which will address the design parameters set out in Policy SS22 where they relate to ST27 expansion site.</u></p> <p><u>7.6a Campus East was designed to be car free. Car parking should continue to be minimised, across the campus a focus will be on walking and cycling and bus travel over private car travel in line with Policy ED1 and reflected in Policy SS22.</u></p> <p>Delivery</p> <ul style="list-style-type: none"> • Key Delivery Partners: City of York Council, University of York and developers. • Implementation: Planning applications. 	<p>For clarity and effectiveness</p>
<p>X – Policy ED4: York St. John University Lord Mayor’s Walk Campus</p>	<p>Pg 138</p>	<p>No change</p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy ED4: York St. John University Lord Mayor’s Walk Campus Explanation	Pg 139	No change	
X – Policy ED5: York St. Johns University Further Expansion	Pg 140	<p>Policy ED5: York St. John University Further Expansion</p> <p>To support the continued success of York St. John University the following sites, as shown on the proposals <u>policies</u> map, are allocated for the uses below:</p> <p>Sport uses: Land at Northfield, Haxby Road The following range of sports and related uses will be permitted on land at Northfield where proposals are consistent with GI5 and relevant Green Belt policies:</p> <ul style="list-style-type: none"> • <u>outdoor sports facilities, together with associated car and cycle parking;</u> • <u>appropriate indoor sports facilities; and</u> • <u>other outdoor recreational activity.</u> <p>Student Housing: SH1: Land at Heworth Croft. Proposals for new student housing on land at Heworth Croft will be permitted having regard to the following requirements, together with those in other policies in the plan including H7, ENV4 and GI6:</p> <ul style="list-style-type: none"> • <u>A sequential approach to the site’s layout to ensure residential uses are developed on areas at the lowest risk of flooding and the new open space is brought forward on land within the functional floodplain; and,</u> • <u>The impact of development’s scale and massing on the setting of the Heworth Green/ East Parade Conservation Area.</u> 	To provide greater clarity on the development considerations at each site.

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		See also Policy H7, ENV2, ENV4 , GI5 D2 and D4.	

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<p>X – Policy ED5: York St. Johns University Further Expansion Explanation</p>	<p>Pg 141</p>	<p>...</p> <p>7.16 Providing they comply with relevant policies in the rest of the plan, appropriate uses of the allocated sites may include:</p> <ul style="list-style-type: none"> • outdoor sports facilities, together with associated car and cycle parking and floodlighting; • appropriate indoor sports facilities; and • other outdoor recreational activity. <p>7.17 Proposals at the allocated sites which include floodlighting must take into account environmental quality issues in accordance with Policy EN2 which safeguards against excessive, inefficient and irresponsibly situated lighting, preserving and restoring ‘dark skies’ and limiting the impact from light pollution on local amenity, intrinsically dark landscapes, and nature conservation.</p> <p>Student Housing</p> <p>7.18 There is insufficient capacity at the existing York St. John University campus to accommodate student housing needs. SH1: Land at Heworth Croft is allocated for student housing to support the university in meeting its students’ accommodation needs. High quality, purpose built student accommodation that it is designed and managed in a way that attracts students to take it up can free up accommodation suitable for wider general housing needs. Development will be permitted at the allocated site in accordance with Policy H7 ‘Student Housing’ and will also need to ensure that these elements which contribute to the conservation area are not harmed.</p> <p><u>7.18a As identified in Policy H1, it is considered that an indicative capacity of 400 bedspaces could be accommodated. However, realising this density of development is contingent on appropriate mitigation of flood risk and ensuring the scale and massing is appropriate to the context, and in particular the impact on the setting of the Heworth Green/ East Parade Conservation Area.</u></p>	<p>For clarity and effectiveness. Text at 7.16 incorporated within the policy.</p>
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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>Delivery</p> <ul style="list-style-type: none"> • Key Delivery Partners: City of York Council, York St. John University and developers. • Implementation: Planning applications. 	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy ED6: Preschool, Primary and Secondary Education	Pg 141	... As shown on the proposals policies map,...	
X – Policy ED6: Preschool, Primary and Secondary Education Explanation	Pg 142	No change	
X – Policy ED7: York College and Askham Bryan College	Pg 142	... as shown on the Proposals Policies Map...	
X – Policy ED7: York College and Askham Bryan College Explanation	Pg 143	No change	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy ED8: Community Access to Sports and Cultural Facilities on Education Sites	Pg 143	No change	
X – Policy ED8: Community Access to Sports and Cultural Facilities on Education Sites Explanation	Pg 143	No change	
Section 8: Placemaking, Heritage, Design and Culture			
X – Section 8 Explanation	Pg 144	<p>...</p> <p>8.3 ... A cultural strategy for York is has also been developed (York’s Creative Future, 2020-2025)currently in development</p> <p>...</p>	Updated to provide reference to the Council’s cultural strategy.

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<p>X – Policy D1: Placemaking</p>	<p>Pg 146</p>	<p>...</p> <p>Development proposals that:</p> <ul style="list-style-type: none"> • fail to take account of York’s special qualities; and/or • fail to make a positive design contribution to the city, and/or • cause damage to the character and quality of an area will be refused. <p>Where appropriate, development proposals should adhere to the following detailed design points:</p> <p>i. Urban Structure and Grain</p> <ul style="list-style-type: none"> • enhance, respect and complement the historic arrangement of street blocks, plots and buildings, where possible restoring old patterns of urban grain where these have been damaged or obscured. • enhance and complement the character and appearance of landscape, city parks, landforms, open space, planting and boundary treatment. <p>ii. Density and Massing</p> <ul style="list-style-type: none"> • demonstrate that the resultant proposed massing and density of a development proposal will be appropriate for its proposed use and neighbouring context. • demonstrate that the combined effect of development does not dominate its wider setting, including other buildings and spaces, paying particular attention to those of historic significance. adjacent buildings or parks of architectural or historic significance. <p>...</p> <p>iv. Building Heights and Views</p> <ul style="list-style-type: none"> • respect York’s skyline by ensuring that development does not detract from challenge the visual dominance of the Minster or harm the city centre roofscape. • respect and enhance views of landmark buildings and important vistas. <p>...</p>	<p>For clarity and effectiveness.</p>
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		<p>v.Character and Design Standards</p> <ul style="list-style-type: none"> • ensure proposals are not a pale imitation of past architectural styles. • ensure appropriate building materials are used. • meet the highest standards of accessibility and inclusion. • demonstrate the use of best practice in contemporary urban design and place making. • integrate car parking and servicing within the design of development so as not to dominate the street scene. • create active frontages to public streets, spaces and waterways. • create buildings and spaces that are fit for purpose but are also adaptable to respond to change. • create places that feel true to their intended purpose. • maximise sustainability potential. • <u>ensure design considers residential amenity so that residents living nearby are not unduly affected by noise, disturbance, overlooking or overshadowing.</u> 	

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<p>X – Policy D1: Placemaking Explanation</p>	<p>Pg 148</p>	<p>...</p> <p>8.8 ... Reference should be made to the council’s policies on public streets and spaces particularly ensuring that development proposals support the principles set out in the National Design Guide: Manual for Streets. The Council’s City of York Streetscape Strategy and Guidance (2014) contains useful guidance, particularly relevant to York’s City Centre.</p> <p>...</p> <p>8.9 ... For new landmarks and buildings that stand higher than the surrounding townscape to be considered acceptable they will normally be expected to have a particular high cultural significance or common value¹.</p> <p>...</p> <p>8.10 ... For larger scale developments, where development is at a high level masterplan stage, there should be a clear vision of the type of place it aspires to become in sufficient detail to guide the direction of future plot build out proposals. Use of a design code setting out parameters may be required whilst providing enough flexibility for uncertain future conditions. ...</p> <p>Design Standards</p> <p>As part of its commitment to good place-making, the Council is committed to and expects design excellence. There are many UK guides to best practice. The publication of these guides will be ongoing over the course of the Local Plan period. However, they are often still relevant several years after publication and only superseded where directly stated by future publications. Design proposals should be based on best practice and where this can be demonstrated it will support the desirability of the proposal. Current examples are Lifetime Neighbourhoods (DCLG); Building for Life Principles (Design Council) Building for a Healthy Life (Homes England); Urban Design Compendium (English Partnerships and The Housing Corporation); By Design (DETR & CABE); Conservation Principles Policies and Guidance (English Heritage) and the National Design Guide (MHCLG) to name a few. On culture and the arts, the Town and Country Planning Association's 'Practical Guide 6 'I'd love to live there?' Planning for culture and the arts', aimed at new communities but broadly applicable, may be useful.</p>	<p>For clarity and effectiveness and to reference current documents</p>
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		<p>Delivery</p> <ul style="list-style-type: none"> • Key Delivery Partners: City of York Council; developers and English Heritage Historic England. • Implementation: Planning applications; and adopted/ publishes council guidance such as Conservation Area Appraisals 	

¹ Such as pertaining to cultural, religious or governmental uses rather than everyday uses such as residential.

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy D2: Landscape and Setting</p>	<p>Pg 149</p>	<p>Development proposals will be encouraged and supported where they:</p> <ul style="list-style-type: none"> i. demonstrate understanding through desk and field based evidence of the local and wider landscape character and landscape quality relative to the locality, and the value of its contribution to the setting and context of the city and surrounding villages, including natural and historic features and influences such as topography, vegetation, drainage patterns and historic land use; ii. conserveprotect and enhance landscape quality and character, and the public’s experience of it and make a positive contribution to York’s special qualities; iii. demonstrate a comprehensive understanding of the interrelationship between good landscape design, bio-diversity enhancement and water sensitive design; iv. create or utilise opportunities to enhance the public use and enjoyment of existing and proposed streets and open spaces; v. recognise the significance of landscape features such as mature trees, hedges, and historic boundaries and York’s other important character elements, and retain them in a respectful context where they can be suitably managed and sustained; vi. take full account of issues and recommendations in the most up to date York Landscape Character Appraisal; vii. include sustainable, practical, and high quality soft and hard landscape details and planting proposals that are clearly evidence based and make a positive contribution to the character of streets, spaces and other landscapes; viii. create a comfortable association between the built and natural environment and attain an appropriate relationship of scale between building and adjacent open space, garden or street. In this respect consideration will be also be given to function and other factors such as the size of mature trees; and ix. avoid an adverse impact on intrinsically dark skies and landscapes, townscapes and/or habitats that are sensitive to light pollution, keeping the visual appearance of light fixtures and finishes to a minimum, and avoiding light spill. <p>See also Policy GI1, GI2 and GI3</p>	<p>For clarity</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy D2: Landscape and Setting Explanation</p>	<p>Pg 150</p>	<p>...</p> <p>8.13 Where environmental impact assessments are required, the City of York Council will expect evidence based landscape assessments to follow the latest edition of the Landscape Institute’s Guidelines for Landscape and Visual Impact Assessment. Background studies should also reference the most up to date Landscape Character Appraisal for York and English Heritage’s Historic England’s the Setting of Heritage Assets (2011) as well as conservation area appraisals, village design statements and neighbourhood plans where they exist.</p> <p>...</p>	
<p>X – Policy D3: Cultural Provision</p>	<p>Pg 151</p>	<p>...</p> <ul style="list-style-type: none"> • provide facilities, opportunities, and/or resources for cultural programmes and activities, during and/or after the development period; <p>...</p>	<p>For clarity</p>

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<p>X – Policy D4: Conservation Areas</p>	<p>Pg 152</p>	<p>Development proposals within or affecting the setting of a conservation area will be supported where they:</p> <ul style="list-style-type: none"> i. are designed to preserve or enhance those elements which contribute to the character or appearance of the Conservation Area; are designed to preserve or enhance the special character and appearance of the conservation area and would enhance or better reveal its significance; ii. would enhance or better reveal its significance or would help secure a sustainable future for a building ; and ii.iii. safeguard important views guided by existing evidence, including in the York Central Historic Core Conservation Area Appraisal, and other local views. respect important views; and iii. are accompanied by an appropriate evidence based assessment of the conservation area’s special qualities, proportionate to the size and impact of the development and sufficient to ensure that impacts of the proposals are clearly understood. <p>Outline pPlanning applications for development within or affecting the setting of conservation areas will only be supported if full design details are included, sufficient to show the likely impact of the proposals upon the significance character and appearance of the Conservation Area are included.</p> <p>Changes of use will be supported when it has been demonstrated that the primary uses of the building can no longer be sustained, where the proposed new use would not significantly harm the special qualities and significance of the conservation area.</p> <p>Harm to buildings, plot form, open spaces, trees, views or other elements which make a positive contribution to a Conservation Area will be permitted only where this is outweighed by the public benefits of the proposal. Substantial harm or total loss to the significance of a Conservation Area will be permitted only where it can be demonstrated that the harm or loss is necessary to achieve proposal would bring substantial public benefits that outweigh that harm or loss.</p> <p>Changes of use will be supported when it has been demonstrated that a beneficial current primary use of the building can no longer be sustained, where the</p>	<p>For clarity and effectiveness</p>
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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>proposed new use would not significantly harm the prevailing character of the area. the special qualities and significance of the conservation area.</p> <p>Applications should be are accompanied by an appropriate evidence based assessment of the conservation area’s special qualities, proportionate to the size and impact of the development and sufficient to ensure that impacts of the proposals are clearly understood.</p>	

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<p>X – Policy D4: Conservation Areas Explanation</p>	<p>Pg 153</p>	<p>...</p> <p>8.24 The 'special interest' (special qualities and significance) that justifies A brief description of the reasons for designation of conservation areas s designation is set out in designation statements prepared by the City of York Council. More detailed character appraisals have been prepared for some conservation areas. The Local Authority will prioritise the preparation of conservation area appraisals guided by the following criteria:</p> <ul style="list-style-type: none"> • When major development sites affect conservation areas, the Council will expect development proposals to be preceded by the preparation of conservation area appraisals. Appraisals should be commissioned by the applicant in consultation with the Local Authority and carried out by appropriately qualified individuals or organisations following English Heritage Historic England guidelines. • Land-holders with conservation areas within their estates will be encouraged to commission appraisals to better inform management of the estate and to enable future developments to reinforce its special qualities. • Appraisals should be prepared when neighbourhood plans are being developed which affect conservation areas. <p>8.25 The character of a conservation area is not only formed by buildings and spaces, but also by the land uses - the resultant activities, their characteristic patterns and forms and the ambience they create. It is important that applications ensure the special qualities and significance of the place are not harmed. Conversion schemes should seek to sustain characteristic uses and preserve or enhance architectural and historic character.</p> <p>Whilst it is the quality and interest of an area as a whole which is recognised through designation, it is often the cumulative impacts of small changes over time which erode the special qualities and significance of a place. Where necessary, and with public support, Article 4 Directions will be introduced to help to control potentially damaging alterations.</p> <p>8.26 Whilst it is the quality and interest of an area as a whole which is recognised through designation, it is often the cumulative impacts of small</p>	<p>For clarity and effectiveness</p>
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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p><u>changes over time which erode the special qualities and significance of a place. Where necessary, and with public support, Article 4 Directions will be introduced to help to control potentially damaging alterations.</u> The character of a conservation area is not only formed by buildings and spaces, but also by the land uses – the resultant activities, their characteristic patterns and forms and the ambience they create. It is important that proposed changes of use identify opportunities for enhancement as well as ensuring the special qualities and significance of place are not harmed. Conversion schemes should respect the scale, proportion, material and detail of original character.</p> <p><u>8.26a When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.</u></p> <p>...</p>	

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<p>X – Policy D5: Listed Buildings</p>	<p>Pg 154</p>	<p>Proposals affecting a Listed Building or its setting will be supported where they:</p> <ol style="list-style-type: none"> i. preserve, enhance or better reveal those elements which contribute to the significance of the building or its setting. The more important the building, the greater the weight that will be given to its conservation; and ii. help secure a sustainable future for a building at risk. iii. are accompanied by an appropriate, evidence based heritage statement, assessing the significance of the building. <p>Changes of use will be supported where it has been demonstrated that the original use of the building is no longer viable and where the proposed new use of the building would not harm its significance.</p> <p>Harm to an element which contributes to the significance of a Listed Building or its setting will be permitted only where this is outweighed by the public benefits of the proposal. Substantial harm or total loss of a Listed Building will be permitted only where it can be demonstrated that the substantial harm or loss is necessary to achieve proposal would bring substantial public benefits that outweigh that harm or loss, or all of the following apply:</p> <ul style="list-style-type: none"> • the nature of the heritage asset prevents all reasonable uses of the site; and • no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and • conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and • the harm or loss is outweighed by the benefit of bringing the site back into use.. <p>Applications should be accompanied by an appropriate, evidence based heritage statement, assessing the significance of the building. sufficient to understand the potential impact of the proposal on the significance of the building.</p>	<p>For clarity and effectiveness</p>
<p>X – Policy D5: Listed</p>	<p>Pg 155</p>	<p>Listed buildings are irreplaceable heritage assets which are recognised as being of special architectural or historic interest in the national context. They are identified</p>	<p>For clarity</p>

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<p>Buildings Explanation</p>	<p>on the National Heritage List for England held currently by the Department for Culture, Media and Sport. Buildings on the list enjoy statutory protection through the Planning (Listed Buildings and Conservation Areas) Act 1990. Protection extends to the whole building, inside and outside, its curtilage and certain structures within its domain. The majority of works to listed buildings require listed building consent (in addition to any other consent required through planning legislation), including fittings, attachments and any decorative schemes of special significance.</p> <p>Applications should be supported by a heritage statement, prepared using appropriate expertise where necessary, which includes a statement of significance proportionate to the scale and nature of the proposed works, covering the following:</p> <ul style="list-style-type: none"> • analysis of the significance of the building relevant to the areas of proposed change. This should convey an understanding of the heritage value. It should be noted that the official list description is not a statement of significance (refer to Historic England’s Conservation Principles Policies and Guidance (2008) for further information); • an assessment of the impact of development proposals on the special interest (significance and values) of the building; • an explanation of why the proposed works are desirable or necessary; and • where proposals would appear to cause harm to significant aspects of the building, why less harmful ways of achieving desired outcomes have been discounted or are undeliverable. The greater the harm the stronger the justification should be. <p>Minor repairs to listed buildings do not require consent if they are carried out to a high standard of workmanship using materials and techniques that match the original. Repairs that would depart from this approach will usually require consent. Guidance from the Local Planning Authority should always be sought on the need for consent.</p> <p><u>Where a development will comprise works to a designated heritage asset then building recording will be required. Building recording may comprise detailed</u></p>	
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		<p><u>archaeological survey or a photographic record, depending upon the significance of the heritage asset and the nature of the works proposed. The survey must be undertaken by a suitably experienced professional in accordance with a Written Scheme of Investigation approved by the Local Planning Authority and to the relevant Historic England and Chartered Institute for Archaeologists Standard and Guidance. The results of the building recording will be deposited with the City of York Historic Environment Record. Significant findings will also be formally published in order to make the information publicly accessible and to advance understanding</u></p> <p><u>When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.</u></p> <p>Delivery</p> <ul style="list-style-type: none"> • Key Delivery Partners: City of York Council, building owners and tenants and preservation trusts, <u>Historic England</u> <p>...</p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy D6: Archaeology</p>	<p>Pg 156</p>	<p>Development proposals that affect archaeological features and deposits will be supported where:</p> <ul style="list-style-type: none"> i. they are accompanied by an evidence based heritage statement that describes the significance of the archaeological deposits affected and that includes a desk based assessment and, where necessary, reports on intrusive and non-intrusive surveys of the application site and its setting; including characterisation of waterlogged organic deposits, if present; ii. they will not result in harm to an element which contributes to the significance or setting of a Scheduled Monument or other nationally important remains, unless that harm is outweighed by the public benefits of the proposal. Substantial harm or total loss of a Scheduled Monument or other national important remains will be permitted only where it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. the significances of the site or its setting; iii. they are designed to enhance or better reveal the significances of an archaeological site or will help secure a sustainable future for an archaeological site at risk; and iv. the impact of the proposal is acceptable in principle and harm to archaeological deposits is unavoidable, detailed mitigation measures have been agreed with City of York Council that include, where appropriate, provision for deposit monitoring, investigation, recording, analysis, publication, archive deposition and community involvement. 	<p>For clarity and effectiveness</p>

