

## Changes Requested by Members Since 14<sup>th</sup> Feb 2011 LDF Working Group

### 1. Draft Core Strategy

#### 1A Major Changes

	Section	Requested Change	Proposed Change
<b>Section 3. Spatial Strategy</b>			
1A 3.1	Spatial Principle 1, last paragraph	Highlight the potential for renewable energy/hydro and heat plants which may fall in the Green Belt, in line with the AEA study.	Spatial principles deal with the general approach to development rather than specific development types. Given its nature renewable energy would in some cases represent an exception and could for example constitute very special circumstances in the GB. It is considered the best place to pick up this issue would be in Section 18.
<b>Section 4. The Role of York's Green Belt</b>			
1A 4.1	CS1, last paragraph	Add reference to essential renewable energy facilities in selective locations, in line with the AEA study.	As highlighted above Renewable Energy could constitute very special circumstances with regard to development in the Green Belt. There are however a range of development types to which this may apply. Rather than listing potential exceptions, it is considered the best place to pick up this issue would be in Section 18.

<b>Section 5. City Centre</b>			
1A 5.1	Policy CS2, 2	Add further principle on reducing traffic congestion and air quality breaches in and around the city centre.	The principle of reducing congestion, improving air quality and reducing emissions is covered in the transport policy and the air quality policy. The latter identifies areas with air quality breaches, including those in and around the city centre. Rather than addressing in the policy pick up linkage in the Explanation.

<b>Section 6. York Northwest</b>			
1A 6.1	Policy CS3 ii	Include additional text on York Central retail: '...showing no significant impact on city centre retail and that traffic and air quality implications acceptable...'	Future proposals for York Central would be considered against all relevant policies in the Core Strategy, including transport and air quality. Recommend no change.
1A 6.2	Policy CS3	Add new bullet point about bus interchange at rail station, as per previous local plan policy.	Specific transport infrastructure schemes are not listed in the York Central policy. As the specific location of improvements to the bus interchange are currently not known. Add reference to Explanation at paragraph 6.13 as follows – ' <u>...development of the area. The development must be well served by sustainable modes, taking full advantage of the opportunities associated with its location in order to maximise sustainable travel. Opportunities will be explored around pedestrian and cycle linkages, park and ride, tram train, rail and bus service improvements, potentially including interchange improvements at the station</u> ' The SPD will.....'

<b>Section 9. Aiding Choice in the Housing Market</b>			
1A 9.1	Policy CS8	Add reference to Gypsy and Traveller sites meeting sustainability design requirements regarding energy and CO2 reduction.	Policy CS21 “Sustainable Design and Construction” part 2, requires a Sustainability Statement to accompany all new development - the Sustainability Statement will need to demonstrate that the development will be a high standard of sustainable design and construction using techniques to ensure design reduces energy consumption and construction ensures sustainable use of resources. This addresses the issue highlighted.
1A 9.2	Paragraph 9.4	Need separate section on younger people given current affordability problems and add new text: <u>‘for people as they grow up and leave home, and as they grow older...’</u>	Issues of affordability substantially dealt with under Section 10, and cross referenced.  Amend text to read: “At the heart of a successful policy for meeting future housing pressures must be a policy which provides for people <u>as they grow up and leave home</u> , as they grow older, and as their circumstances, options and preferences change.
<b>Section 10. Affordable Housing</b>			
1A 10.1	Strategic Objectives	Should refer to future residents <u>and employees</u>	Amend as proposed.

1A 10.2	Targets	Add new target: 'reducing housing waiting lists and affordable housing need assessments.'	<p>This would be one of our aims (both through planning policy and other mechanisms) is to reduce the housing waiting list by providing more affordable homes, however reducing the list relates to a wider set of policy approaches than simply planning policy which the targets are designed to measure.</p> <p>Suggested amendment to para 10.3 to explain.</p> <p>Include new target: "<u>Maintain an up-to-date and appropriate assessment of local housing need</u>"</p>
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**Section 12: Education, Skills and Training**