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<p>X – Policy D6: Archaeology Explanation</p>	<p>Pg 157</p>	<p>8.31 ... The vast majority of these archaeological deposits are of equivalent significance to scheduled ancient monuments. Within the historic core, substantial harm is defined as greater than 5% disturbance to the most significant buried archaeological deposits through foundation design and infrastructure development as described in the York Development and Archaeology Study (1990). Within the historic core, substantial harm to nationally-important remains will be permitted only where it meets this target and up to 95% of the most important deposits remain preserved in-situ or where it can be demonstrated that the proposal would bring substantial public benefits considered to outweigh the archaeological harm caused. ...</p> <p>8.31a Harm to archaeological features and deposits of less than national importance will be considered against the benefits of the proposal and the significance of the archaeology.</p> <p>8.31b Should a proposal include an area which has already been subject to piling and/or has been partially excavated every option to preserve the remaining archaeological resources in-situ should be explored. This should include the consideration of re-use of existing foundations where possible, including piles.</p> <p>8.32 ... Where mitigation measures include physical excavation of deposits, provision must include adequate resources for excavation, analysis, publication, and archive deposition with the Yorkshire Museum. ...</p> <p>...</p> <p>8.34a When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled</p>	<p>For clarity and effectiveness</p>
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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<u>monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.</u>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy D7: Non-Designated Heritage Assets</p>	<p>Pg 159</p>	<p>Policy D7: The Significance of Non-Designated Heritage Assets</p> <p>Development proposals affecting a non-designated heritage asset or its setting will be encouraged and supported where they conserve those elements which contribute to its significance.</p> <p>The significance of non-designated heritage assets and their settings should be assessed in development proposals against the following criteria, namely the:</p> <ul style="list-style-type: none"> • special architectural or vernacular interest; and/or • townscape and landscape significance; and/or • historic interest; and/or • artistic significance; and/or • archaeological significance; and/or • age and rarity; and/or • community significance. <p>Development which would remove, harm or undermine the significance of such assets, or their contribution to the character of a place, will only be permitted where the benefits of the development outweigh the harm having regard to the scale of the harm and significance of the heritage asset.</p> <p>Prior to the demolition, alteration, extension or restoration of heritage assets (both designated and non-designated) (both designated and non-designated) appropriate building recording relevant to the asset’s significance and the scope of works will be undertaken.</p>	<p>For clarity and effectiveness</p>

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<p>X – Policy D7: Non-Designated Heritage Assets Explanation</p>	<p>Pg 159</p>	<p>8.35 The National Planning Policy Framework (2012) encourages Local Authorities to consider the significance of non-designated all heritage assets. The concept of describing and appraising the significance of listed buildings, conservation areas and other ‘designated assets’ is longstanding in legislation and guidance, and is to be protected through the application of other policies in this section. There are a number of processes through which non-designated heritage assets may be identified, including the local and neighbourhood plan-making processes, conservation area appraisals and reviews and as part of the decision-making process on planning applications. This policy however provides clear local criteria to identify non-designated heritage assets and help guide development decisions, enabling applicants and decision makers to better understand what is meant by ‘significance’ in relation to local non-designated heritage assets and their settings. Any development proposals that relate to non-designated heritage assets and their settings must be accompanied by an assessment of their significance in line with the criteria in Policy D7.</p> <p>8.36 Where a development will comprise works to a designated or non-designated heritage asset then building recording will may be required. Building recording may comprise detailed archaeological survey or a photographic record, depending upon the significance of the heritage asset and the nature of the works proposed. The survey must be undertaken by a suitably experienced professional in accordance with a Written Scheme of Investigation approved by the Local Planning Authority and to the relevant Historic England and Chartered Institute for Archaeologists Standard and Guidance. The results of the building recording will be deposited with the City of York Historic Environment Record. Significant findings will also be formally published in order to make the information publicly accessible and to advance understanding.</p> <p>8.37 City of York Council worked has been working alongside with a local community group (York Open Planning Forum) to establish a set of criteria to appraise and help establish a Local Heritage List for York, which form the basis for the stated policy criteria. Local Heritage Assets contribute to York’s special character, significance and sense of place, as defined in the Council’s Heritage Topic Paper Update (2014).</p> <p>...</p>	<p>For clarity and effectiveness</p>
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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy D8: Historic Parks and Gardens	Pg 160	<p>...</p> <p>Harm to an element which contributed contributes to the significant significance of a Registered Historic Park and Garden will be permitted only where this is outweighed by the public benefits of the proposal. Substantial harm or total loss to the significance of a Registered Historic Park and Garden will be permitted only where it can be demonstrated that the harm or loss is necessary to achieve proposal would bring substantial public benefits that outweigh that harm or loss.</p>	For clarity and effectiveness

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<p>X – Policy D8: Historic Parks and Gardens Explanation</p>	<p>Pg 161</p>	<p>8.39 The City of York contains four six sites on Historic England’s register of historic parks and gardens. These are Museum Gardens (Grade II), Rowntree Park (Grade II), York Cemetery (Grade II*), The Retreat (Grade II), University of York Campus West designed landscape (Grade II), and the grounds of Moreby Hall are also included in the register, a small portion of which lies within the City of York, but the vast majority of it lies within Selby District.</p> <p>8.40 Historic England must be consulted on development proposals that affect a Grade I or II* listed park or garden. The Gardens Trust Garden History Society should be given the opportunity to advise advice on development proposals that affect a registered park or garden of any grade.</p> <p>...</p> <p><u>8.41a When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.</u></p> <p>8.42 A number of other parks and gardens, both in private and public ownership, are undesignated but are considered to be locally important by way of their particular historic or design interest, and the contribution they make to the landscape quality and character of the area; such sites will be afforded protection under Policy D7.they are thus considered to be worthy of the same considerations.</p>	<p>For clarity and effectiveness</p>
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<p>X – Policy D9: City of York Historic Environment Record Explanation</p>	<p>Pg 162</p>	<p>8.43 The City of York HER is a database of designated and undesignated heritage assets in the City of York. It includes over 6,000 records of archaeological monuments features and deposits, historic buildings, parks and gardens, and finds in York. The HER contains over 1,400 reports ('grey literature') on archaeological interventions and building recording; it includes historic maps, an extensive library of aerial photographs, photographs of buildings, national and local publications, including dissertations, conservation management plans, historic buildings assessments and other sources. It also includes historic landscape characterisation data and an emerging, detailed historic character assessment of the area within the outer ring road. Elements of the HER are accessible through City of York Council HER page and the Heritage Gateway, website and online mapping of City of York Council.</p> <p>8.44 City of York Council is committed to encouraging developers and their agents to become active partners in better revealing the significances of York's historic environment. The HER is an essential element of this process and a first point of contact for anyone wishing to research the heritage of York such as, developers, academics, members of the public and educational establishments.</p> <p>8.45 The Local Planning Authority will expect development proposals that impact on archaeological deposits and other heritage assets to create opportunities for enhancing public and academic appreciation and understanding of York's historic environment by contributing to the development and enhancement of the HER.</p> <p>8.46 In order to ensure the sustainability (including the long-term curation, maintenance and enhancement) of the HER, City of York Council will levy charges on those using and depositing reports and other material with the HER.</p> <p>Delivery</p> <ul style="list-style-type: none"> • Key Delivery Partners: City of York Council; developers, Historic EnglandEnglish Heritage; community groups, academic researchers; students; and the general public. • Implementation: Planning applications; and heritage statements 	<p>For clarity and effectiveness</p>
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City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy D10: York City Walls and St Marys Abbey Walls (York Walls)</p>	<p>Pg 163</p>	<p>Projects that set out to conserve and enhance the values and significances of York Walls will be supported.</p> <p>Development proposals within the areas of York Walls designated as Scheduled Ancient Monuments will be supported where they are for the specific purpose of enhancing physical and intellectual access to York Walls.</p> <p><u>Harm to the significance of York Walls will be permitted only where this is demonstrably outweighed by the public benefits of the proposal.</u></p> <p>Development proposals adjacent to or likely to affect the setting of the City Walls designated as Scheduled Monuments will only be permitted where:</p> <ul style="list-style-type: none"> i. they are accompanied by a Heritage Statement that clearly assesses the impact which the proposals are likely to have upon the elements which contribute to their significance and the principle characteristics which contribute to their significance and the six principle characteristics of the City as identified in the Heritage Topic Paper; ii. they are designed to be no higher than the city walls externally and not reduce their dominance; iii. they do not cause harm to those elements which contribute to the significance or the setting of York Walls; and iv. they are of the highest design quality which, where possible, enhances or better reveals the significance of York Walls; and, v <u>any harm to the significance of the setting is demonstrably outweighed by the public benefits of the proposal.</u> 	<p>For clarity and effectiveness</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy D10: York City Walls and St Marys Abbey Walls (York Walls) Explanation</p>	<p>Pg 163</p>	<p>...</p> <p>8.49a York Walls are heritage assets of the highest significance and great weight will be given to their conservation. Any substantial harm or loss will require clear and convincing justification to demonstrate wholly exceptional circumstances.</p>	<p>For clarity and effectiveness</p>
<p>X – Policy D13: Advertisements</p>	<p>Pg 166</p>	<p>...</p> <p>In addition, within conservation areas and on buildings identified as heritage assets, illumination will only be supported where the fittings, wiring and level of illumination are is designed to preserve or enhance the historic character and appearance of the building, area and the premises trade as part of the evening economy</p> <p>...</p>	<p>For clarity and effectiveness</p>
<p>X – Policy D14: Security Shutters Explanation</p>	<p>Pg 167q</p>	<p>...</p> <p>In conservation areas or on buildings identified as heritage assets, security should be provided by laminated glass, secondary glazing or internal security film. Where internal see-through shutters are approved, shutter boxes should be positioned so as not to be visible form from the outside, and the design of the shutter must sit comfortably with the design of the shopfront.</p> <p>...</p>	<p>For clarity and effectiveness</p>

Section 9: Green Infrastructure

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
X – Policy GI1: Green Infrastructure	Pg 165	<p>...</p> <p>i. the delivery of the aspirations of partner strategy documents and action plans, including the Leeds City Region Green Infrastructure Strategy (20108⁰⁹) any other current regional strategies, any other plans formally approved in the future by the Council as part of the Green Infrastructure Strategy;</p> <p>...</p> <p>Where appropriate, development proposals will be expected to demonstrate that they are consistent with the above objectives and meet other specific policies below on green infrastructure considerations have been taken into account, in line with the criteria above.</p> <p>...</p>	To update with latest evidence and provide clarity.
X – Policy GI1: Green Infrastructure		<p>9.3 ...Better green infrastructure and cross-connections through York's neighbourhoods should also be encouraged. The Council will deliver a Green Infrastructure strategy in line with Policy GI1 and adopt this as a Supplementary Planning Document (SPD).</p>	For clarity as the Council is considering the most appropriate approach to bringing forward and SPD in light of the Environment Act implications

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<p>X – Policy GI2: Biodiversity and Access to Nature</p>	<p>Pg 166</p>	<p>In order to conserve and enhance York’s biodiversity, any development should where appropriate:</p> <ul style="list-style-type: none"> i. <u>assess potential effects on International Sites in accordance with the statutory protection which is afforded to the site. Proposals will be determined in accordance with statute</u> ii. <u>demonstrate that proposals will not have an adverse effect on a National Site (alone or in combination). Where adverse impacts occur, development will not normally be permitted, except where the benefits of development in that location clearly outweigh both the impact on the site and any broader impacts on the wider network of National Sites.</u> iii. <u>demonstrate that where loss or harm to a National site cannot be prevented or adequately mitigated, as a last resort, provide compensation for the loss/harm. Development will be refused if loss or significant harm cannot be prevented, adequately mitigated against or compensated for.</u> iv. <u>avoid loss or significant harm to Sites of Importance for Nature Conservation (SINCs) and Local Nature Reserves (LNRs), whether directly or indirectly. Where it can be demonstrated that there is a need for the development in that location and the benefit outweighs the loss or harm the impacts must be adequately mitigated against, or compensated for as a last resort;</u> v. <u>Retain irreplaceable habitats, including ancient woodland and veteran trees. Development resulting in the loss, deterioration and/or fragmentation of irreplaceable habitats will not be supported unless there are wholly exceptional reasons and a suitable compensation plan exists.</u> ii.vi. ensure the retention, enhancement and appropriate management of features of geological, or biological interest, and further the aims of the current Biodiversity Audit and Local Biodiversity Action Plan; iii.vii take account of the potential need for buffer zones around wildlife and biodiversity sites, to ensure the integrity of the site’s interest is retained; iv.viii. <u>result in net gain to, and help to improve, biodiversity; achieve net gain in biodiversity in accordance with regulations and national policy, contributing to the recovery of priority species and habitats and new habitat creation;</u> <p>...</p>	<p>For clarity, with reference to the hierarchy of protected sites</p>
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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy GI2: Biodiversity and Access to Nature Explanation</p>	<p>Pg 167</p>	<p>9.5 Although the protection of individual sites is essential, such sites do not occur in isolation as discrete, self contained habitats, but influence and are influenced by their surroundings. The surrounding area can therefore be as important to the interest of the site as the feature itself, and changes to it could affect the integrity of that interest. In order to fully protect the site or interest, there may be a requirement to establish a suitable buffer area around it. The extent of that buffer could vary depending on the site, the type and value of the habitat present and the proposed change. <u>In addition, whilst recognising the benefits to people provided from access to nature, where appropriate developments will be required to fully assess and mitigate for the impact of recreational disturbance on SSSIs, SACs and SPAs.</u></p>	<p>To clarify the approach to internationally and nationally significant nature conservation sites.</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy GI2: Biodiversity and Access to Nature Explanation</p>	<p>Pg 167</p>	<p>9.6 Biodiversity mitigation and enhancement should be provided on site. Only in very exceptional circumstances, where the proposed development clearly outweighs the nature conservation value of the site and the impact on biodiversity is unavoidable, appropriate mitigation or compensation will be required. This should be achieved through planning conditions and obligations. Biodiversity offsets are measurable conservation outcomes resulting from actions designed to compensate for residual adverse impacts arising from a development after mitigation measures have been taken. The goal of biodiversity offsets is to achieve no net loss and preferably a net gain of biodiversity.</p> <p>The Environment Act sets out a mandatory requirement for development to deliver at least a 10% biodiversity net gain. The provisions of the Act are subject to secondary legislation and development will need to comply with the regulations once it comes into force (expected November 2023).</p> <p>Net gains in biodiversity can be delivered by almost all development, by following the principles of the mitigation hierarchy and understanding the ecological constraints and opportunities from the early stages of design. Net gain should deliver genuine additional improvements for biodiversity by creating or enhancing habitats in association with development. Improvements should go beyond any required mitigation and/or compensation measures following the application of the mitigation hierarchy</p>	<p>For clarity and effectiveness, and acknowledge the introduction of regulations associated with the Environment Act.</p>

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<p>X – Policy GI2a: Strensall Common Special Area of Conservation (SAC)</p>	<p>Pg 169</p>	<p>GI2a: Strensall Common Special Area of Conservation (SAC)</p> <p><u>Development not directly connected with or necessary to the management of the SAC will only be permitted where it will not adversely affect the integrity of the Strensall Common SAC, either alone or in combination with other plans or projects. Proposals will be determined in accordance with the following principles:</u></p> <p><u>a) There is an ‘exclusion zone’ set at 400m linear distance from the SAC boundary. Permission will not be granted for development that results in a net increase in residential units within this zone. Proposals for non-residential development within this zone must undertake Habitats Regulation Assessment to demonstrate that they will not harm the integrity of the SAC.</u></p> <p><u>b) There is a ‘zone of influence’ between 400m and 5.5km linear distance from the SAC boundary.</u></p> <p><u>i. Where new residential development is proposed within the zone of influence on allocated housing sites SS9/ST7, SS10/ST8, SS11/ST9 and SS12/ST14, provision of open space must include or secure access to areas of suitable natural greenspace secured by way of mitigation prior to any occupation of new dwellings and secured in perpetuity.</u></p> <p><u>ii. Proposals for other housing development which are not within plan allocations will not be permitted unless it can be demonstrated that they will have no adverse effects on the integrity of the SAC, either alone or in combination with other plans or projects. Any necessary mitigation measures may be sought through planning contributions and must be secured prior to the occupation of any new dwellings and secured in perpetuity. Open space provision must also satisfy policy GI6.</u></p> <p>Justification</p> <p><u>9.8a Strensall Common is designated as a Special Area for Conservation (SAC) and Site of Special Scientific Interest (SSSI). It also has biodiversity value above its listed features in the SSSI/SAC designations that will need to be fully considered.</u></p>	<p>To ensure adverse effects as a result of development are avoided and mitigated in accordance with the findings of the HRA (2020).</p> <p>The Council is working to identify the correct figures to be included within the explanation at 9.8f</p>
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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>9.8b At over 570ha, it supports one of the largest areas of lowland heath in northern England. Extensive areas of both wet and dry heath occur and form a complex habitat mosaic with grassland, woodlands/scrub and ponds. Grazing, by sheep and cattle is the key management tool with stock typically present during summer and autumn. The heathland supports a diverse flora and fauna including such characteristic (and vulnerable) species such as nightjar, woodlark, marsh gentian, pillwort, pond mud snail and dark bordered beauty moth, with Strensall Common representing the only site for this species in England.</p> <p>9.8c Strensall Common is managed by the Yorkshire Wildlife Trust and Ministry of Defence (MOD) who operate an extensive training facility and firing range within and adjacent to the European site.</p> <p>9.8d The heath is subject to considerable recreational pressure from visitors, especially those with dogs. Although an established network of paths and periodic closures of part of the heath by the MOD (to facilitate training activities) can influence visitor behaviour. However, both the dry and wet heath habitats are particularly vulnerable to trampling, erosion and vandalism such as fire, fly-tipping, pollution and other activities associated with visitor pressure. Although the common is already under intense recreational pressure, there are birds of conservation concern amongst other species and habitats which could be harmed by the intensification of disturbance.</p> <p>9.8e In 2021 2014, all of Strensall Common SSSI was considered by Natural England to be in favourable or unfavourable-recovering condition. However, the corresponding Site Improvement Plan identifies a number of threats including, inter alia, public pressure and air pollution. Natural England's Supplementary Advice (2019) highlights the threat posed to the maintenance of the grazing regime by the worrying and subsequent disturbance of livestock by dogs brought by visitors.</p> <p>In addition, the heathland habitat is vulnerable to changes in the hydrological regime and air quality, which will need to be considered and assessed in detail for any proposed development.</p>	