1A 12.1	Policy CS13 iv	Add reference to Higher Education Institutions providing facilities and the requisite amount of student accommodation on their existing sites, in line with existing local plan policy.	Amend as follows '...teaching and research operations, <u>other facilities and student accommodation</u> at their existing sites...'
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**Section 14. Retail**

1A 14.1	Page 81: Strategic Objectives – first Bullet Point	Add wording about seeking to restore the 34% market share, as per draft Core Strategy policy and justification.	The Retail Topic Paper recommended that rather than focusing on market share and relative performance against other centres, the approach should focus on vitality and viability and local need. Therefore it is recommended that no change is made.
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1A 14.2	Page 81: Targets – second Bullet Point	Make it clear that the prime focus is on Piccadilly and that retail on York Central should be subject to the traffic and air quality consequences being acceptable.	<p>The current policy phasing indicates that the priority for new retail development will be Castle Piccadilly and the Stonebow Area. Retail development at York Central will only be considered following the implementation of Castle Piccadilly as set out in paragraph 14.5.</p> <p>Future proposals for York Central would be considered against all relevant policies in the Core Strategy, including transport and air quality. This would address the concern highlighted.</p>
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<b>Section 15: Sustainable Transport</b>			
1A 15.1	Strategic Objective	Reflect the latest LTP3 objectives	The objectives match the current draft LTP3 headline objectives and it is proposed to use the same headline objectives in both documents.
	1 <sup>st</sup> bullet point	Bullet point needs to reflect managing motorised traffic demand and road network operations	
	2 <sup>nd</sup> bullet point	Refer to providing 'selective' strategic links	
1A 15.2	Targets 6 <sup>th</sup> bullet point	A 25% increase in delays relative to 2008 is an unacceptably high increase.	The reduced level of increase in delay is considered to be appropriate and achievable with the level of growth proposed and funding available.
1A 15.3	Policy CS18 Phase 1	Include reference to the Strategic Cycling Network (updating the previous Local Plan version).	Reword bullet point 7: ' <u>Improvements to the strategic cycle network</u> as set out ...'
1A 15.4	Policy CS18 Phase 2	Include reference to a new bus interchange at railway station.	Add new bullet point under Phase 2, Bus Network Improvements: 'Improvements to the bus interchange at the railway station.'

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1A 15.5	Policy CS18 Phase 2	Include reference to Wetherby Road Park and Ride	The Wetherby Road Park and Ride is not currently considered to be deliverable and is therefore not included.
1A 15.6	Policy CS18 Phase 2	Create a new bullet point relating to the continued implementation of the Strategic Cycling Network	Add new bullet point: ' <u>continued implementation of the strategic cycle network as set out in the emerging LTP3 and subsequent investment programmes.</u> '
1A 15.7	Policy CS18 Phase 3	Create a new bullet point relating to the continued implementation of the Strategic Cycling Network	Add new subheading: ' <u>Strategic Cycling Network Improvements.</u> ' Add new bullet point: ' <u>continued implementation of the strategic cycle network as set out in the emerging LTP3 and subsequent investment programmes.</u> '
1A 15.8	Policy CS18 Phase 3	Include in the policy the need to reserve land for Haxby Train Station and other stations including Strensall and within British Sugar site.	The provision of a new station at Haxby is a long-term aspiration and whilst not a specific deliverable scheme within the LDF period, it would be appropriate to ensure that any future scheme is not prejudiced. The same is true of improvements along the Harrogate railway line. In policy CS18 ii, in paragraph referring to tram-train add: ' <u>...ambitions to develop a new station at Haxby and improve rail provision along the Harrogate railway line through the introduction of tram-train. This could include provision for a rail halt within the British Sugar site.</u> '  A new station at Strensall is a longer term option.
1A 15.9	Policy CS18 add new section (v.)	Add an additional section to the policy setting out a requirement to reflect the York Transport and Accessibility Hierarchy (as set out in Local Plan policy)	Recommend no change. The transport and accessibility hierarchy is part of the overarching transport policy context and will be set out in the LTP3.

1A 15.10	Policy CS18 final paragraph and para 15.5	Add reference to controlling the total (public and private) City Centre and near centre car parking – should be monitored and maintained at 5,100 (public off-street parking total), as per existing local plan policy.	Parking control is recognised as a critical element of demand management as highlighted in the policy (section iii). The detail of the best mechanism to use for controlling parking will be included in the proposed SPD as set out in paragraph 15.4. This will also consider through the findings of the City Centre Movement and Accessibility Framework.
1A 15.11	Explanation/ Policy CS 18 Paragraph 15.7	Include reference to reserving land for future transport infrastructure improvement such as future rail stations, main station bus interchange, road line improvements (including outer ring road), York Northwest public transport links route, rail freight transshipment, extra river bridges.	Given the nature of Transport Infrastructure it is recommended that the policy is amended to reflect this point.  Rail freight transshipment is not currently being pursued.

<b>Section 18. Sustainable Design</b>			
1A 18.1	Targets and policy	Should set a stepped CO <sub>2</sub> reduction target, e.g. 15% from 2013. This could include setting higher code for sustainable home targets (level 4 from 2013, in line with current building regs) and BREEAM standards (very good up to 2015, and excellent up to 2019) and taking a positive line on smaller flat developments particularly in relation to biomass (currently excluded in the AEA analysis). This must be subject to comments made in relation to Air Quality (comment 1A 18.5 below)	Following comments made at the LDF Working Group interim targets were introduced for Code for Sustainable Homes and BREEAM these will help address Sustainable Design and Construction in residential and non residential properties and energy efficiency/ CO <sub>2</sub> reduction targets will step up over the time period in line with building Regulations.  AEA Study suggests that biomass is not suitable for flats but instead suggests that because flats tend to be higher density developments district heating / CHP networks should be considered.

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1A 18.2	Target	Requested new target. Council’s agreed a policy last year of 40% CO <sub>2</sub> reduction target by 2020 (proposed by Friends of the Earth).	The 40% CO <sub>2</sub> reduction target by 2020 relates to the City of York as a whole including new and existing housing and commercial stock. The current Core Strategy target of 10% CO <sub>2</sub> reduction relates to new development only and is an appropriate target based on a robust evidence base. York’s Climate Change Framework and Action Plan will build in the Core Strategy targets to help reach the 40% CO <sub>2</sub> reduction target.
1A 18.3	Policy CS21 Renewable Energy (i)       Table 18.1	The medium scenario renewable energy targets of 38.7MW for electricity and 15.1 for heat by 2020 should be replaced by the higher scenario targets set out in the AEA report and replaced with 55.6MW and 20.2MW respectively, given the significant shortfall in reaching the 40% target by 2020.    Query the 39.8MW target for electricity and 18MW target for heat by 2031 – they show so little improvement over 2021. Continued substantial progress is required to meet the Gov 80% CO <sub>2</sub> reduction target by 2050.	Using the higher target scenario was not a resolution made at the LDF Working Group.– no change recommended.          The post 2020 targets have been included from the AEA Renewable Energy Study. The consultants have verified these targets.
1A 18.4	Policy CS21 (new section proposed)	Include new section relating to Broadband connections, because of the potential to facilitate home working, support use of home delivery services and cut private car journeys. Require all new developments to contribute to connections.	Broadband connections are considered in infrastructure section.



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1A 18.5	New paragraph 18.4 a	Given existing air quality (NO <sup>2</sup> ) breaches and near breaches care must be taken on the expansion of biomass technologies as this may cause problems. All proposals will need testing in this regard.	Added text into paragraph 18.6. which indicates that Air Quality considerations are important in relation to specific types of renewable Energy Technologies.
1A 18.6	Explanation	Add reference to essential renewable energy facilities in selective locations in the Green Belt, as per AEA reports recommendations.	Insert the following text after paragraph 18.6: <u>Given their nature it may only be possible to accommodate certain renewable energy technologies within the Green Belt. This may not be considered inappropriate provided they maintain the openness of the Green Belt and don't conflict with the purposes of including land within in it; particularly the primary purpose of York's Green Belt to protect the City's Historic Character and Setting.</u>

<b>Section 20. Sustainable Waste Management</b>			
1A 20.1	General	How will the issue of waste water be addressed?	This is covered under the infrastructure section and in the associated Infrastructure Paper.
20.2	Table 20.2	Ensure that the waste figures in Table 20.2 are the most up to date.	Table 20.2 show the latest waste tonnage figures provided by colleagues in Waste Management.