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		<p>9.8f The is 'exclusion zone' set at 400m linear distance from the SAC boundary because the Habitat Regulation Assessment informing this Plan could not rule out adverse effects associated with residential development in this proximity. The Queen Elizabeth Barracks on site, within this zone, accommodates XXX bedrooms as part of XX single living accommodation and XX bedspaces as part of communal accommodation within this exclusion. The occupancy rates have fallen over time since [date] to XX % at [date]; the Defence Infrastructure Organisation plans to vacate the site.</p> <p>9.8g The Habitat Regulation Assessment (2020) has established that adverse effects on the integrity of the common cannot be ruled out without mitigation. The HRA suggests that residential development allocations (in Policy H1) within 5.5km of the common are likely to lead to an increase in recreational pressure which will require mitigation in the form of suitable natural greenspace and such other measures as may be considered necessary to prevent an adverse effect on the integrity of the SAC. Relevant policies/sites include strategic sites SS9(ST7), SS10 (ST8), SS11(ST9), SS12(ST14), SS15(ST17) and Policy H1 (allocation H46). The delivery of appropriate recreational open space on these sites will also need to be considered in line with policy GI6. The HRA also anticipates that unallocated windfall development may come forward, although it is not possible at this stage to predict precisely where it will be proposed. To ensure that it does not cause any adverse effect on the integrity of the SAC, the HRA recommends the following policy controls: (1) no net additional dwellings will be permitted within 400m of the SAC, as it is not considered possible to prevent adverse effects from development in such close proximity to the SA; (2) where windfall development is proposed between 400m and 5.5km from the SAC, permission will not be granted unless it can be demonstrated that the proposals will not have an adverse effect on the integrity of the SAC, both in respect of the proposals themselves and in combination with other development; (3) any necessary measures which avoid or reduce such effects must be provided before first occupation and established in perpetuity. The Council will have to consider whether planning obligations will be required, including financial contributions to secure such measures. Proposals must</p>	

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		<p>also comply with Policy GI6 which requires that all residential proposals contribute to the provision of open space, in particular helping to address deficiencies in the area surrounding a proposed development.</p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy GI3 Green Infrastructure Network</p>		<p>9.9 Corridors are a fundamental element of green infrastructure as they form linkages between assets making green infrastructure a network as opposed to a collection of segregated sites. This has the potential to improve the porosity of the urban area to wildlife and provide an attractive access network and environment.</p> <p><u>York’s green infrastructure network is shown on figure 3.2, which is informed by the Green Corridors Technical Paper (2011) and Base Study: Open Space and Green Infrastructure (2014) and Update (2017) prepared as part of the Local Plan’s evidence base.</u></p>	<p>For clarity</p>
<p>X – Policy GI4: Trees and Hedgerows</p>	<p>Pg 172</p>	<p>Development will be <u>supported</u> <u>permitted</u> where it: ...</p>	<p>For clarity and effectiveness</p>

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<p>X – Policy GI6: New Open Space Provision</p>	<p>Pg 174</p>	<p>All residential development proposals should contribute to the provision of open space for recreation and amenity in accordance with current local standards and using the Council's up to date open space assessment. The successful integration of open space into a proposed development should be considered early in the design process. The precise type of on-site provision required will depend on the size and location of the proposal and the existing open space provision in the area. Where there are deficiencies in certain types of open space provision in the area surrounding a proposed development, the Council will seek variations in the component elements to be provided by the developer in order to help to overcome them. Requirements will be calculated using the Council's up to date open space assessment and will be in line with the Council's Green Infrastructure Strategy.</p> <p>The Council will encourage on-site provision where possible but off-site provision will be considered acceptable in the following circumstances:</p> <ol style="list-style-type: none"> i. if the proposed development site would be is of insufficient size in itself to make the appropriate provision (in accordance with the Council's standards) feasible within the site; or ii. in exceptional circumstances, if taking into account a site's characteristics including but not limited to the accessibility/capacity of existing open space sites/facilities and the circumstances of the surrounding area the open space needs in the context of a up to date Playing Pitch and Built Sports Facility Strategy, it can be is demonstrated that of the proposed residential development provision can be met more appropriately by providing either new or enhanced provision off-site; iii. On strategic sites, it may be appropriate for where through strategic green infrastructure masterplanning agreements that provide for green infrastructure approaches which to make accessible provision beyond the allocated site boundaries. Open space standards as set out in the most up to date open space evidence base document should still be used as a guide to overall provision. <p>New open space is identified on the proposals policies map at:</p> <ul style="list-style-type: none"> • OS1: Land North of Manor Church of England Academy • OS2: Land to North of Poppleton Juniors, Millfield Lane, Poppleton 	<p>For clarity and effectiveness</p>
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		<ul style="list-style-type: none"> • OS5: Germany Beck • OS6: Land abutting the River Foss at Heworth Croft <p>Indicative new significant areas of open space have been identified in connection with the following strategic sites, as shown on the proposals policies map:</p> <ul style="list-style-type: none"> • OS7: Land at Minster Way at ST7 • OS8: New Parkland to the East of ST8 • OS9: New Recreation and Sports Provision to the south of ST9 • OS10: New Area for Nature Conservation on land to the South of A64 in association with ST15 • OS11: Land to the East of ST31 • OS12: Land to the East of ST35 <p>This new open space will be complemented by further on-site provision of local green and open space (as required in this and other relevant sections of the plan), and both should be planned cohesively in order, where appropriate, to:</p> <ul style="list-style-type: none"> • manage impacts on the city’s historic character and setting; • mitigate and compensate for ecological impacts, and provide for ecological enhancement; • meet open space requirements arising from new development; • accommodate drainage infrastructure, flood storage and attenuation; • retain and enhance landscape and heritage features; and • frame pedestrian and cycle linkage. <p>The precise delineation and extent of the new open space will be set through detailed masterplanning and the planning process. The areas indicated on the proposals policies map are a guide to general extent based on current understanding of site and other conditions.</p>	

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X – Policy GI7: Burial and Memorial Grounds Explanation	Pg 176	<p>Explanation</p> <p>Some cemeteries and burial grounds are near to capacity in a number of locations within the Authority area. During the lifetime of the Plan there may be a shortage of burial spaces and we should be aware that as the local population ages the demand for further provision for burial grounds will increase. It is important that burial grounds are accessible and do not adversely affect the amenity of local residents.</p>	To correct a typo
Section 10: Managing Development in the Green Belt			
X – Policy GB1: Development in the Green	Pg 175	<p>...</p> <p>AND it is for one of the following purposes:</p> <ul style="list-style-type: none"> • agriculture and forestry; or • appropriate facilities for outdoor sport and outdoor recreation (including allotments); or • cemeteries and burial grounds; or • limited infilling in existing settlements; or • limited extension, alteration or replacement of existing buildings; or • limited affordable housing for proven local needs; or • development of existing developed sites where this would lead to an overall improvement in the character and appearance of the Green Belt without compromising openness; or • minerals extraction, provided high environmental standards are attainable; or • essential engineering operations including waste disposal; or • local transport infrastructure including highways work and Park & Ride facilities; or • the reuse of buildings; or • development brought forward under a Community Right to Build Order; or • a material change in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); or 	To provide clarity.

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		<ul style="list-style-type: none"> renewable energy schemes, where it can be proved that the location is necessary for technical reasons and wider environmental benefits can be demonstrated. <p>Buildings for the purposes of agriculture and forestry; limited infilling in existing settlements; and limited affordable housing for proven local needs are not inappropriate in the Green Belt. and are also not subject to the requirements of preserving openness or not conflicting with Green Belt purposes.</p> <p>...</p>	
<p>X – Policy GB2: Development in Settlements within the Green Belt</p>	<p>Pg 178</p>	<p>...</p> <p>iii. the proposed development would constitute limited infilling and would not prejudice the openness or the purposes of the Green Belt.</p>	<p>To provide clarity.</p>
<p>X – Policy GB3: Reuse of Buildings</p>	<p>Pg 179</p>	<p>...</p> <p>vi. there is already a clearly defined curtilage; and</p> <p>vii. where the proposal involves changing the use to residential, permission will only be granted where criteria i. to vi. are satisfied; and the building(s) are within 800m of a defined settlement limit.</p> <p>See also Policy GB1, GB2, D1 and D2 and T1.</p>	<p>Point removed to provide clarity.</p>
<p>X – Policy GB3: Reuse of Buildings Explanation</p>	<p>Pg 180</p>	<p>40.21 The distance of 800m from defined settlement limits has been selected as a reasonable walking distance to encourage a community to be sustainable.</p>	<p>Point removed to provide clarity.</p>
<p>X – Policy GB4: 'Exception'</p>	<p>Pg 180</p>	<p>Policy GB4: 'Exception' Sites for Affordable Housing in the Green Belt</p>	<p>To provide clarity.</p>

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Sites for Affordable Housing in the Green Belt		<p>Exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Supporting evidence for this need will be required with any future planning application.</p> <p>The development of affordable housing on exception sites in the Green Belt is not inappropriate development and will be considered where:</p> <ol style="list-style-type: none"> i. the development contributes to meeting identified local affordable housing need as illustrated by an up to date housing needs assessment; ii. the affordable housing is retained at an affordable price for future eligible households in perpetuity; iii. the development is within 800m of an existing defined settlement limit or is well related to the existing residential development and amenities located in or adjacent to a clearly identified village or settlement; and iv. the development reflects the size of the settlement in terms of scale, form and character. <p>A proportion of market housing may be acceptable if it can be demonstrated that the site would be unviable as an exception site, without cross subsidy. However:</p> <ul style="list-style-type: none"> • the majority of development must be for affordable housing with the minimum number of market homes required to make the scheme viable; • it must be demonstrated that there is insufficient public subsidy available; and • it must be demonstrated through a financial appraisal that the scale of market housing component is essential for the delivery of the scheme and is based on reasonable land values. <p>See also Policy SS1, GB1, GB2, H5, H6, H10, D1 and D2 and T1.</p>	
X – Policy GB4: 'Exception'	Pg 181	10.25 It is the Council's intention that policy GB4 should apply to the delivery of affordable sites for gypsy and travellers not meeting the planning definition, accommodating households who are either current residents or	To provide clarity.

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Sites for Affordable Housing in the Green Belt Explanation		have an existing family or employment connection. Unlike a rural exception site, exception sites for affordable housing in the Green Belt can be mixed use, accommodating yards for Showpeople where appropriate.	
Section 11: Climate Change			
X – Section 11 Explanation	Pg 182	Explanation 11.1 ... The policies contained with this section are central to fulfilling the aspirations of One Planet Council in relation to environmental sustainability the York Climate Change Strategy.	To acknowledge the Council’s climate change strategy
X – Policy CC1: Renewable and Low Carbon Energy Generation and Storage	Pg 182	<p>Policy CC1: Renewable and Low Carbon Energy Generation and Storage</p> <p>New buildings must achieve a reasonable reduction in carbon emissions of at least 28% unless it can be demonstrated that this is not viable. This should be achieved through the provision of renewable and low carbon technologies in the locality of the development or through energy efficiency measures. Proposals for how this will be achieved and any viability issues should be set out in an energy statement.</p> <p>Renewable and low carbon energy generation developments will be encouraged and supported in York. We The Council will work with developers to ensure that suitable sites are identified and projects developed, working with local communities to ensure developments have their support. Developments on brownfield land will be encouraged.</p> <p>All applications will also need to consider the impact the scheme may have on: Proposals for renewable and low carbon energy development, including ancillary development, will be permitted where impacts (direct, indirect, individual and cumulative) on the following considerations are demonstrated to be acceptable:</p>	For clarity and effectiveness

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		<p>i. York’s historic character and setting, including the sensitivity of the scheme to the surrounding landscape and proximity to air fields and other sensitive land use, including conservation areas;</p> <p>ii. local communities and residential amenity resulting from development, construction and operation such as air quality, atmospheric emissions, noise, odour, water pollution and the disposal of waste;</p> <p>iii. the location in terms of the scale of the proposal and new grid connection lines;</p> <p>iv. national and internationally designated heritage sites or landscape areas, including the impact of proposals close to their boundaries;</p> <p>v. nature conservation sites and features, biodiversity and geodiversity, including protected local sites and other sites of nature conservation importance, and potential effects on setting, habitats, species and the water supply and hydrology of such sites;</p> <p>vi. the road network, <u>capacity and highway safety</u>, taking into account the <u>accessibility of the site by road and public transport and also the proximity to the renewable fuel source</u>; and</p> <p>vii. agriculture and other land-based industries.</p> <p><u>Applications will also be determined in accordance with any further considerations that apply to specific technologies for renewable energy or low carbon technologies that are set out in national planning policy or practice guidance.</u></p> <p><u>Any application for renewable energy would also need to consider the areas of potential and other technical requirements identified in the Council’s most up to date Renewable Energy Study</u></p> <p><u>Strategic sites will be required to produce energy masterplans to ensure that the most appropriate low carbon, renewable and energy efficient technologies are deployed at each site, taking into account local factors and the specifics of the masterplans.</u></p> <p>Proposals for renewable and low carbon energy storage developments will be supported and encouraged, <u>subject to demonstrating that impacts on the above</u></p>	

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		<p>considerations are acceptable where relevant. Developments should in particular be sited a suitable distance from major residential areas and have suitable fire suppression procedures.</p>	
<p>X – Policy CC1: Renewable and Low Carbon Energy Generation and Storage Explanation</p>	<p>Pg 183</p>	<p>Explanation 11.4 ... generate renewable energy from a variety of available sources including wind, solar and hydro. The study also assessed...</p>	<p>To avoid misinterpretation</p>
<p>X – Policy CC1: Renewable and Low Carbon Energy Generation and Storage Explanation</p>	<p>Pg 185</p>	<p>Explanation 11.7 ... ensure that suitable energy storage opportunities are identified and brought forward. A Supplementary Planning Document will be produced in due course, including on safety requirements for storage sites.</p>	<p>For clarity. An SPD on sustainable design is being developed but may not include these matters.</p>
<p>X – Policy CC1: Renewable and Low Carbon Energy Generation and Storage Explanation</p>	<p>Pg 187</p>	<p>Explanation Delete paras 11.8 – 11.11 inclusive Carbon Reduction Targets Alongside the planning obligation outlined in the Planning and Compulsory Purchase Act (2004) and NPPF as outlined in above, the UK government is committed to achieving carbon reduction targets outlined in the UK Climate Change Act (2008) and the ratified Paris Agreement. At a local level, the Council have</p>	<p>To remove superfluous text, which does now aid the policy's operation and interpretation.</p>

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		<p>outlined their commitment to achieving carbon reduction targets of 40% by 2020 and 80% by 2050, within the Climate Change Framework for York (2010). This is in line with the binding national targets set in the Climate Change Act (2008). The Council outline in the City Vision 2030 (2016) that York aspires to be the ‘greenest city in the north’, where ‘sustainability underpins everything that we do’. Setting a target for carbon reduction that goes beyond the target emission rate of Part L of the Building Regulations will enable York to deliver on this ambition.</p> <p>Part 1 of the Planning and Energy Act (2008) gives powers to Local Planning Authorities to set policy to reduce carbon emissions in new developments. Point “a” gives powers to require that a proportion of energy used in a development is from renewable or low carbon sources. This was not amended in the Deregulation Act and therefore these powers remain.</p> <p>Whilst the Deregulation Act removed point ‘C’ which relates to powers to set targets to exceed the energy efficiency requirements of Building Regulations, it is possible that compliance with a carbon reduction target will be more cost effective with the deployment of enhanced energy efficiency measures rather than renewable and low carbon sources. The Council will therefore permit developments to comply with the target of at least a 28% reduction in carbon emissions through either enhanced energy efficiency measures, use of renewable and low carbon sources, or a mix of both, where appropriate.</p> <p>The target of 28% is aligned to the committee on climate change’s analysis of the fourth carbon budget of the Climate Change Act (2008), which determines the most cost effective path for reducing emissions from buildings. This target applies to all developments.</p>	
<p>X – Policy CC2: Sustainable Design and Constructio</p>	<p>Pg 190</p>	<p>Policy CC2: Sustainable Design and Construction of New Development</p> <p>Developments which demonstrate should achieve high standards of sustainable design and construction will be encouraged by demonstrating Development proposals will be required to demonstrate</p>	<p>For clarity and effectiveness, and to align with current building regulation context.</p>

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n of New Development		<ul style="list-style-type: none"> • energy and carbon dioxide savings in accordance with the energy hierarchy; • and water efficiency; and • Development proposals will be expected to consider consideration of good practice adaptation principles for climate resilience in their design, construction and operation. <p>Planning applications for development covered by this policy are required to include a Sustainability and Energy Statement to demonstrate how the requirements will be met and how development appropriately follows the energy hierarchy.</p> <p>A. Sustainable Design and Construction of New Development Residential Development</p> <p>Proposals will be supported where they meet the following:</p> <p>All new residential buildings development of 1 or more should achieve:</p> <ul style="list-style-type: none"> i. at least a 19% reduction in Dwelling Emission Rate compared to the Target Emission Rate (calculated using Standard Assessment Procedure methodology as per Part L1A of the Building Regulations 2013) on-site carbon emissions reduction of a minimum of 31% over and above the requirements of Building Regulations Part L (2013), of which at least 19 % should come from energy efficiency measures; and, ii. a water consumption rate of 110 litres per person per day (calculated as per Part G of the Building Regulations). <p>Developments should further aim to achieve up to a 75% reduction in carbon emissions over and above the requirements of Building Regulations Part L (2013) unless it is demonstrated that such reductions would not be feasible or viable. Any higher level of reductions required through Building Regulations or other legislation will supersede the above requirements</p>	

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		<p>B. Non-residential development</p> <p>All new non-residential buildings development with a total internal floor area of 1000m² or greater should achieve:</p> <ul style="list-style-type: none"> i. a 28% reduction in carbon emissions over and above the requirements of Building Regulations (2013) unless it is demonstrated that such reductions would not be feasible or viable; and, ii. BREEAM 'Excellent' (or equivalent),. <p>Strategic site developments should undertake a BREEAM Communities assessment (or equivalent).</p> <p>All new residential and non-residential developments will be required to submit an energy statement which demonstrates how these requirements will be met. This should include a sustainability checklist, which shows how principles for sustainable design, construction and operation will be achieved.</p> <p>C. Conversion of Existing Buildings and Change of Use</p> <p>Applications Proposals for conversion of existing residential buildings or change of use to residential use should achieve BREEAM domestic refurbishment 'very good' as a minimum.</p> <p>and Proposals for non-residential conversions or change of use will need to achieve BREEAM Non-Domestic refurbishment and Fit out 'excellent' as a minimum.</p> <p>If proposals Proposals relating relate to buildings heritage assets should demonstrate the maximum BREEAM score that can be achieved whilst conserving the significance of the asset. of heritage and conservation value these standards would only be required where they can be achieved in a manner consistent with the appropriate conservation of that asset. The extent to which they can be achieved must be demonstrated by the applicant.</p>	

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		<p>D. Strategic Sites <u>Development proposals on strategic sites should undertake a BREEAM Communities Assessment (or equivalent).</u></p> <p>Consequential Improvement to Existing Dwellings When applications are made to extend dwellings, proposals will be expected to demonstrate, reasonable and proportionate improvements to the overall energy performance of the dwelling. This will be in addition to the requirements of Part L of the Building Regulations.</p>	
<p>X – Policy CC2: District Heating and Combined Heat and Power Networks Explanation</p>	<p>Pg 190</p>	<p>Explanation</p> <p>11.12 Policy CC2 aims to ensure that all new developments achieve high standards of sustainable design and construction, by minimising greenhouse gas emissions, using resources efficiently, enhancing climate change resilience and promoting health and wellbeing. A sustainability statement will be required for all new residential and non-residential applications.</p> <p>11.12a <u>The Council will assess compliance with this policy based on the Sustainability and Energy Statement and/or the BREEAM report. BREEAM is used widely in local planning policy in the UK to demonstrate high standards of sustainable design and construction.</u></p> <p><u>11.12b The Sustainability and Energy Statement should be completed by a suitably qualified individual and demonstrate how the emissions reduction will be achieved in line with the widely recognised energy hierarchy to:</u></p> <ul style="list-style-type: none"> • <u>Be Lean: use less energy</u> • <u>Be Clean: supply energy efficiently</u> • <u>Be Green: use low and zero carbon technologies</u> • <u>Be Seen: providing monitoring data to measure effectiveness</u> 	<p>To provide clarity on the energy hierarchy and the approach to securing carbon emission reductions</p>

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		<p>Energy Efficiency</p> <p>Reducing Carbon Emissions from Development</p> <p>11.13 Research carried out by Carbon Descent...and the Climate Change Act's 2050 target.</p> <p><u>11.13a Latest Building Regulations (June, 2022) requires a 31% reduction in carbon emissions from residential buildings. There is flexibility on how the emissions reduction is achieved (whether through fabric improvements or renewables). To ensure that each individual dwelling meets a minimum performance threshold and follows the energy hierarchy, a minimum 19% emissions reduction through energy efficiency measures has been applied.</u></p> <p><u>11.13b Further changes to energy efficiency standards for new homes with a new 'Future Homes Standard' are expected to be introduced by 2024. These will ensure new homes built from 2025 will produce 75-80% lower carbon emissions than homes delivered under current regulations. Policy CC2 therefore encourages developers to design homes to meet this level of efficiency in advance of anticipated legislative changes. The Future Homes Standard is also expected to put much greater emphasis on 'fabric first' improvements and the Council aligns the policy to this.</u></p> <p><u>11.13c Any proposed reduction of at least 28% in carbon emissions in non-residential buildings can be achieved through either enhanced energy efficiency measures, use of renewable and low carbon sources, or a mix of both where appropriate</u></p> <p><u>11.14 The Deregulation Act 2015, the ministerial statement following the Housing Standards Review, and the HM Treasury report Fixing the Foundations: Creating a More Prosperous Nation (2015) all directly affect Policy CC2 for housing. Currently,</u></p>	

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		<p>councils in England can no longer demand energy efficiency improvements beyond the requirements of Building Regulations, require new homes to achieve zero carbon standards, implement 'allowable solutions', or ask for new housing to meet any level of the Code for Sustainable Homes (CfSH). However, a 19% reduction in building emission rate versus target emission rate is currently permitted.</p> <p>Future changes to energy efficiency legislation</p> <p>11.15 From April 2018, private landlords must ensure their properties in England and Wales reach at least an energy performance certificate rating of E, under the Energy Efficiency (Private Rented Property)(England and Wales) Regulations 2015. This legislation will require improvements to all F and G rated properties, subject to exemptions.</p> <p>Water efficiency</p> <p>11.16 The new optional technical standard for water consumption in the home states that Local Planning Authorities may request new housing developments to achieve 110 litres/person/day (compared to the 125 litres/person/day required in current Building Regulations Part G), where they can justify the need.</p> <p>11.17 Yorkshire Water is classified as being under 'moderate stress' by the Environment Agency (in 2013), for current and future scenarios. The Humber river basin district river basin management plan states that 'implementing water efficiency measures is essential to prepare and be able to adapt to climate change and increased water demand in future'. It also cites local plan policies requiring 110 litres/person/day in new homes as an effective measure for water demand management in the area.</p> <p>BREEAM</p> <p>11.18 BREEAM is used widely in local planning policy in the UK to demonstrate high standards of sustainable design and construction. Achieving the BREEAM 'excellent' standard requires mandatory minimum standards, which go beyond the minimum requirements of building regulations.</p>	

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		<p>Consequential Improvements</p> <p>11.19 It is estimated that 80% of buildings in the UK will still be in use by 2050. As such, it is important that these buildings use energy in the most efficient way. Of the total number of planning applications received in York, almost 50% of them are for householder development.</p> <p>11.20 The Health Impacts and Costs of Poor Housing in York (2015) indicates the potential for improving the energy performance of existing homes. The report estimates that within the private sector in York there are 10,037 dwellings (13%) with less than 100mm of loft insulation, and only 22% of dwellings with lofts have 250mm+ of loft insulation. There are an estimated 22,608 dwellings (approximately 30%) with un-insulated cavity walls and 13,839 with solid walls (approximately 19%). As such, the Council will support and encourage consequential improvements when applications for extensions to dwellings are made to help improve energy efficiency. Since consequential improvements for non-residential buildings are required for the Building Regulations this part of the policy focuses solely on housing. The Council will support homeowners in delivering efficiency improvements by identifying financial support initiatives that are applicable to the proposed energy efficiency measures.</p> <p>11.21 The Council will encourage the most of straightforward opportunities for improvement such as loft and cavity wall insulation, draught proofing, improved heating controls and replacement boilers. The improvements sought by the Council will be reasonable and proportionate to the costs of the extension/development proposed and the measures of CO₂ reduction benefit.</p> <p>Climate Resilience</p> <p>11.22 National and local climate change risk assessments demonstrate the current and predicted future impacts of climate change in the UK. The NPPF states that planning plays a key role in minimising vulnerability and providing resilience to the impacts of climate change. For the built environment, the priority areas for</p>	

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		<p>adaptation are considered to be flood management and sustainable drainage, water efficiency and minimising risks from overheating.</p> <p>11.23 For York, the anticipated annual costs of damage from climate-related incidents is predicted to be between £95m and £158m by 2050. Developments which conduct a climate risk assessment and include adaptation measures to minimise climate related risks and costs of damage will be encouraged.</p>	
<p>X Policy CC3 – Decentralised Energy Networks</p>		<p>Policy CC3: District Heating and Combined Heat and Power Decentralised Energy Networks</p> <p>A. The Council strongly supports the development of decentralised energy, including both combined cooling, heating and power (CCHP) and combined heating and power (CHP) distribution networks where the power source of such a network is non-fossil fuel based.</p> <p>B. All major developments are required to assess the feasibility and viability of connecting to an existing decentralised energy network, or, where this is not possible, identified future network opportunities. Where neither option is feasible or viable, developments should evaluate the feasibility and viability of developing a site-wide network. Developments will be required to adopt a solution according to this order unless it is demonstrated that they would be neither feasible nor viable. This evidence should be included in the Sustainability and Energy Statement.</p> <p>Proposals for development within heat priority areas and all New Strategic Sites must demonstrate, that heating and cooling technologies have been selected in accordance with the following heating and cooling hierarchy, unless it can be clearly demonstrated that such requirements are not viable and/ or that an alternative approach would be more sustainable:</p>	<p>For clarity and effectiveness</p>

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		<p>i. connection to existing (C)CHP distribution networks;</p> <p>ii. site-wide renewable distribution networks including renewable (C)CHP;</p> <p>iii. site-wide gas-fired (C)CHP distribution networks;</p> <p>iv. renewable communal heating/ cooling networks;</p> <p>v. gas-fired communal heating/ cooling networks;</p> <p>vi. individual dwelling renewable heating; and</p> <p>vii. individual dwelling heating, with the exception of electric heating.</p> <p>C. All (C)CHP systems are required to be scaled and operated in order to maximise the potential for carbon reduction. Developments that do not connect to or implement (C)CHP or communal heating networks should be 'connection-ready'.</p> <p>D. Energy statements must be provided to demonstrate and quantify how development will comply with the energy requirements of this policy. Sustainability and energy statements should set out a level of detail proportionate to the scale of development. The Council will work proactively with applicants on major developments to ensure these requirements can be met.</p>	
<p>X Policy CC3 – Decentralised Energy Networks Explanation</p>		<p>Explanation</p> <p>11.24 'Decentralised energy' is energy that is generated near to the point of use, rather than at a large plant farther away, supplied through the national grid. Where the policy refers to 'communal heating/cooling networks', this refers to systems that distribute heating and cooling to a number of dwellings within one building but do not use (C)CHP as their source (i.e. they do not include power generation). 'Distribution networks' are systems that connect two or more distinct buildings.</p> <p>11.25 The NPPF requires the Local Plan to have a positive strategy to mitigate and adapt to climate change in line with the objectives and provisions of the Climate Change Act (2008). Local Planning Authorities should adopt proactive strategies</p>	<p>For clarity and effectiveness</p>

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		<p>and design their policies to maximise renewable and low carbon energy development, and identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems.</p> <p>11.26 The <u>UK Government's Heat and Building Strategy (2021)</u> outlines the significant role that (C)CHP could play in decarbonising the UK gas grid, offering a future-proofed, flexible and efficient solution to local energy supply. <u>The Climate Change Action Plan for York also recognises that to achieve the ambitious 2020 city-level target of a 40% reduction in carbon emissions, and the 2050 target of the Climate Change Act 2008, new developments will need to maximise decentralised energy and CHP schemes.</u></p> <p>11.27 (C)CHP distribution networks can work at a range of scales from a single building up to a city and can provide low or zero carbon power, heat and cooling in a cost-effective, efficient and environmentally sound way. (C)CHP removes the need for individual gas boilers and large plant rooms, which provides flexibility in building design and maximises space for living and amenity.</p> <p>11.28 The Council will strongly support the use of decentralised energy in new developments, <u>and therefore requires all new major developments to assess the feasibility of connecting to an existing decentralised energy network, or where this is not possible establishing a new network. Applicants should consider the options below, in the order listed, to ensure that energy from an efficient source is used where possible:</u></p> <ol style="list-style-type: none"> <u>Connect immediately: where feasible and viable, development will be required to connect immediately to existing networks that are likely to be operational in the long term, and do not require the network as a whole to increase its fossil fuel consumption (i.e. it should be demonstrated that the network either has spare and wasted capacity, or demonstrate that the energy in the decentralised network is sourced from renewable sources).</u> 	

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		<p>2. Connect in immediate future: where networks do not currently exist, developments will be required to assess the feasibility of connecting to identified future decentralised energy network opportunities in the vicinity of the site, having regard to best available evidence such as area specific feasibility studies and any other relevant energy plans. Where shown to be feasible and viable, development proposals must provide on-site infrastructure for connection and agree a timescale for connection where possible;</p> <p>3. Provide a site wide low carbon network: where connection to an existing or planned network is not feasible, developments should evaluate the feasibility and viability of a site wide network using low carbon energy sources</p> <p>and particularly (C)CHP distribution networks, with the aspiration that this will help achieve the targets set in the Climate Change Action Plan for York. The Council will work with developers during pre-application discussions, in order to facilitate the development of district heating networks and buildings that are 'connection ready'.</p> <p>11.29 The Leeds City Region Strategic Heat Programme Heat Network Opportunity Mapping Report (2014) identified 91 financially viable district heating opportunities across the region, including in York. Two heat network schemes in York Central (ST5) and the surrounding City of York and surrounding the area of York Hospital have since been further developed in feasibility studies which demonstrate financial viability. Therefore, there is a strong evidence base to support the viability of heat networks in York.</p> <p>-</p> <p>11.30 All new developments should select heating systems in accordance with the heating and cooling hierarchy. Applying a hierarchical approach to the selection of heating and cooling technologies offers a reasoned method through which to make the most appropriate choice and encourages the use of the solution with the lowest carbon emissions.</p>	

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		<p>11.31 Where developments fall within heat priority areas, as shown at Figure 11.1 overleaf, the provision of new (C)CHP distribution networks should be considered feasible unless it can clearly be demonstrated otherwise for financial, technical or sustainability reasons.</p> <p>11.32 Outside the heat priority areas, the provision of new (C)CHP distribution networks should be considered feasible for sufficiently large or intensive developments, unless it can be clearly demonstrated otherwise for financial, technical or sustainability reasons. Where sites have a variable density and it can be shown that the use of a (C)CHP distribution network across the whole of the site is not feasible, consideration must be given to a partial solution on the higher density elements of the site.</p> <p>11.33 Sufficiently large or intensive developments are defined as any of the following:</p> <ul style="list-style-type: none"> • residential only developments of at least 50 dwellings per hectare and/or at least 300 dwellings; • residential only developments of 35 dwellings or more that are located near a significant source of heat; and • mixed developments of 50 dwellings or more that include either two or more uses or a single use that would consume significant amounts of energy, such as a swimming pool. <p>11.34 It would be expected that the most appropriate solution for minor residential developments would be to incorporate future proofing measures to allow for the subsequent connection of the building to larger heat networks as they are constructed. Developments will be 'connection ready' if they use a centralised communal wet heating system rather than individual gas boilers or electric heating and safeguard the appropriate pipe routes and plant room space for the installation of heat interface units (see Table 11.1). Proposals must comply with the minimum requirements outlined in the Chartered Institute of Building Services Engineers Code of Practice for Heat Networks.</p>	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change															
		<p>Table 11.1: Indicative Space Requirements for Heat Exchange Substation Equipment within Building Plant Rooms</p> <table border="1" data-bbox="524 352 1706 624"> <thead> <tr> <th data-bbox="524 352 902 464">Heating Capacity (kW) (Space Heating + Ventilation)</th> <th data-bbox="902 352 1261 464">Approximate Building Size (m³)</th> <th data-bbox="1261 352 1706 464">Space Required by the Heating Equipment (m²)</th> </tr> </thead> <tbody> <tr> <td data-bbox="524 464 902 504">30</td> <td data-bbox="902 464 1261 504">1,000-1,500</td> <td data-bbox="1261 464 1706 504">2</td> </tr> <tr> <td data-bbox="524 504 902 544">200</td> <td data-bbox="902 504 1261 544">10,000-15,000</td> <td data-bbox="1261 504 1706 544">4</td> </tr> <tr> <td data-bbox="524 544 902 584">400</td> <td data-bbox="902 544 1261 584">20,000-30,000</td> <td data-bbox="1261 544 1706 584">5</td> </tr> <tr> <td data-bbox="524 584 902 624">800</td> <td data-bbox="902 584 1261 624">40,000-60,000</td> <td data-bbox="1261 584 1706 624">6</td> </tr> </tbody> </table> <p>Delivery</p> <ul style="list-style-type: none"> • Key Delivery Partners: City of York Council; developers; and renewable energy developers. • Implementation: Sustainability statements; sustainable energy statements; Supplementary Planning Document and planning applications. 	Heating Capacity (kW) (Space Heating + Ventilation)	Approximate Building Size (m ³)	Space Required by the Heating Equipment (m ²)	30	1,000-1,500	2	200	10,000-15,000	4	400	20,000-30,000	5	800	40,000-60,000	6	
Heating Capacity (kW) (Space Heating + Ventilation)	Approximate Building Size (m ³)	Space Required by the Heating Equipment (m ²)																
30	1,000-1,500	2																
200	10,000-15,000	4																
400	20,000-30,000	5																
800	40,000-60,000	6																
<p>X Policy CC3 – Decentralised Energy Networks Explanation</p>		<p>Delete Fig 11.1 Heat Priority Areas</p>																
<p>Section 12: Environment Quality and Flood Risk</p>																		
<p>X – Policy ENV1: Air Quality</p>	<p>Pg</p>	<p>Policy ENV1: Air Quality</p> <p>Development will only be permitted if the impact on air quality is acceptable, and mechanisms are in place to mitigate adverse impacts and prevent further exposure to poor air quality.</p> <p>All applications which are:</p>	<p>For clarity and effectiveness</p>															

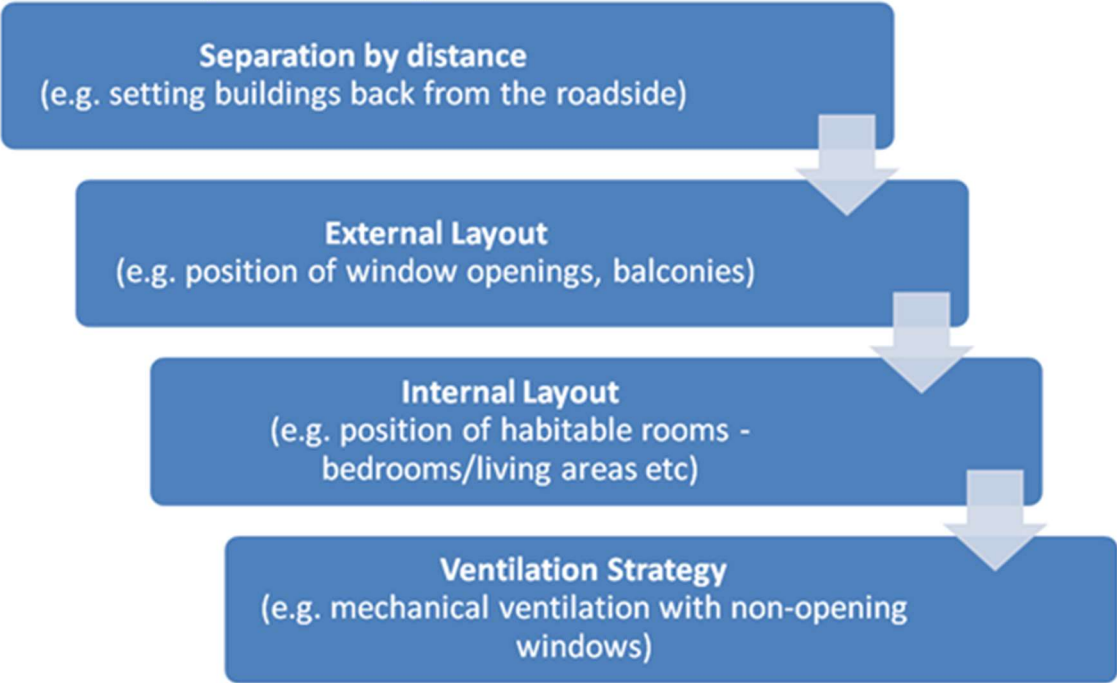
City of York Local Plan Proposed Modifications Schedule (August 2022)

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		<p>* major planning applications; or * within Air Quality Management Areas (AQMA's); or * with potential to generate significant air quality impacts; or * include air quality sensitive uses (including schools, hospitals, care homes)</p> <p>must submit a detailed Air Quality Assessment. This should quantitatively identify emissions arising from the proposal, air quality impacts and exposure to pollution as a result of the proposal and demonstrate how these will be minimised and mitigated against as part of the development.</p> <p>Where an Air Quality Assessment identifies there is potential for new occupants to be exposed to unacceptable levels of air pollutants, an exposure mitigation strategy will be required.</p> <p>Development will only be permitted if the impact on air quality is acceptable and mechanisms are in place to mitigate adverse impacts and prevent further exposure to poor air quality. This will help to protect human health.</p> <p>To establish whether air quality impacts are acceptable all minor and major planning applications are required to identify sources of emissions to air from the development and submit an emissions statement. This should qualitatively identify all new emissions likely to arise as a result of the proposal and demonstrate how these will be minimised and mitigated against as part of the development. For major developments a more detailed quantitative emissions strategy may be required. This must fully assess and quantify total site emissions in terms of potential damage costs to both health and the environment both with and without mitigation measures in place. Further guidance will be made available to assist applicants with this process. For major developments with potentially significant air quality impacts, a full air quality impact assessment should be undertaken to establish the resultant impact on local air quality (in terms of change in ambient concentrations of air pollutants within the vicinity of the development site).</p>	