**1B Minor Changes**

	<b>Section</b>	<b>Requested Change</b>	<b>Proposed Change</b>
<b>Section 3. Spatial Strategy</b>			
1B 3.1	Strategic Objectives (2 <sup>nd</sup> bullet)	Add reference to walking and cycling routes and local services.	Add ' <u>including walking and cycling</u> ' to the Strategic Objective.
1B 3.2	Strategic Objectives	Add new bullet point – 'new development does not worsen congestion and air quality in breach/near breach areas.'	Spatial Principle 2 already includes a reference to development not leading to unacceptable levels of congestion, pollution and / or air quality. Policy CS19 then goes on to address this issue in detail for individual developments.
1B 3.3	Para 3.2	Add bullet – reducing congestion and air quality breaches.	Reducing congestion and aiding air quality is a part of locating development in the most sustainable location and the relationship between York and its surrounding settlements. Therefore add reference to reducing congestion to paragraph 3.3.
<b>Section 4. Green Belt</b>			
1B 4.1	Policy CS1, first para.	Add reference to avoiding coalescence between villages and the urban area.	The policy indicates that the primary purpose of York's Green Belt is to preserve the historic character and setting of York. This is then defined in paragraph 4.4 which now includes the following extract: 'and areas which prevent the coalescence of settlements to retain their individual identity.'

<b>Section 5. City Centre</b>			
1B 5.1	Policy CS2	Reinstate framework for decision making as referred to on page 43 of the SA	Recommend no change. The Core Strategy as a whole and the City Centre Area Action Plan will be the framework for decision making. No need to specifically mention in this section.
1B 5.2	Policy CS2, 2	Add reference to strategic city wide leisure facilities.	Add the following to the start of point x.: <u>'support the provision of strategic leisure facilities.'</u>
1B 5.3	CS2, 3vi	Questioned name areas.	Site is widely known as Castle Piccadilly so seems appropriate.
1B 5.3	CS2, 3iv	Add reference to retail on Stonebow as part of Hungate	Recommend no change. The retail on Stonebow is not within the Hungate Area of Change which covers the area which has outline planning consent. Paragraph 5.16 recognises the opportunities for linkages provided by the proposed retail in the Stonebow area.

<b>Section 6. York Northwest</b>			
1B 6.1	Policy CS4	Add reference to new green corridors under principles.	Policy CS4 vii refers to delivering new development within a framework of linked multifunctional green infrastructure. The latter would include green corridors so no change is recommended.

<b>Section 7. Special Historic and Built Environment</b>			
1B 7.1	Strategic Objective	Delete 'for the benefit of' and replace with <u>'...delivering its share of exceptional contemporary development that will be equally valued by future generations.'</u>	Amend as proposed

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1B 7.2	Targets (4 <sup>th</sup> bullet)	Include the date of the Archaeology Study	Amend bullet to read "...The York Development and Archaeology Study, <u>1991...</u> "
1B 7.3	Targets (5 <sup>th</sup> bullet)	Add: 'Consultation <u>and agreement...</u> '	Amend as proposed
1B 7.4	CS5 (1 <sup>st</sup> bullet)	Add: the city's strong, <u>generally small scale urban grain...</u> '	New development needs to respond to its setting, which will be defined by local appraisals of character (as Policy CS5 describes), therefore it would be inappropriate to prescribe a single characteristic of citywide grain. No change.
1B 7.5	CS5 (3 <sup>rd</sup> bullet)	After 'Clifford's tower' add: ' <u>and main railway station.</u> '	Add specific reference to including the main railway station after reference to the structures and spaces associated with the City's railways.
1B 7.6	CS5 (5 <sup>th</sup> bullet)	After 'explored' add ' <u>or otherwise protected for the future;</u> '	No change.
1B 7.7	CS5 (6 <sup>th</sup> bullet)	Amend to read: '...hinterland and the <u>open green strays and river corridors and lngs</u> , which...'	Amend as proposed
1B 7.8	CS5 (i)	Amend to read 'conserve those element <u>and settings</u> which contribute...' and after buildings add: ' <u>...including their features and character, flora and fauna...</u> '	No change.
1B 7.9	CS5 (ii)	After landscape character add: ' <u>views and vistas</u> '  Reword 'river corridors' to read: '...river and becks and former rail corridors,...'	Views and vistas covered in part e). No change.  Amend to include ref to becks.  Former rail corridors would be considered as part of reference to local townscape character.