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		<p>Where a development will introduce new relevant exposure in an area of existing, or future air quality concern, an exposure assessment will also be required. This should detail current and expected air quality conditions and assess the suitability of the location for human occupation. Where there is potential for new occupants to be exposed to unacceptable levels of air pollutants, an exposure mitigation strategy will be required.</p> <p>The Council will review the significance of the air quality impacts in line with local and national guidance. The exercise of professional judgement by both the organisation preparing the air quality assessment and the local authority officers when they evaluate the findings is an important part of the assessment of significance. Evaluation of air quality impacts will take into account factors such as the number of people affected, the absolute levels and the predicted magnitude of the changes in pollutant concentrations. The evaluation will also take into account the likely emissions impacts associated with the development and if the proposed mitigation is considered reasonable and proportionate. New development should support and contribute towards delivery of City of York Council's AQAP.</p> <p>See also: T1, T2, T5, T7 and T8</p>	
<p>X – Policy ENV1: Air Quality Explanation</p>	<p>Pg</p>	<p>12.5 <u>New development should support and contribute towards delivery of City of York Council's Air Quality Action plan and contribute to the protections of human health by avoiding harmful emissions.</u> Figure 12.1 overleaf shows York's current Air Quality Management Areas (AQMAs). During the lifetime of the plan, areas of air quality concern may change and further AQMAs may need to be declared in the future.</p> <p>2.6 In order to reduce emissions to air and improve air quality the impact of development on air quality must be acceptable. The significance of the air quality impacts will depend on the context of the development. Air quality is likely to be a high priority consideration where the development leads to a breach, or significant worsening of a breach of an air quality objective, in an AQMA for example, or</p>	<p>For clarity</p>

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		<p>indeed where the development introduces new exposure into an exceedance area. Mechanisms must be put in place to prevent (or reduce as far as practically possible) further human exposure to poor air quality. This is applicable to both new developments and on existing sites that can be affected by new development. Development which includes 'relevant' locations in areas where air quality is known to be above or approaching air quality objective values must seek to reduce exposure according to the design mitigation hierarchy set out at Figure 12.2 below. Relevant locations can be defined as outdoor, non-occupational locations (e.g. schools, care homes, hospitals and residential properties) where members of the public are likely to be regularly exposed to pollutants over the averaging time of the air quality objectives.</p> <p>Figure 12.2: Mitigation Hierarchy</p>  <pre> graph TD A["Separation by distance (e.g. setting buildings back from the roadside)"] --> B["External Layout (e.g. position of window openings, balconies)"] B --> C["Internal Layout (e.g. position of habitable rooms - bedrooms/living areas etc)"] C --> D["Ventilation Strategy (e.g. mechanical ventilation with non-opening windows)"] </pre>	

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		<p>12.7 Applicants must use ‘best endeavours’ to minimise total emissions from their sites, <u>during both construction and operational phases</u>, including <u>minimising transport to and from them</u>. This <u>will may include measures requirements to minimise private car use prioritising walking and cycling promote and incentivise and provision of infrastructure to support</u> the use of low emission vehicles and fuels. Consideration should also be given to the exposure mitigation hierarchy (see figure 12.2) in the design of the development to help minimise exposure to poor air quality. <u>and in some cases the provision of, or financial contribution towards the cost of low emission vehicles and associated infrastructure. Developer contributions to fund appropriate mitigation may be required. Examples include the provision of on-site electric vehicle recharging infrastructure and/or financial support for the provision low emission public transport services such as public transport and waste collection. The actual measures required will be site specific depending on the scale and location of the development and the connecting transport routes. A Low Emission Supplementary Planning Document (SPD) will be prepared which will set out how the Council will consider and how applicants should approach, planning applications that could have an impact on air quality. Minor planning applications are those proposals for 9 or less dwellings/up to 1,000sqm commercial floorspace and major planning applications are those proposals for 10 or more dwellings/over 1,000sqm commercial floorspace).</u></p> <p>12.8 A <u>detailed emissions assessment and/or a full detailed Air Quality Impact Assessment are likely to will</u> be required for major planning applications that <u>have potential to generate significant air quality impacts or include air quality sensitive uses such as:</u></p> <ul style="list-style-type: none"> ▪ <u>generate or increase traffic congestion;</u> ▪ give rise to significant change in traffic volumes i.e. +/- 5% change in annual average daily traffic (AADT) or peak hour flows within AQMAs or +/- 10% outside AQMAs; 	

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		<ul style="list-style-type: none"> ▪ give rise to significant change in vehicle speeds i.e. more than +/- 10 kilometres per hour on a road with more than 10,000 AADT (or 5,000 AADT where it is narrow and congested); ▪ significantly alter the traffic composition on local roads, for example, increase the number of heavy duty vehicles by 200 movements or more per day; ▪ include significant new car parking, which may be taken to be more than 100 spaces outside an AQMA or 50 spaces inside an AQMA. This also includes proposals for new coach or lorry parks; ▪ introduce new exposure close to existing sources of air pollutants, including road traffic, industrial operations, agricultural operations; ▪ include biomass boilers or biomass fuelled Combined Heat and Power (CHP) plant (considerations should also be given to the impacts of centralised boilers or CHP plant burning other fuels within or close to an AQMA); ▪ could give rise to potentially significant impacts during construction for nearby sensitive locations (e.g. hospitals, schools, care homes, residential areas, areas with parked cars and commercial operations that may be sensitive to dust); ▪ will result in large, long-term construction sites that would generate large HGV flows (>200 movements per day) over a period of a year or more; and/or ▪ requires an Environmental Impact Assessment. <p>Development which includes 'relevant' locations in areas where air quality is known to be above or approaching air quality objective values must seek to reduce exposure according to the design mitigation hierarchy set out at Figure 12.2 below. Relevant locations can be defined as outdoor, non-occupational locations (e.g. schools, care homes, hospitals and residential properties) where members of the public are likely to be regularly exposed to pollutants over the averaging time of the air quality objectives</p>	

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		<p>12.9 Clear guidance in the form of a comprehensive schedule of the development triggers for what level of air quality assessment will be set out in the forthcoming Low Emission SPD, to ensure a clear and consistent approach. Information will also be provided on recommended low emission vehicle technologies and fuels that should be implemented to mitigate emissions. Mitigation measures are likely to include priority and parking incentives for low emission vehicles, the provision of electric charging points in new developments and car free developments. The potential of using developer contributions to fund low emission infrastructure and mitigate against emissions will also be explored.</p> <p>12.9a <u>Further guidance will be set out in the forthcoming Low Emission SPD. The Council will review the significance of the air quality impacts in line with local and national guidance.</u></p> <p>Delivery</p> <ul style="list-style-type: none"> • Key Delivery Partners: City of York Council; and developers. • Implementation: Emissions Assessments/Statements; Air Quality Impact Assessments; Low Emission SPD; and planning application 	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy ENV2: Managing Environmental Quality</p>	<p>Pg 197</p>	<p>Policy ENV2: Managing Environmental Quality</p> <p>Development will not be permitted where it does not unacceptably harm the amenities of existing and future occupants on the site occupiers and existing in neighbouring communities would be subject to significant adverse environmental impacts such as noise, vibration, odour, fumes/emissions, dust and light pollution without effective mitigation measures. Development proposals that are likely to give rise to the following environmental impacts Evidence must be submitted to demonstrate that environmental quality is to the satisfaction of the Council. how these matters have been considered in relation to both the construction and life of the development:</p> <ul style="list-style-type: none"> • Increase in artificial light or glare; • Adverse noise and vibration; and • Adverse impact upon air quality from odour, fumes, smoke, dust and other sources; <p>Development proposals for uses that are likely to have an environmental impact on the amenity of the surrounding area, including residential amenity, open countryside, local character and distinctiveness, and public spaces, must be accompanied by evidence that the impacts have been evaluated and the proposal will not result in loss of character, amenity or damage to human health, to either existing or new communities. This includes assessing the construction and operation phases of development.</p> <p>Where proposals are acceptable in principle, planning permission may be granted subject to conditions.</p>	<p>To provide clarity.</p>

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		<p>For proposals which involve development with common party walls a verification report must be submitted to confirm the agreed mitigation works have been carried out.</p>	
<p>X – Policy ENV3: Land Contamination</p>	<p>Pg 200</p>	<p>Policy ENV3: Land Contamination</p> <p>Where there is evidence that a site may be affected by contamination or the proposed use would be particularly vulnerable to the presence of contamination (e.g. housing with gardens), planning applications must be accompanied by an appropriate contamination risk assessment.</p> <p>Development of a site known to be or which has the potential to be affected by contamination will be permitted identified as being at risk will not be permitted where a contamination assessment does not fully assess the possible contamination risks, and / or where the proposed remedial measures will not deal effectively with the levels of contamination to ensure there are no significant impacts on human health, property, groundwater or surface water. Where proposals are acceptable in principle, planning permission will be granted subject to conditions.</p>	<p>To provide clarity.</p>

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		Where remedial measures are required to deal effectively with contamination, a verification report must be submitted to confirm that the agreed remedial works have been carried out.	
X – Policy ENV4: Flood Risk	Pg 201	<p>Policy ENV4: Flood Risk</p> <p>New development shall not be subject to unacceptable flood risk and shall be designed and constructed in such a way that mitigates against current and future flood events. Proposals will be considered against the NPPF, including application of the sequential test and, if necessary, the exception test.</p> <p>An assessment of whether the development is likely to be affected by flooding and whether it will increase flood risk locally and elsewhere in the catchment must be undertaken. The assessment of proposed development against its flood risk vulnerability and its compatibility with this vulnerability, as defined in the most up to date Strategic Flood Risk Assessment (SFRA), will determine whether development is appropriate, what detailed policies for the resultant flood zone classification, as stated in the SFRA will apply, and whether a further Exception Test (that makes provision for sites in a zone with a higher probability of flooding to be assessed against wider sustainability benefits, provided that the flood risk posed is controlled and mitigated to an acceptable level) is subsequently required.</p> <p>Development located in areas known to be at risk from any form of flooding must demonstrate that:</p> <ul style="list-style-type: none"> i. there is no increase in flood risk locally or elsewhere in the catchment; and, ii. The development will be safe during its lifetime with arrangements for the adoption, maintenance and management of any mitigation measures identified in a management and maintenance plan <p>Where flood risk is present, development will only be permitted when the local planning authority is satisfied that any flood risk within the catchment will be successfully managed (through a management and maintenance plan for the</p>	To provide clarity.

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>lifetime of the development) and there are details of proposed necessary mitigation measures.</p> <p><u>A site specific flood risk assessment that takes account of future climate change must be submitted with any planning application related to sites:</u></p> <ul style="list-style-type: none"> <u>i. in Flood Zone 1 larger than 1ha;</u> <u>ii. in Flood Zone 1 where development could be affected by flooding from sources other than rivers and the sea;</u> <u>iii. in Flood Zones 2 and 3; and</u> <u>iv. where development or change of use to a more vulnerable use may be subject to other sources of flooding</u> <p>where flood risk is an issue, regardless of its location within the flood zones. In addition, a site-specific flood risk assessment that takes account of future climate change must be carried out for all planning applications of 1 hectare or greater in Flood Zone 1 and for all applications in Flood Zones 2, 3a, 3a(i) and 3b.</p> <p><u>Areas of greater flood risk may be utilised for appropriate green infrastructure spaces. Proposals should adopt a sequential approach to site layout and the potential for green infrastructure to provide natural flood management and mitigation should be considered and incorporated, where appropriate.</u></p>	
<p>X – Policy ENV4: Flood Risk Explanation</p>	<p>Pg 202</p>	<p>12.30 The Council will apply the risk-based sequential test approach set out in the NPPF. However, it may also consider development of land in areas known to be at risk from any form of flooding, and will take a sequential risk-based approach to determining the suitability of land in such areas for development, to ensure that sites at little or no risk of flooding are developed in preference to areas at higher risk. The Council’s SFRA provides the basis for applying this test (and the exception test, as appropriate), to assess the vulnerability classification nature of</p>	<p>To provide clarity.</p>

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		the proposed development against its level of flood risk vulnerability and its compatibility with this vulnerability.	
X – Policy ENV4: Flood Risk Explanation	Pg 203	12.32 The level of detail provided within a flood risk assessment will depend on the scale of the development and flood risks posed. The Environment Agency’s flood risk matrix gives standing advice on the scope and extent of flood risk assessments. More detailed policies for determining a planning application within the resultant flood zone classification are contained in the SFRA (or its successor). G guidance on the preparation of a flood risk assessment is also available in the SFRA	To provide clarity.
X – Policy ENV4: Flood Risk Explanation	Pg203	12.35 Sufficient information is required to assess the flood risk and drainage impacts of any proposed development, guidance on the required information is contained in the SFRA and the emerging City of York Council Sustainable Drainage Guidance for Developers...	Updated to reflect latest Strategic Flood Risk Assessment published by City of York Council.
X – Policy ENV5: Sustainable Drainage Explanation	Pg 207	12.37 The current City of York SFRA (2013) SFRA (2022) seeks ... are contained in the SFRA and the emerging City of York Council Sustainable Drainage Guidance for Developers.	Updated to reflect latest Strategic Flood Risk Assessment published by City of York Council.
X – Policy ENV5: Sustainable Drainage Explanation	Pg 207	12.38 Examples of SuDs are included in the emerging Sustainable Drainage Guidance for Developers document which links to wider guidance including:	Updated to reflect latest Strategic Flood Risk Assessment published by City of York Council.

Section 14: Transport and Communications

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Section 14 Introduction</p>	<p>Pg 210</p>	<p>14.2 Transport policies have an important role to play contributing to this and also contributing to wider sustainability, environmental (including heritage) and health objectives. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel and enabling development in a way which reduces its environmental impact.</p> <p>...</p> <p>14.3a A new Local Transport Strategy is being prepared and, informed by the Local Plan, it will set out the Council's approach to maximising sustainable transport use in York. It will inform a new Local Transport Plan which will be developed using the emerging Department for Transport guidance and will be submitted to government. This will set out York's transport priorities and act as a bidding document to government for further Transport Funding.</p> <p>14.3b The Local Transport Strategy will be supported by a number of implementation documents which will set out detailed plans for individual modes of transport or aspects of the transport system. One of the implementation documents will be York's Local Cycling and Walking Infrastructure Plan which will set out in detail how the York cycle and walk networks will be developed to provide effective walk/ cycle facilities to support the proposed development pattern. A further implementation document will be the Bus Service Improvement Plan, which will set out how the bus service in York will be developed.</p>	<p>New statement introduced to support sustainable modes.</p> <p>Statements to reflect preparation of a new York Local Transport Strategy/ Plan.</p>
<p>X – Policy T1: Sustainable Access</p>	<p>Pg 210</p>	<p>This will be achieved by:</p> <ul style="list-style-type: none"> a. ensuring developments that can be reasonably expected to generate significant traffic movements are supported by frequent high quality public transport linking them to York's City Centre and other key destinations, as appropriate; and b. requiring development proposals to demonstrate <ul style="list-style-type: none"> i. There is safe and appropriate access to the adjacent adopted highway for motor vehicles but also for pedestrians and cyclists. 	<p>Addition to ensure these modes are</p>

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		<p>...</p> <p>...For all development, public transport services should be within reasonable safe walking and cycling travel distance of all parts of the development.</p> <p>In applying this policy it is recognised that in some circumstances developments will not be able to achieve these criteria (for example, in heart of foot streets area), so they can, subject to sufficient justification of effective accessibility (including taxis) being submitted by a developer, be relaxed. Also some developments may be of a sufficient size to warrant a higher degree of accessibility than would otherwise be required for its location.</p>	<p>considered in applications.</p> <p>Deletion to reflect much longer cycle distances.</p> <p>Text moved from Policy T1 to explanatory text.</p>
<p>X – Policy T1: Sustainable Access Explanation</p>	<p>Pg 211</p>	<p>14.4 Careful choice of location and layout of new development, combined with appropriate design and management measures, including adequate provision for pedestrians, cyclists and users of public transport in all new development, can help to reduce the dependence upon private cars, providing a safer, and more sustainable (and in the case of walking and cycling, a more healthy) alternative means of travel for most members of the community either for leisure or more functional purposes. The layout and design of development will need to balance safety, convenience and attractiveness whilst addressing potential conflict between the different modes of transport. In applying this policy it is recognised that in some circumstances developments it will not be feasible (for example, in the heart of footstreets area), so they can, subject to sufficient justification of effective be applied more flexibly.</p> <p>14.5 Roads providing a new direct vehicular through route will generally not be supported, as these are likely to attract car traffic from more major roads. However, controlled through access for buses and cycles is encouraged and through routes that offer sufficient deterrent to general car traffic may be supported. Where any new through-route for all traffic is proposed, it is important that the potential impacts are minimised.</p> <p>...</p>	<p>New location for text moved from T1.</p>

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		<p>14.8 Guidance on the distance to public transport and the level of service provision for it to be considered high quality and accessible will be contained in a forthcoming 'Sustainable Transport for Development' Supplementary Planning Document (SPD).</p> <p>14.9 The frequency criteria for public transport (as stated in the SPD) shall generally apply for the peak-hours of movement to and from the development and, for non-residential development,...</p> <p>...</p> <p>14.11 All development should be fully accessible to all groups within the community. However, pPeople with mobility impairments (including sensory impairment), are often precluded from playing a full and independent role in society by the inaccessibility of land, buildings, transport and other facilities. Consequently, all development should be fully accessible to all groups within the community.</p> <p>14.12 Lack of sufficient safe, covered and convenient storage space for cycles in new development, particularly in residential development, can deter people from owning and using a cycle. Development will be expected to be in accordance with the advice contained in the Council's 'Sustainable Transport for Development' SPD.</p> <p>14.13 The design of new car parks should take full account of the requirements of people with limited mobility. In particular, disabled parking bays should be located as close as possible to either the facility concerned or the principal pedestrian route from the car park, and sufficiently generous space must be provided at these bays to accommodate wheelchair users. Further details are contained in the Council's 'Sustainable Transport for Development' SPD.</p>	<p>Reference to SPD removed.</p> <p>Text reordered to aid clarity.</p> <p>Reference to SPD removed.</p> <p>Reference to SPD removed.</p>

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		<p>14.14 The National Planning Policy Framework (2012) (NPPF) requires that development should be designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles. This is consistent with the Low Emission Strategy (2012). Unless it can be demonstrated that it would undermine the viability of developments, a recharging point should be provided for each off street parking space within the development.</p> <p>14.14a The Council will provide further guidance for developers on the application of this policy in a Sustainable Transport for Development Supplementary Planning Guidance.</p> <p>Delivery</p> <ul style="list-style-type: none"> • Key Delivery Partners: City of York Council; and developers. • Implementation: Planning applications, developer contributions, City of York Council capital programme Network Rail Great British Railways investment programmes, train operating company investment programmes, and public transport operator service changes (commercial and contracted services). 	<p>Text inserted to note preparation of SPD.</p> <p>Agency name updated.</p>
<p>X – Policy T2: Strategic Public Transport Improvements</p>	<p>Pg 213</p>	<p>Policy T2: Strategic Public Transport Improvements</p> <p>The Plan will support the delivery of general and specific junction, highway or public transport infrastructure enhancements as set out in the Local Transport Plan 2 2011-2031 (LTP3) and subsequent associated (or complementary) investment programmes. <u>(including updates to the Local Plan Infrastructure Delivery Plan), particularly the Bus Service Improvement programme starting from 2022 and the programme to electrify up to two-thirds of York’s bus network.</u></p> <p><u>The Council will enable and where appropriate require development to contribute to:</u></p>	<p>Text updated to refer to Infrastructure Delivery Plan and Bus Service Improvement Plan</p>

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		<ul style="list-style-type: none"> • Expanded and improved bus services across the City, potentially including elements of Bus Rapid Transit services, to connect sites Site Allocations ST15 and ST14 to York city centre and adjacent development. • Expansion and improvements to of Park and Ride network to serve inter-urban bus services and reduce pressure on the strategic road network Highways enhancements and traffic restraint measures in the city centre to improve public transport reliability • Rail and accessibility improvements including improvements to public transport interchange at York Station and development of a new Station at Haxby. <p>The Council has identified specific projects as part of its Infrastructure Delivery Plan, highlighting timescale for delivery (whether short, medium and longer term) and associated funding and delivery bodies. This will be regularly reviewed and updated over the life of the Plan to support delivery.</p> <p>In addition, strategic public transport infrastructure, as listed below, and (if requiring land outside of the highway boundary to implement) as identified on the Proposals Policies Map, will be implemented in the short-term and medium-term timescales shown, and pursued in the long-term timescale shown.</p> <p><u>Short term (2017-22)</u></p> <p>i. The following highway enhancements to improve public transport reliability</p> <ul style="list-style-type: none"> • Electrification of 5 of 6 services on the park and ride network • public transport interchange improvements in York city centre at Rougier Street and Museum Street, • Leeman Road / Shipton Road Corridor Improvements, • improve bus routing and waiting facilities adjacent to the memorial gardens in Leeman Road, 	<p>General update to schemes to set out current council priorities. Old scheme list deleted.</p>

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		<ul style="list-style-type: none"> • citywide improvements to the urban traffic control system — to improve service reliability, and • a package of physical measures to improve operation of the bus fleet and bus services in York city centre. <p>Medium-term (2022-27)</p> <p>ii. Further expansion of the Askham Bar and Poppleton Bar Park & Ride facilities to match rising demand. Reconstruction of the area around York Station frontage to improve bus interchange and the public realm (funds awarded by West Yorkshire Transport Fund)</p> <p>Improvements to bus interchange on Tower Street and Clifford Street (funds awarded by West Yorkshire Transport Fund)</p> <p>Three new bus priority lane on Boroughbridge Road/ Water End/ Leeman Road as part of the York Central development (funds awarded by DLUC, West Yorkshire Transport Fund)</p> <p>Electrification of a number of York’s high frequency bus routes through purchase of 44 electric buses (funds awarded by DfT)</p> <p>Upgrade of York’s 6 park and ride sites to “multi-modal hubs” offering a greater range of transport services, including access to inter-urban bus services to reduce pressure on the strategic road network (funds awarded by DfT)</p> <p>A range of bus priorities in central York and on congested corridors (funds awarded by DfT)</p> <p>A range of new, flat fare bus tickets and fare reductions for younger people (funds awarded by DfT)</p> <p>A comprehensive upgrade to York’s real time bus information system</p> <p>iii. The following highway enhancements to improve public transport services and reliability</p> <ul style="list-style-type: none"> • a segregated grade-separated bus (and pedestrian / cycle) route across A1237 to improve connectivity with the areas to the north-west of the city, and 	

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<ul style="list-style-type: none"> • a dedicated public transport / cycle route linking the new settlement (ST15) to a suitable access on York's highway network in the urban centre of York (subject to confirmation of developers access proposals to site ST15 so not shown on the proposals policies map). <p>Long term (2027-32)</p> <p>iv. A new railway station at Haxby.</p> <p>v. Traffic restraint measures in the city centre to improve public transport reliability</p> <p>The Plan will also support (subject to compliance with other policies in the Plan) development proposals that</p> <p>vi. improve rail access and connectivity, including but not limited to new railway stations / halts for heavy or light rail services, and capacity improvements and other enhancements (including new technology applications, where appropriate) on rail lines running into or through York; or</p> <p>vii. provide highway enhancements to improve public transport reliability; or</p> <p>viii facilitate the relocation of the Designer Outlet Park & Ride facility.</p> <p>See also Policy DM1</p>	
<p>X – Policy T2: Strategic Public Transport Improvements Explanation</p>	<p>Pg 214</p>	<p>Explanation</p> <p>14.15 Preliminary Transport modelling work undertaken using the City of York's strategic transport model predicts forecasts that the volume of traffic on the highway network overall could increase by approximately 15% (an extra 6,500 vehicle trips in each peak) by 2033the 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%. If not mitigated by improvements to non-car modes, this level of traffic growth could lead to significant delays being experienced on the radial routes into York, the outer ring road (A64 and A1237) and all routes within the outer ring road.</p>	<p>Text updated to refer to new transport modelling done for 2022 Examination hearings.</p>

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		<p>14.16 To help mitigate this, the implementation of strategic public transport infrastructure, in association with service improvements seeks to encourage modal shift away from private motor vehicle use to more use of public transport. This offers enhanced access for all members of the community to jobs, services and leisure opportunities and reduce reliance on private motorised transport for travel and hence minimise the increase in traffic levels arising from new development. <u>This will be enabled through strategic projects led by the Council and where required to mitigate development impacts, through developer contributions associated strategic site allocations as identified in Section 3 of this Plan and from other developments in line with Policy DM1. The broad timescales for the delivery of these schemes shall match the anticipated growth in population and demand for travel in York over the plan period, and development-related opportunities.</u></p> <p>14.17 Policy T2 identifies <u>the approach of developing York’s bus network in the short term through interventions through York’s Bus Service Improvement programme, individual schemes with funding committed (such as rebuilding York Station frontage). In the longer term the focus will be on developing a Bus Rapid Transit system on the principal routes in York, including new settlements at Land West of Elvington Lane (ST15) and Land West of Wigginton Road (ST14). the principal strategic schemes that need to be delivered, but many more smaller projects with more local impacts will also be required, either individually or as part of larger projects. The Council will support development proposals which bring about the improvement of existing railway stations and facilities or the provision of new existing railway stations and facilities, or bring about some other improvement which will be beneficial to the operation of the line. More detail is contained in the Infrastructure Delivery Plan. York Railway Station is not included in this list (other than for the public transport interchange improvements at York Station) as it is subject to a shown in the separate specific policy (Policy T3).</u></p>	<p>Text amended to provide clearer link to DM1 and Plan Section 3.</p> <p>Text amended to reflect changes to scheme listings in Policy T2.</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>14.18 The development of new and improved public transport services and facilities will still need to satisfy policies throughout the plan in terms of protecting the built and natural environment and replacing amenities that may be otherwise removed by development.</p> <p>14.19 Askham Bar Park & Ride site currently has 1,100 car parking spaces, but it can be expanded to accommodate a further 150 spaces. The planning permission for the Poppleton Bar Park & Ride site (currently 600 spaces) allows for further expansion up to 1200 spaces. For new (or relocated) Park & Ride sites, location is an important factor in ensuring its effective operation. Sites should, ideally, be</p> <ul style="list-style-type: none"> • well signed; • adjacent to a major radial approach route; • on the edge of the built up area; • safe and easy to access; • outside any congested area to maximise the advantages of bus priority; and • adjacent to trip attractors (i.e. destinations in their own right) if there is a desire to attract non-Park & Ride passengers, particularly for 'back trips', to the bus service. Siting trip generators (e.g. residential developments) near to bus stops at which Park & Ride services call could also attract non-Park & Ride passengers. <p>14.20 Improvements or new major public transport facilities should include sufficient car parking for persons with disabilities, cycle parking and facilities for buses, taxis and where appropriate, coaches. Provision of car parking (other than for people with disabilities) should be determined through a transport assessment and travel plan. New or improved facilities should also incorporate suitable signage and traffic management measures to reduce potential conflicts.</p> <p>14.21 The Council will support development proposals which bring about the improvement of existing railway stations and facilities or the provision of new existing railway stations and facilities, or bring about some other improvement</p>	<p>Text deleted as unnecessary detail.</p> <p>Reference to “major public transport” added for clarity.</p> <p>Text deleted for clarity because Rail is considered in Policy T3.</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>which will be beneficial to the operation of the line. York Railway Station is not included in this list (other than for the public transport interchange improvements at York Station) as it is subject to a shown in the separate specific policy (Policy T3). At new or improved rail stations the 'station environment' must provide safe and convenient movement to and between platforms and include other facilities, such as sheltered waiting and ticketing facilities, public transport information and sensitive lighting and landscaping. Proposals for new or improved rail stations should also have improved access to them by all modes, in accordance with the Council's Hierarchy of Transport Users as set out in the Local Transport Plan 2011-2031 (LTP3).</p> <p>14.22 The strategic public transport improvements in the longer-term are vital to widen the transport choices available to people who live in, work in or visit York as the larger residential and employment sites come on-stream. <u>Improvements to the rail network will also reduce pressure on the strategic road network.</u></p> <p>14.23 More detail pertaining to how strategic public transport infrastructure is to be funded and delivered is contained in the Infrastructure Delivery Plan <u>which will be updated to ensure it reflects data on transport demand and the projects planned to address this.</u></p> <p>.</p> <p>Delivery</p> <ul style="list-style-type: none"> • Key Delivery Partners: City of York Council; bus operators, <u>Great British Railways Network Rail</u>; train operating companies and developers. • Implementation: Planning Applications, Developer Contributions, City of York Council Capital Programme, <u>DfT and Devolution funding</u>, <u>Network Rail Great British Railways</u> investment programmes, Train Operating Company investment programmes, and public transport operator service changes (commercial and contracted services). 	<p>Text amended to reflect rail's role in managing inter-urban congestion.</p> <p>Reference to updating IDP added.</p> <p>Agency names updated. new sources of funding noted.</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy T3: York Railway Station and Associated Operational Facilities</p>	<p>Pg 216</p>	<p>Development will be supported that:</p> <p>...</p> <p>ii. improves the setting of and approaches to the station and the experience of those using it, to meet the demands of the modern rail customers;</p> <p>iii. increases the railway capacity at York Station (as identified on the Proposals Policies Map) to meet changing demands on and capacity in the rail network, over the duration of the Local Plan period and beyond, and to develop the station as</p> <ul style="list-style-type: none"> • a hub and gateway station for York and the wider sub-region, and • a hub station for high-speed rail (HS2 and Northern Powerhouse Rail); <p>...</p> <p>vi. improves pedestrian and cyclist access to within and through the station, including, but not limited to</p> <ul style="list-style-type: none"> • links to improved interchange with further links from the station this to the south-western quadrant of the city centre, ... <p>vii. facilitates the continued use of essential operational rail lines and facilities or the establishment of new essential operational rail lines or facilities until such time, as determined by the rail regulator, that land required for York Central (Policy SS4) is no longer to remain in rail use.</p>	<p>Text rephrased to improve clarity.</p>
<p>X – Policy T3: York Railway Station and</p>	<p>Pg 217</p>	<p>14.27 Network Rail’s Yorkshire and Humber Route Utilisation Strategy (2009) (RUS) forecast the future passenger demand levels and overall growth levels for the key markets. It predicted that the total number of passengers travelling to York will increase by 41% over the next 12 years (from 2009). However, since the</p>	

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Associated Operational Facilities Explanation		<p>publication of this RUS, Network Rail, working with the rail industry and wider stakeholders and partners, is required to plan for future use of and investment in the railway as part of the regulated Long Term Planning Process (LTPP)². This process will determine the required railway outputs (e.g. frequency, journey time, capacity, punctuality etc.) and the investments required to deliver them. <u>This will include changes to the network to adapt to new higher speed/ higher capacity rail services as they become available.</u></p> <p>14.28 The Government has determined that the necessary capacity and quality improvements for future long distance north/south movements will be provided by a new high speed rail system – HS2. The proposed network would be Y-shaped, running from London to Birmingham then splitting in two, to run eastwards to Leeds and westwards Manchester with onward links to the existing ECML and West Coast Mainline respectively. When complete in 2033 it will provide a much faster connection to London and the continent for travellers from the Leeds City Region and the north of England and York will have a direct link with the new high speed line. Prior to the implementation of HS2, new ‘Azuma’ Class 800 train sets (to replace ageing Inter-City 125 HST and IC225 train sets) are expected to start operating on the East Coast Main Line in 2018. Furthermore, in the 2016 Budget the Chancellor of the Exchequer announced the Government will allocate £60 million to develop options for Northern Powerhouse Rail between Leeds and Manchester, as well as options for improving other major city rail links. This is in addition to the Transpennine Route Upgrade between Liverpool, Manchester, Leeds and York.</p> <p>14.29 The 9-car ‘Azuma’ class 800/1 trains that will operate on the ECML from 2018 and the hs2 train sets following on will be longer and carry more passengers than the train sets for any of the passenger train services that currently call at York station. This, coupled with the likely overall increase in the number of trains calling at York, once all new services are in operation, requires sufficient capacity to be available at the station to accommodate all the trains calling at it, and the higher number of boarding and alighting passengers using these services.</p>	Text amended to generally refer to improvements to rail network rather than specific schemes to represent uncertainty in scheme specification and delivery.

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		<p>...</p> <p>[GroupDrawing] Figure 14.1 York Station Access Concept Plan</p> <p>[Text Box] 14.32 Short term public transport interchange improvements at the station will be implemented through the current Better Bus Area Fund (BBAF) programme. The Plan will also support proposals to provide a new public transport turn around and interchange facility as part of a general package of measures to improve access at York Station in the medium-to-long-term.</p> <p>...</p> <p>Delivery</p> <ul style="list-style-type: none"> • Key Delivery Partners: City of York Council, Great British Railways Network Rail, train operating companies and developers. • Implementation: Planning Applications, Developer Contributions, City of York Council Capital Programme, DfT and Devolution funding; • Network Rail investment programmes, Train operating company franchise investment requirements, public transport operator service changes (commercial, contracted and franchised services). 	<p>Text amended to reflect delivery of scheme.</p> <p>Delivery agent names updated.</p>
<p>X – Policy T4: Strategic Highway Network Capacity Improvements</p>	<p>Pg 219</p>	<p>Policy T4: Strategic Highway Network Capacity Improvements</p> <p>The Plan will support the delivery of general and specific junction or other highway enhancements as set out in the Local Transport Plan 2011-2031 (LTP3) and subsequent associated (or complementary) investment programmes that improve journey time reliability on sections of the road network that experience high volumes of traffic or delay.</p>	

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		<p>In addition, strategic highway capacity improvements, as listed below and (if requiring land outside of the highway boundary to implement) as identified Proposals Policies Map, will be implemented in the short-term and medium-term timescales shown, and pursued in the long-term timescale shown: <u>The Council will enable and, where appropriate, require development to contribute to:</u></p> <p><u>Short-term (2017/18 – 2023/24)</u> ...</p> <p><u>Long-term (2027/28 – 2032/33)</u></p> <p><u>vii. New access off A64, including grade separated junction, to serve the Land West of Elvington Lane site (ST15)</u></p> <p><u>viii. Upgrading the A1237 to dual-carriageway standard between the A64 Askham Bryan junction and A19 Shipton Road junction-</u></p> <p><u>ix. Improvements to the A64 to mitigate trip growth on this route</u></p> <p>The plan will also support the construction of new or improved accesses to other major development sites, to a suitable standard, to form part of the city’s strategic highway network as appropriate.</p> <p><u>The Council has identified specific projects as part of its Infrastructure Delivery Plan, highlighting timescale for delivery (whether short, medium and longer term) and associated funding and delivery bodies. This will be regularly reviewed and updated over the life of the Plan to support delivery.</u></p> <p>See also Policy SS4, SS13 and DM1</p>	<p>Text amended for clarity</p> <p>Scheme delivery timescales updated to reflect progress on the ground.</p> <p>Viii amended to reflect funding award for dualling between A19N and Hopgrove. ix added to reflect forecast congestion on A64.</p> <p>Link to IDP added.</p>
<p>X – Policy T4: Strategic Highway</p>	<p>Pg 220</p>	<p>Explanation 14.36 The £34.2m project to deliver capacity enhancements to the A1237 junctions has secured Gateway 1 (Outline Business Case) approval funding from West</p>	<p>Text updated to reflect current</p>

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Network Capacity Improvements Explanation		<p>Yorkshire Combined Authority (WYCA). This project, due for completion by 2021/22 2023/24, will improve the through-flow of traffic across each junction and thereby improve the overall movement of traffic on the A1237- as already experienced in the vicinity of the A1237/A59 following the recent upgrade to the A59/A1237 junction - thus encouraging the transfer of cross-city private motor vehicle journeys away from radial routes through the city centre and its immediate surrounding area. This, in-turn, will enable complementary measures that encourage the use of more sustainable travel to be implemented on radial routes (including at junctions with the A1237) and other roads closer to the city centre.</p> <p>14.37 In the longer-term, as more developments come on-stream further enhancements to the A1237 will be necessary to provide substantial additional link capacity to cater for the projected increases in traffic. This additional link capacity will improve traffic flow and journey time reliability along it such that it will draw more cross-city traffic away from the radial routes and inner urban routes. On 3 August 2017 WYCA approved a bid by City of York to secure £295,000 to fund a pre-feasibility study to identify and evaluate options for upgrading the A1237 between the A64 at Askham Bryan and the A64 at Hopgrove to a dual carriageway. The outcome of this feasibility work will pave the way for a later bid by the council for money to dual the road as part of the Government's Transport Investment strategy, published on 5 July 2017.</p> <p>14.38 The A64/A1079/A166 Grimston Bar junction is situated to the east of York's urban area approximately 3.5 miles from the boundary with the East Riding of Yorkshire. A substantial amount of the inward commuting road traffic into the York authority area comes from the East Riding of Yorkshire and this junction is the focal point for the majority of this traffic, before it either continues into York or travels beyond York. Improvements to this junction will provide the capacity required to meet the increases in traffic demand arising from growth in York and the East Riding of Yorkshire. The Council is working with National Highways England and other relevant local authorities, including East Riding of Yorkshire Council, to reduce congestion and identify mitigation measures along the A64 corridor, including the Grimston Bar junction.</p>	<p>funding/ delivery position.</p> <p>Text updated to reflect current funding/ delivery position.</p> <p>Agency name updated.</p>

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		<p>14.39 These interventions will be enabled through strategic projects led by the Council and National Highways where required to mitigate development impacts, through developer contributions associated strategic site allocations as identified in Section 3 of this Plan and from other developments in line with Policy DM1. More detail with regard to the how strategic highway network capacity improvements are to be funded and delivered is contained in the Infrastructure Delivery Plan.</p> <p>Delivery</p> <ul style="list-style-type: none"> • Key Delivery Partners: City of York Council, National England Highways, Bus Operators, Network Rail, Great British Railways, and developers • Implementation: Planning Applications, Developer Contributions, City of York Council Capital Programme, East Riding of Yorkshire Council Capital Programme, and National Highways programmes 	<p>Agency names updated</p>
<p>.X – Policy T5: Strategic Cycle and Pedestrian Network Links and Improvements</p>	<p>Pg 221</p>	<p>Policy T5: Strategic Cycle and Pedestrian Network Links and Improvements</p> <p>The Plan will support the delivery of general and specific schemes as set out in the Local Transport Plan 2011-2031 (LTP3) and subsequent associated (or complementary) investment programmes to provide a comprehensive cycling and pedestrian network and improve the environment for walking and cycling, including in York’s Local Cycling and Walking Infrastructure Plan (LCWIP), which is in development.</p> <p><u>The Council will enable and where appropriate require development to contribute to:</u></p>	<p>General amendments made to reflect new environment for cycling schemes - particularly LTN1/20 and the need for local transport authorities to produce Local</p>