1B 7.10	CS5 (ii) f).	Add to the end of f). <u>'and conservation areas;'</u>	Consideration of the impact of a building's mass on its setting is as important outside Conservation Areas as within. No change is therefore recommended,
1B 7.11	CS5	Add new para to the end of policy to read: <u>'major development sites will be expected to include exceptional examples of contemporary development and develop new vistas and panoramas where possible, that add to York's standing for the future.'</u>	Policy as drafted already sets the context within which these aspirations would take place. Specific reference is made to undertaking heritage statements for key strategic sites.
1B 7.12	Paragraph 7.8	Add to end of paragraph: <u>'...with the City keen to encourage an innovative and exemplary marriage of ambitions in these two areas...'</u>	Amend as proposed

### Section 9. Aiding Choice

1B 9.1	Targets	These are worded as outputs and none measure whether achieving the objective.	Related indicators are listed in Table 23.
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### Section 11. Community Facilities

1B 11.1	Page 70: Paragraph 11.9 –ref to ongoing development of a multi storey car park at Hospital.	It is suggested that an additional option would be for a linking park and ride and better bus service, given the traffic problems in that area.	The car park that is currently under construction is not the only measure in managing transport at the hospital. It is expected that the proposed Park & Ride at Wigginton Road will include a bus stop by the hospital.
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### Section 12. Education

1B 12.1	Strategic Objectives	4 <sup>th</sup> line, amend as follows – 'It will ensure <del>all these who live and work</del> <u>the whole community</u> in York...'	Amend as proposed
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1B 12.2	Targets	3 <sup>rd</sup> target, amend as follows – ‘Reduce the number of 16 and 18 year olds who are not in education, employment or training <u>and increase in those staying on to 18</u> ’ New target as follows – ‘Use of educational premises by the wider community’	Include new target – ‘ <u>Increase in those staying in further education and training up to 18</u> ’.  Include new target – ‘ <u>Increase in the number of facilities on educational premises that are available for use by the wider community.</u> ’
1B 12.3	Policy CS13	Amend as follows – ‘To support York’s role as a world class centre for education <u>and lifelong learning...</u> ’	Amend as proposed
1B 12.4	Policy CS13 i	Reference to provision of facilities at existing schools	Criterion i provides enough scope to cover existing schools, however additional text added to para 12.2 for clarification in explanation as follows, ‘...through the LDF process. <u>Alongside any new provision, the LDF will also facilitate the development of existing schools to deliver quality, modern education facilities.</u> ’
1B 12.5	Policy CS13 iii	Add ‘...and of other sports and cultural provision’	This is implicit in criterion i by ‘modern educational facilities’. Text added in explanation at para 12.2 as follows – ‘ <u>facilities across the City. This includes the provision of teaching operations, sports and cultural provision.</u> As highlighted in ongoing work...’
1B 12.6	Policy CS13 vi	Amend as follows ‘...facilities which <del>encourage</del> <u>support</u> community use of their facilities.’	Amend as proposed.
1B 12.7	Policy CS14	Replace ‘construction training,,,,,’ with ‘ <u>construction and other development related training</u> ’ – as referred to in the SA recommendation (page 52/53)	No change to the policy as ‘construction’ is meant in its widest sense, i.e. the entire construction of the development, not just construction relating to physical brick laying etc. Add text to paragraph 12.9 to that affect.

1B 12.8	Para 12.2	Re-provision of All Saints and St. Paul's nursery and primary. All are in unsustainable buildings and close to York Central.	Reference to sufficient modern education facilities in CS13 (i) is intended to cover both new and existing schools. Add new text to para 12.2 for clarification as follows – <u>'...through the LDF process. Alongside any new provision, the LDF will also facilitate the redevelopment of existing schools to deliver quality, modern education facilities.'</u>
1B 12.9	Para 12.5	Remove 'encouraging' from reference to Academies and Free Schools – agree with the wording in part ii of policy but feel 'encouraging' does not reflect council's approach. – suggest 'note'?	This sentence comes from the Schools White Paper, which is made clearer through the following additional text 'As set out in the Schools White Paper (November 2010) the Council has a key role in supporting parents and families through promoting a good supply of strong schools, <u>responding to proposals for encouraging</u> the development of academies and free schools...'

**Section 13. Economic Growth**

1B 13.1	Page 77: Policy CS16, bullet point 1 (iv)	Add 'low transport intensity' – to read: 'Facilitating the development of appropriate rural industries, businesses and enterprises through supporting rural <u>low transport intensity</u> diversification schemes' This is to avoid highly unsustainable rural development (see also SA page 55)	Amend policy and explanation to indicate rural diversification schemes would only be supported if appropriate in transport terms.
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**Section 15. Sustainable Transport**

1B 15.1	Targets	Add an additional target relating to travel plans on all developments.	Add new target on travel plans.
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1B 15.2	Targets	Add a new target relating to modal shift as per current Local Plan Table 6.1.	Recommend no change. Citywide modal split levels are difficult to monitor accurately potentially rendering a target meaningless. Specific modal split targets could be applied to individual developments.
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**Section 16: Air Quality**

1B 16.1	Para 16.2	Add new text to the end of para: ‘...though care will be required that new technologies such as bio-mass do not add to the problems.’	Amend text to highlight Air Quality Management Areas are treated as a potential constraints to combustion based renewable energy technologies such as biomass.
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**Section 17. Green Infrastructure**

1B 17.1	Strategic Objectives	Add reference to ‘transport corridors’ as example of York’s Green Infrastructure network	Amend as proposed
1B 17.2	Strategic Objectives	3 <sup>rd</sup> bullet point – add reference to ‘other transport/green corridors’	This objective specifically relates to conserving and enhancing river corridors. The equivalent protection and promotion of green corridors (including transport corridors) will be afforded through objective bullet point 1. No change recommended.
1B 17.3	Strategic Objectives	4 <sup>th</sup> bullet point – make reference to ‘protect and develop green corridors’	This objective is already described by bullet point 1. No change recommended.
1B 17.4	Targets	Need to explain ref to ‘outside protected areas’ in 4 <sup>th</sup> bullet point.	Policy CS20 seeks to provide equivalent levels of protection to non-designated areas, and allows for future designations to change.
1B 17.5	Targets	Add reference to trees in 5 <sup>th</sup> bullet point	Amend as proposed.

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1B 17.6	Targets	New bullet point – “ <u>Number and length of recognised green corridors</u> ”	No change recommended as promoting green corridors is most importantly about their function and access rather than their extent.
1B 17.7	Policy CS20	Part 1, bullet point 2 – amend to read: ‘describe, <u>protect</u> and enhance the biodiversity...’ and add reference to ‘ <u>including buffer zones, free from development, where appropriate.</u> ’	Add ref to ‘protect’ as described.  Include text to bullet point 4, as follows: “... <u>including the potential to create buffer zones.</u> ”
1B 17.8	Policy CS20	Part 1, bullet point3 – amend to read “protecting existing open space in York, <del>especially</del> <u>and enhancing it</u> in areas where a deficiency has been identified.”	Amend as proposed.
1B 17.9	Policy CS20	Part 1, bullet point 7 – add reference to green corridors	This clause specifically relates to maintaining and enhancing river corridors and other smaller waterways. The equivalent protection and promotion of green corridors (including transport corridors) will be afforded through objective bullet point 1, and through the application of both parts 1 and 2 of policy CS20. No change recommended.
1B 17.10	Policy CS20	Part 2, bullet point 1 – include reference to buffer zones around important features.	See change to part 1, bullet 4 above.
1B 17.11	Policy CS20	Part 2, bullet point 3 – amend to read “results in no net loss to, <u>and improves,</u> biodiversity...”	CS20, part 2, sets the minimum standards within which development would be allowed. Through negotiation we would seek to achieve higher standards across all clauses, in line with the stated objectives. No change recommended.