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		<ul style="list-style-type: none"> • Improvement and expansion to the strategic cycle network across the City Of York Council • Improvements to the pedestrian network, including public realm enhancements and where feasible widening of the pavement • New pedestrian / cycle bridges across waterways including the River Foss <p>In addition, strategic cycle and pedestrian network links and improvements, as listed below and (if requiring land outside of the highway boundary to implement) as identified on the Proposals Policies Map, will be implemented in accordance with the timescales shown, to encourage modal shift away from private motor vehicle use to more active and sustainable modes of transport:</p> <p><u>Short term (2017/18 – 2022/23)</u></p> <ul style="list-style-type: none"> i. Widening of footway / cycle way on east side of Scarborough bridge and new approach ramps (includes direct link into York Station); ii. Haxby Road / Huntington Road Corridor (Phase 1 – north of existing Nestle site to A1237)*; iii. Wetherby Road / Acomb Road Corridor*; iv. Bishopthorpe Road South Corridor*; v. Fishergate North Corridor*; vi. Strensall Road Corridor (Strensall to A1237)*, and vii. University of York East Campus to West Campus link. <p>Note schemes denoted thus (*) also extend into the medium term and long term.</p> <p><u>Medium Term (2022/23 – 2027/28)</u></p> <ul style="list-style-type: none"> viii. Wigginton Road Corridor – Mill Lane to north of existing Nestle Site (ST17) (complementing Inbound bus priority measures on Wigginton Road); 	<p>Cycling and Walking Infrastructure Plans. This replaces the former walking/ cycling scheme prioritisation.</p>

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		<p>ix. Haxby Road / Huntington Road Corridor (Phase 2 – city centre to north of existing Nestle site (ST17);</p> <p>x. Hull Road Corridor (complementing Bus priority measures on the Hull Road corridor);</p> <p>xi. Hurricane Way / Stirling Road corridor**, and</p> <p>xii. Pedestrian / cycle bridges across the River Foss (as part of the re-development of the York Castle Gateway major regeneration area);</p> <p>Note scheme denoted thus (**) is a relatively small scheme that could be implemented the short term.</p> <p><u>Long-Term (2027/28 – 2032/33)</u></p> <p>xiii. Strategic north-south and east-west cycle routes through the city centre.</p> <p>In addition to the above, other schemes identified through the Council’s Strategic Cycle Route Network Evaluation and Prioritisation Methodology (e.g. Strategic Infill cycle scheme package and Cycle Routes to Villages package) will be pursued.</p> <p>The Plan will also support proposals that improve access to and around new development, particularly strategic sites, and proposals that improve other cycle and pedestrian routes that are neither strategic network links nor routes included in the <u>Proposals Policies</u> Map.</p> <p>See also Policy T1, SS4 to SS13, SS16, SS18 to SS20, SS22 to SS23 and DM1</p>	
<p>X – Policy T5: Strategic Cycle and Pedestrian Network Links and Improvements Explanation</p>	<p>Pg 222</p>	<p>Explanation</p> <p>14.40 ... Therefore, the Council has and is continuing to develop a comprehensive network of safe and accessible strategic cycle and pedestrian routes, principally to connect residential areas with employment areas and retail areas as well as other facilities and services, <u>which will be developed through York’s LCWIP, which is currently being researched</u>. In some cases these routes are intended to connect strategic sites and other sectors of the city with the city centre. For example, the proposed new landmark River Foss pedestrian/cycle bridge envisaged to be delivered as part of the York Castle Gateway (‘Castle Gateway’) major regeneration</p>	<p>LCWIP reference added.</p>

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		<p>area of the city centre which will improve pedestrian and cycle flow throughout the area and in to the wider city. It will also connect with new routes along one or both banks of the River Foss, also envisaged to be delivered as part of Castle Gateway that will, themselves, have connections to the wider pedestrian and cycle route network.</p> <p>14.41 The strategic cycle route improvements for delivery over the short term and medium term have also been prioritised within the Council's Capital Programme using the Council's Strategic Cycle Route Network Evaluation and Prioritisation Methodology and are detailed further in the Infrastructure Delivery Plan.</p> <p>14.42 Delivery of the strategic cycle and pedestrian network in the longer-term is expected to be through contributions or obligations associated with the realisation of larger development opportunities toward the end of the Local Plan period, as well as CYC's capital programme, devolution funding and DfT grants.</p> <p>14.43 Local routes will be retained and enhanced, as appropriate, within or as part of new development in accordance with Policy T1 ii) to vi).</p> <p>14.43a These interventions will be enabled through strategic projects led by the Council and National Highways where required to mitigate development impacts, through developer contributions associated strategic site allocations as identified in Section 3 of this Plan and from other developments in line with Policy DM1. More detail with regard to the how pedestrian and cycle improvements are to be funded and delivered is contained in the Infrastructure Delivery Plan.</p> <p>Delivery</p> <ul style="list-style-type: none"> • Key Delivery Partners: City of York Council, East Riding of Yorkshire Council, National Highways England, Leeds City Region Local Enterprise Partnership, York North Yorkshire and East Riding Local Enterprise 	<p>Text deleted as this function is subsumed within LCWIP.</p> <p>New funding arrangements noted.</p> <p>Link to DM1 and Section 3 of Plan added.</p> <p>Delivery agency names updated and Sustrans/ Active Travel England added in.</p>

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		<p>Partnership, Great British Railways, train operating companies and developers, SUSTRANS, Active Travel England.</p> <ul style="list-style-type: none"> Implementation: Planning Applications, Developer Contributions, City of York Council Capital Programme, Network Rail investment programmes, Leeds City Region Local Enterprise Partnership and York North Yorkshire and East riding Local Enterprise Partnership investment programmes, Train operating company franchise investment requirements and public transport operator service changes (commercial, contracted and franchised services). 	
<p>X – Policy T6: Development at or Near Public Transport Corridors, Interchanges and Facilities</p>	<p>Pg 223</p>	<p>Policy T6: Development at or Near Public Transport Corridors, Interchanges and Facilities</p> <p>Development will be supported in locations close to existing or proposed public transport interchanges or facilities high frequency public transport routes/facilities provided that the development does not:</p> <ul style="list-style-type: none"> lead to a loss of access to the interchange or facility/route and at the interchange or facility; or have a detrimental impact on the operation of the interchange or facility/ route; or have a detrimental impact on the interchange or facility/route or the surrounding area, such that the long-term viability of public transport services would be adversely affected; or prejudice the existing or future expansion of the interchange or facility to accommodate more services or modes (e.g. for example, freight); or generate a demand for travel by private motorised vehicles that is likely to be unsustainable either in the location of the development or on the wider highway network; or have an adverse impact on the character, historic and natural environment and amenity of the area in the vicinity of the development, or compromise the purpose of the Green Belt. 	<p>Text changes made to aid clarity.</p>

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		<p>To prevent the loss <u>or reuse (for a different purpose)</u> of disused public transport corridors (<u>former rail line formations</u>) or public transport facilities that could otherwise be reused, new development <u>will be</u> not be permitted where it prejudices <u>the reuse of disused public transport corridors or facilities</u>, and where there is a reasonable prospect of the:</p> <ul style="list-style-type: none"> • reopening of the transport corridor or facility for either heavy rail or light rail (e.g. tram-train) operation, or other form of ‘guided’ public rapid transport service; or • <u>the</u> re-opening of a heavy rail/light rail (tram-train) station or halt; or • <u>the</u> provision of a rail head/freight facility; or • the continued use or future use of the transport corridor as a walking or cycling route or as a route for horse-riding; or • <u>the</u> transport corridor either functioning or being able to function as a wildlife corridor; or • <u>the</u> transport corridor being reclaimed for use as a linear park. <p>Where development is sited close to or is likely to have an impact on existing operational <u>or disused</u> railway lines <u>or lines that may be reopened</u>, no new crossings will be permitted. Furthermore, development proposals must demonstrate to the satisfaction of Network Rail that the safe use of affected level crossings as a result of development will not be compromised or the impacts can be mitigated.</p> <p>See also Policy H2</p>	
<p>X – Policy T6: Development at or Near Public Transport Corridors,</p>	<p>Pg 224</p>	<p>Explanation 14.44 This policy recognises that development in the vicinity of <u>operational</u> public transport facilities, particularly transport hubs or interchanges, enables more sustainable trips to be made on the radial and orbital public transport networks, and provides local and sub regionally-significant centres for shopping, employment, entertainment and other amenities. It also acknowledges that any future development needs to ensure that it does not have a detrimental impact on or</p>	<p>Text changes made to aid clarity.</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
Interchanges and Facilities Explanation		<p>prejudice transport operations within the vicinity of the development, including the safe operation of level crossings.</p> <p>14.45 The second part of this policy aims to protect disused public transport corridors and facilities to allow for the possibility of returning them to their former use, or for new uses such as footpaths, cycleways, or bridleways or wildlife corridors because once such a resource has been lost it is unlikely to ever be recovered. Any planning applications for d Development on or affecting a disused public transport corridor should be accompanied by an assessment in order to establish whether there is any reasonable prospect of the corridor being brought back into use, and identify potential extensions into and through the development sites to maximise the use of the existing corridor.</p> <p>14.46 Even in their disused state, former public transport corridors perform a valuable function as wildlife corridors and habitats. Any new development should be carefully designed to minimise harm to these newly established habitats. Opportunities should also be pursued, where possible, to enhance flora and fauna, and provide or enhance green infrastructure within the corridors and improve access to them.</p> <p>Delivery</p> <ul style="list-style-type: none"> • Key Delivery Partners: City of York Council, Great British Railways, Network Rail, train operating companies, Sustrans and developers. • Implementation: Planning Applications, Developer Contributions, City of York Council Capital Programme Network Rail investment programmes, Train Operating Company investment programmes and Sustrans investment programmes 	Delivery agency names updated.
X – Policy T7: Minimising and	Pg 225	See also Policy T1, SS4, SS9 to SS13, SS15, SS17, SS19, SS20, SS22 and ENV1	Policy reference updated.

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
Accommodating Generated Trips			
<p>X – Policy T7: Minimising and Accommodating Generated Trips Explanation</p>	<p>Pg 225</p>	<p>Explanation</p> <p>14.47 A TA Transport Assessment is a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, principally through the implementation of a TP Travel Plan.</p> <p>14.48 The NPPF states that a TS-Transport Statement or TA-Transport Assessment should support all developments that generate significant amounts of movement. This ensures that the full transport impacts of any proposal are assessed and understood, allowing for the appropriate mitigation measures to be implemented.</p> <p>14.49 The coverage and content of a TS, TA or TP-Transport Statement or Transport Assessment will vary significantly depending on the size and type of development they are required to support. Although NPPF does not state explicitly when a Transport Statement should be prepared in preference to a Transport Assessment (and vice versa), the transport issues arising out of smaller development proposals may not require a full Transport Assessment to inform the process adequately and identify suitable mitigation. In these instances, it has become common practice to produce a simplified report - a TS. There will also be situations where the transport issues relating to a development proposal are limited, and no formal assessment is necessary. A transport statement will be required for major development and a Transport Assessment will be required for any development expected to generate 30 or more peak hour trips. Guidance thresholds for the preparation of a TS TA or TP will be contained in the ‘Sustainable Transport for Development SPD. In addition, the Council reserves the right to request a TS, TA or TP in other instances, There may be instances where the location and/or the nature of the development are considered to be particularly</p>	<p>General changes made to aid clarity and provide clearer guidance around the thresholds between TS and TA.</p>

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p><u>sensitive and the Council requests a Transport Statement or Transport Assessment below these thresholds, for example a development in an area with sensitive heritage or high congestion levels.-</u></p> <p>14.50 A <u>TP Travel Plan</u> is a strategy for reducing travel demand in order to minimise the number of motor vehicles visiting a development. It should consider ...</p> <p>14.51 TPs must also demonstrate how they are to be monitored and how mitigation measures can be increased if the plan falls short of its objectives. <u>A Travel Plan will be required for all development subject to a full transport assessment where there are high trip generating characteristics (typically 30 or more peak hour trips).</u></p> <p>14.52 Where <u>strategic site</u> developments are in close proximity, developers should liaise with the Council and Highways England, as necessary, to establish whether a joint master travel management plan may be required.</p> <p>...</p>	<p>Reference added to make link to strategic sites clearer.</p>
<p>X – Policy T8: Demand Management</p>	<p>Pg 227</p>	<p>Policy T8: Demand Management</p> <p>To improve the overall flow of traffic in and around York City Centre, improve road safety, provide an environment more conducive to walking and cycling, and contribute to overall environmental quality development <u>should comply with the Council latest parking standards guidance, incorporate appropriate demand management measures that reduce congestion, improve public transport journeys, ease pedestrian and cycle access to, within and through the development and improve the streetscape.</u> will be supported that is in compliance with the Council's up-to-date Parking Standards, as contained in the 'Sustainable Transport for Development' SPD.</p> <p>Development that increases the number of long-stay (i.e. more than 4 hours parking) car parking spaces in and around the city centre will not be permitted.</p>	<p>Text amended to aid clarity and remove reference to SPD.</p>

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>Positive consideration will be given to development proposals incorporating appropriate demand management measures that reduce congestion, improve public transport journeys, ease pedestrian and cycle access to, within and through the development and improve the streetscape.</p> <p>See also Policy ENV1 and T7</p>	
<p>X – Policy T8: Demand Management Explanation</p>	<p>Pg 228</p>	<p>Explanation ...</p> <p>14.54 The NPPF sets out a range of issues that should be taken into account for setting local parking standards. The York Parking Strategy Review established that York's Parking Standards 'considered to be appropriate and in accordance with NPPF'.</p> <p>14.55 Development will be expected to comply with the Parking Standards that will be set out in the 'Sustainable Transport for Development' SPDCity of York Council's latest published Parking Standards guidance; these will be incorporated into the forthcoming that will be set out in the 'Sustainable Transport for Development' SPD. These may be amended to suit local conditions (in relation to a development's location, proximity to high quality accessible public transport...</p> <p>14.57 The types of demand management measures that could be considered to reduce congestion, improve public transport journeys, ease pedestrian and cycle access to, within and through the development and improve the streetscape include, but are not limited to</p> <ul style="list-style-type: none"> • measures to minimise private vehicle trips/car ownership, such car clubs • vehicular access restrictions; • changes to carriageway widths, alignments and surfacing materials; 	<p>Reference to document removed and reference to forthcoming SPD added.</p> <p>Reference to car clubs added.</p>

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<ul style="list-style-type: none"> • footway widths and materials; and • hard/soft landscaping <p>...</p>	
<p>X – Policy T9: Alternative Fuel Fuelling Stations and Freight Consolidation Centres</p>	Pg 228	No change	
<p>X – Policy T9: Alternative Fuel Fuelling Stations and Freight Consolidation Centres Explanation</p>	Pg 229	No change	
<p>X – Policy C1: Communications Infrastructure</p>	Pg 230	<p>... Proposals will be supported where:</p> <p>i. mobile communications infrastructure is located at an existing mast or transmission site, where it is technically and operationally feasible, unless it is particularly visually intrusive and is unavailable for use as a shared facility - where new equipment is proposed which cannot be located on an existing mast or site at its preferred location due to technical and operational constraints...</p> <p>...</p> <p>The Council will seek the removal and relocation of any visually intrusive masts particularly in the city centre, as and when the opportunity arises. A planning</p>	

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>condition will be used to implement the removal of redundant masts or other communications equipment, where appropriate.</p> <p>Communications Infrastructure in new developments</p> <p>All new development will be required to enable a Next Generation Access (NGA) broadband connection (i.e. to communications infrastructure that provides a broadband in excess of a minimum of 24Mbps (30Mbps for contracts signed from 2017 onwards)) unless the developer can clearly demonstrate that meeting this requirement is not viable. Where it can be demonstrated that the provision of a NGA broadband connection is not viable, proposals should provide a minimum download connection of 10Mbps and incorporate suitable infrastructure to support delivery of NGA broadband at a future date.</p> <p>Developers of strategic sites (or other major schemes) should engage with communication providers and local broadband groups to explore how NGA broadband can be provided and how the development may contribute to and integrate with active broadband projects within the local area.</p> <p>...</p>	
<p>X – Policy C1: Communications Infrastructure Explanation</p>	<p>Pg 231</p>	<p>...</p> <p>14.68 The provision of and access to ultrafast and future-proof connectivity is now an essential, and a key enabler for the UK’s Industrial Strategy, that is being supported by Government programmes and other initiatives. More specifically, one of the Government initiatives aims to enable everybody in the UK to access broadband speeds of at least two megabits per second and 95% of the UK to receive far greater speeds, (at least 24 Mbps), by 2017. In addition the European Commission, through the Digital Agenda for Europe, anticipates 100% coverage of 30Mbps broadband or more by 2020 and that over 50% of households will have a subscription to broadband connection in excess of 100Mbps. Future development provides an ideal opportunity for the Council and other organisations to expand and</p>	

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>continue the development of York’s world-class ultrafast connectivity and it is vital to offer high-speed internet access as York continues to be promoted as a vanguard ‘Digital City’. York must also address the growing need for City’s transport network to have high speed connectivity. York intends to retain its position as a leader in this area by ensuring appropriate data connectivity is available throughout the existing road network and is included where new roads and transport infrastructure are provided to meet the challenge the city will face with the advent of new technologies. This includes the use of ducting, street furniture and on-premise masts.</p> <p>14.69 Various changes have been made to Electronic Communications Code³ in England, to support the rollout of fixed broadband in all areas, apart from Sites of Special Scientific Interest. The changes to the Code are designed to help speed up the deployment of superfast broadband and reduce uncertainty and delays for communications providers, and will expire in 2018. The change introduced “a more permissive regime” for installation of above ground fixed line broadband electronic communications apparatus, and removed the requirement for prior approval by planning authorities for broadband cabinets and poles in protected areas.</p> <p>14.70 Further changes to planning in England have also been made to support 4G rollout in non-protected areas including extending and widening existing masts, permitting larger and taller antennas and small cell antennas. Specific changes for protected areas saw the addition of an allowance of three antennas to masts and dish antennas to existing masts, as well as small cell antennas. Two codes of best siting practice have also been published to complement the statutory changes.</p> <p>Planning obligations may be used to ensure that new sites are available for future mast sharing subject to technical and operational constraints. Reforms to the Electronic Communications Code, made through the Digital Economy Act 2017, will further encourage the simplification of the process for installing or upgrading digital infrastructure. The rapid pace of technological change within the industry means that fewer installations may be required in the future and so i It is important that</p>	

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>redundant installations are removed and the site fully restored (including aftercare). Such obligations may also be used to require the expeditious removal of equipment and installations once they cease to be operational.</p> <p><u>The Council will seek the removal and relocation of any visually intrusive masts particularly in the city centre, as and when the opportunity arises. A planning condition or obligation as appropriate will be used to implement the removal of redundant masts or other communications equipment, where appropriate.</u></p> <p>...</p>	
Section 15: Delivery and Monitoring			

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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
<p>X – Policy DM1: Infrastructure and Developer Contributions</p>	<p>Pg 235</p>	<p>...</p> <p>The Council will seek contributions from developers to ensure that the necessary infrastructure is in place to support future development in York. Contributions will be sought to fund strategic infrastructure that helps to deliver the Vision, Spatial Strategy and Objectives of the Local Plan, as well as specific infrastructure that is necessary to deliver an individual site.</p> <p><u>Where developers demonstrate that there are exceptional circumstances which justify the need for a viability assessment at the application stage, the Council will consider the assessment. If the development is demonstrably unviable, consideration will be given to modifying the phasing of obligations and may extend to including a review mechanism in any legal agreement.</u></p> <p>The required strategic infrastructure,...</p>	<p>To provide clarity.</p>

City of York Local Plan Proposed Modifications Schedule (August 2022)

<p>X – Policy DM1: Infrastructure and Developer Contributions Explanation</p>	<p>Pg 235</p>	<p>...</p> <p>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.</p> <p>...</p> <p>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</p> <p>Delete Table 15. 1: Comparison of Future Year Modelled Travel Times with Baseline Year Travel Times, and replace with:</p>	<p>To provide clarity.</p>
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City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change																																																																																																																																																														
		<p>Table 15. 1: Comparison of Future Year Modelled Travel Times with Baseline Year Travel Times (2019)</p> <table border="1"> <thead> <tr> <th rowspan="3">Trip</th> <th rowspan="3">2019 Base year modelled peak hour trip time (decimal mins)</th> <th colspan="8">Future Year (2032/33) Forecast</th> </tr> <tr> <th colspan="2">Modelled peak hour trip time (decimal mins)</th> <th colspan="2">Increase from baseline year (decimal mins)</th> <th colspan="2">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)</th> </tr> <tr> <th>AM</th> <th>PM</th> <th>AM</th> <th>PM</th> <th>AM</th> <th>PM</th> <th>AM</th> <th>PM</th> </tr> </thead> <tbody> <tr> <td>Route No.</td> <td>Description</td> <td>AM</td> <td>PM</td> <td>AM</td> <td>PM</td> <td>AM</td> <td>PM</td> <td>AM</td> <td>PM</td> </tr> <tr> <td rowspan="2">1</td> <td>A1237 (Northbound)</td> <td>27.7</td> <td>34.9</td> <td>33.8</td> <td>35.8</td> <td>+6.1</td> <td>+0.9</td> <td>0.0</td> <td>-0.5</td> </tr> <tr> <td>A1237 (Southbound)</td> <td>27.8</td> <td>31.8</td> <td>33.3</td> <td>35.7</td> <td>+5.5</td> <td>+3.9</td> <td>+1.0</td> <td>-0.5</td> </tr> <tr> <td rowspan="2">2</td> <td>A64 (Northbound)</td> <td>17.5</td> <td>16.7</td> <td>18.2</td> <td>17.5</td> <td>+0.7</td> <td>+0.8</td> <td>0.0</td> <td>0.0</td> </tr> <tr> <td>A64 (Southbound)</td> <td>16.7</td> <td>16.6</td> <td>17.4</td> <td>17.1</td> <td>+0.7</td> <td>+0.5</td> <td>+0.1</td> <td>-0.1</td> </tr> <tr> <td rowspan="2">3</td> <td>Inner Ring Road (Clockwise)</td> <td>21.9</td> <td>24.2</td> <td>24.9</td> <td>28.7</td> <td>+3.0</td> <td>+4.5</td> <td>-0.6</td> <td>-1.1</td> </tr> <tr> <td>Inner Ring Road (Anti-clockwise)</td> <td>23.0</td> <td>25.2</td> <td>25.6</td> <td>28.9</td> <td>+2.6</td> <td>+3.7</td> <td>-1.1</td> <td>-0.5</td> </tr> <tr> <td rowspan="2">4</td> <td>A1036 Tadcaster Road (Inbound)</td> <td>18.5</td> <td>17.0</td> <td>20.2</td> <td>18.1</td> <td>+1.7</td> <td>+1.1</td> <td>+0.1</td> <td>-0.1</td> </tr> <tr> <td>A1036 Tadcaster Road (Outbound)</td> <td>14.7</td> <td>15.9</td> <td>16.5</td> <td>17.1</td> <td>+1.8</td> <td>+1.2</td> <td>-0.1</td> <td>-0.5</td> </tr> <tr> <td rowspan="2">5</td> <td>A19 Fulford Road (Inbound)</td> <td>20.1</td> <td>14.6</td> <td>21.9</td> <td>16.6</td> <td>+1.8</td> <td>+2.0</td> <td>-1.2</td> <td>-0.6</td> </tr> <tr> <td>A19 Fulford Road (Outbound)</td> <td>11.8</td> <td>16.0</td> <td>12.3</td> <td>18.2</td> <td>+0.5</td> <td>+2.2</td> <td>-0.1</td> <td>-0.3</td> </tr> <tr> <td rowspan="2">6</td> <td>A1079 Hull Road (Inbound)</td> <td>18.5</td> <td>16.2</td> <td>20.9</td> <td>19.0</td> <td>+2.4</td> <td>+2.8</td> <td>-0.2</td> <td>+0.7</td> </tr> <tr> <td>A1079 Hull Road (Outbound)</td> <td>14.0</td> <td>16.7</td> <td>15.9</td> <td>20.0</td> <td>+1.9</td> <td>+3.3</td> <td>-0.1</td> <td>-0.3</td> </tr> <tr> <td>7</td> <td>A1036 Malton Road (Inbound)</td> <td>9.6</td> <td>10.3</td> <td>11.2</td> <td>10.5</td> <td>+1.6</td> <td>+0.2</td> <td>-1.6</td> <td>-1.2</td> </tr> </tbody> </table>	Trip	2019 Base year modelled peak hour trip time (decimal mins)	Future Year (2032/33) Forecast								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	Route No.	Description	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	
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Modification Reference Number	Plan Location	Proposed Modifications	Reason for change		
		A1036 Malton Road (Outbound)	8.3 9.0 9.6 9.8 +1.3 +0.8 -0.3 +0.3		
		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		
		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		
		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		
		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		
		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		
		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		
		Leeman Road (Inbound)	! * 5.2 5.1 ! ! 0.0 -0.1		
		Leeman Road (Outbound)	! ! 8.1 7.0 ! ! -0.1 0.0		
		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		
		<p>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:</p> <ul style="list-style-type: none"> committed or programmed; 			

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<ul style="list-style-type: none"> • required to access development; or • required to mitigate the direct local impacts of development. <p>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 <u>via the Sustainability Appraisal process</u>. However, it is also acknowledged that major enhancements to the highway network <u>are will</u> also <u>likely to</u> be necessary <u>to manage congestion and delay in York</u>.</p> <p>...</p> <p>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 <u>- as are the individual allocations</u>.</p> <p>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. <u>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.</u></p>	

City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
Annex A: Glossary of Terms			
		<p>Affordable Housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</p>	
		<p>Ancient woodland:</p>	
		<p>Annual Monitoring Report (AMR): Part of the Local Development Framework, the Annual Monitoring Report will assess the implementation of the Local Development Scheme and the extent to which policies in Local Development Documents are being successfully implemented. Authority Monitoring Report (AMR): The Authority Monitoring Report will assess the implementation of the Local Plan and the extent to which policies are being successfully implemented</p>	
		<p>Brownfield Sites/Locations: Previously developed land that is, or was, occupied by a permanent structure (excluding agricultural or forestry building) and associated fixed surface infrastructure. See definition of previously developed land.</p>	
		<p>Exception Sites: Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.</p>	
		<p>Greenhouse Gases (GHG): A group of gases that absorb solar radiation, storing some of the heat in the atmosphere. The major natural greenhouse gases are water vapour, carbon dioxide, and ozone. Other greenhouse gases include, but are not limited to: methane, nitrous oxide http://en.wikipedia.org/wiki/Nitrous_oxide, sulphur hexafluoride, and chlorofluorocarbons.</p>	

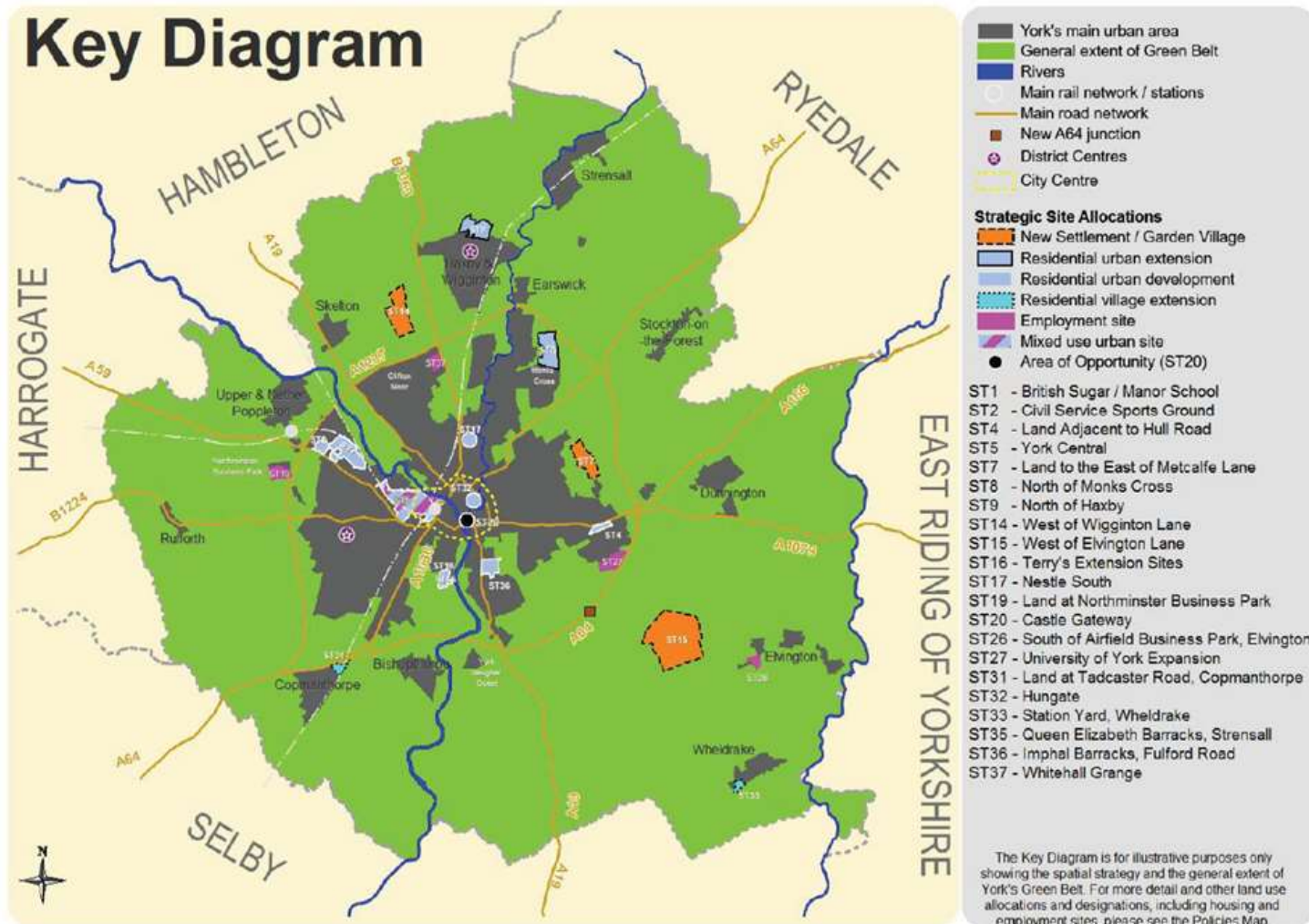
City of York Local Plan Proposed Modifications Schedule (August 2022)

Modification Reference Number	Plan Location	Proposed Modifications	Reason for change
		<p>Local Plan: A document which, forms part of the Development Plan for a specified area. The Local Plan consists of a Written Statement and a Proposals Policies Map. It sets out detailed policies and proposals for the development and use of the land within the District. Local Plans are prepared by local planning authorities at District level, following statutory procedures, including public consultation exercises and if necessary, a Local Plan Inquiry.</p>	
		<p>Local Development Framework (LDFs): The portfolio of Local Development Documents introduced by the Planning and Compulsory Purchase Act (2004). It is now largely superseded by the Local Plan, Minerals and Waste Plan and relevant made Neighbourhood Plans. The portfolio also comprises Development Plan Documents such as the Statement of Community Involvement and Local Development Documents such as Supplementary Planning Documents and other documents such as the Local Development Scheme and Annual Monitoring Reports. These documents remain complementary to the Local Plan, or will be complementary to it once prepared/adopted.</p>	
		<p>Policies/Proposals Map: illustrates on a base map, (reproduced from, or based upon a map to a registered scale) all the policies contained in the Local Plan, together with any saved policies. It must be revised each time each new Local Plan is adopted, and it should always reflect the up-to-date planning strategy for the area. Proposals for changes to the adopted proposals policies map accompany submitted Local Plan in the form of a submission proposals policies map.</p>	
		<p>Strategic Sites: All sites over 5 hectares, all sites allocated on the Policy Map with ST** and included within Table 5.1 or Policy EC1 are considered to be strategic sites. New Strategic Sites excludes those that are part complete.</p>	

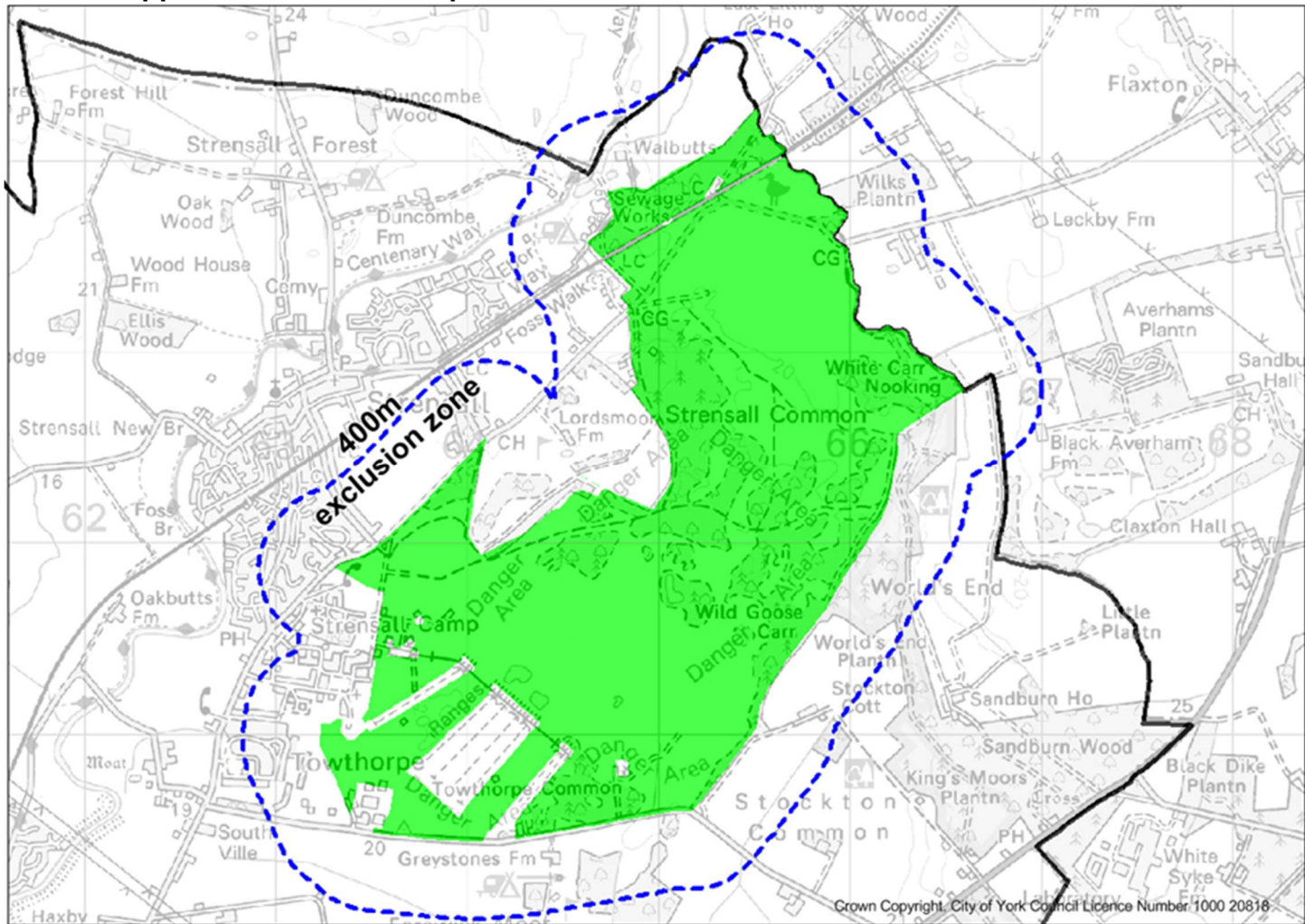
City of York Local Plan Proposed Modifications Schedule (August 2022)

3. Associated Figures and Tables

X – Key Diagram

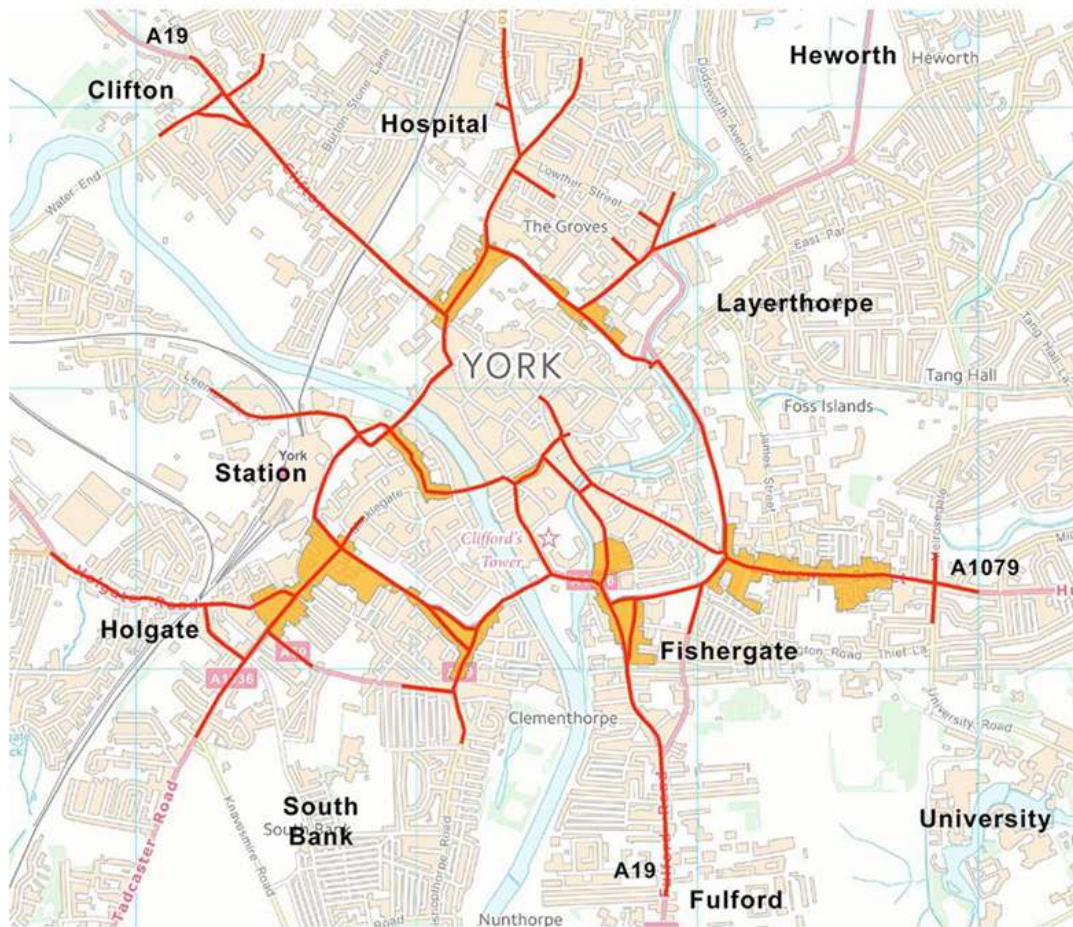


City of York Local Plan Proposed Modifications Schedule (August 2022)
X - G12a Applicable 400m development exclusion zone



City of York Local Plan Proposed Modifications Schedule (August 2022)

X – Air Quality Management Area (figure 12.1)



City of York Council
Air Quality
Management Area for
Nitrogen Dioxide
Order No. 5

Boundary of the Air Quality Management Area

- Roads included for annual mean objective
- Properties included for annual mean objective



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