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1B 17.12	Policy CS20	Part 2, bullet point 3 – need to distinguish between sites of higher and lower importance (former to be protected and not developed).	Clause as drafted allows for application to a range of sites, whether formally designated or not. No change recommended.
1B 17.13	Policy CS20	Part 2, bullet point 4 – amend to include reference to ‘green (transport) corridors’.	Clause relates to open space – suggest ref to green corridors (which include transport corridors) is made under bullet point 2. Amend bullet point 2 to read “supports the creation, integrity and management of York’s Green Infrastructure Network, <u>including it’s green corridors.</u> “
1B 17.14	Policy CS20	Part 2, bullet point 4 – include ref to allotments	Allotments are a recognised open space typology (see PPG17 assessment) and, as such, would already be protected under clause 4.
1B 17.15	Policy CS20	Part 2, bullet point 4 – make reference to addressing deficiencies and enhancing provision of open space through larger sites and major development opportunities.	Part 1 states that the Council will produce and adopt a Green infrastructure Strategy – part of its role will be to prioritise schemes to improve quality and accessibility of green infrastructure citywide, including through the most likely delivery mechanism of S106/major development sites. This is described in para 17.4. Add to the Explanation text highlighting the important role larger sites and major development opportunities.

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1B 17.16	CS20, 2	Include reference to street trees, at least on distribution/main roads, to a) absorb pollution and CO <sub>2</sub> , b) to reduce noise and intrusion, c) to green the city.	Specific reference is made to Street trees within the Strategic Objectives and definition of Green infrastructure. Add text to para 17.1 to strengthen definition and purpose of urban planting, as follows: “Green Infrastructure assets offer green porosity, <u>absorb pollution and CO<sub>2</sub>, and help reduce noise and intrusion...</u> ”
1B 17.17	CS20, 2	Refer to new green space near Clifford’s Tower.	Considered as part of Castle Piccadilly Area of Change.
1B 17.18	Para 17.1	Add ref to ‘rail and road enhancements and cuttings’ in relation to man-made features.	Amend as proposed.
1B 17.19	Para 17.3	Add ref to ‘cross connections’ in relation to network of green spaces.	Add new text: “Better green cross-connections through York’s neighbourhoods should also be encouraged.”
1B 17.20	Paras 17.9 to 17.11	Does not reflect member comments on Sept 2009 LDF WG report, and therefore should be amended.	The chapter as drafted responds to Member comments to Sept 2009 LDF WG and, in particular, the supporting technical paper presents latest mapping which takes on board further member consultation from April/May 2010.
1B 17.21	Para 17.10	Work on green corridor mapping, particularly at local level, is still work in progress and should be referred to as such.	Amend para 17.10 to read: “ <del>These are identified,</del> <u>Emerging work on mapping local corridors is presented</u> alongside regional, sub-regional and district corridors...”

**Section 18. Sustainable Design**

1B 18.1	Policy CS21 Renewable Energy (i)	Free Standing potential for electricity and heat should be emphasised, as per AEA report.	The renewable energy figures stated in the policy include York’s free standing potential for electricity and heat– no change recommended.
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1B 18.2	Policy CS21 Renewable Energy (i) and (ii)	Reflect the recommendation in paragraph 6.8.6 and 6.8.9 of the AEA study which indicate that a criteria based policy is appropriate for wind and hydro.	The technical work set out in the AEA study gives specific information for York in terms of locations and mega watt targets for renewable energy technologies including wind and hydro, therefore a criteria based policy is not appropriate, especially given the Spatial Principles in the Core Strategy essentially set out the constraints and issues that would be included within a criteria based policy – no change recommended.
1B 18.3	Policy CS21 Renewable Energy (iii) 2 <sup>nd</sup> bullet point.	Not sure that the second bullet point relating to CHP for all major developments is correct or clear enough. The AEA study says CHP is only appropriate where there is a high heat load and identifies 5 sites as potentially suitable with biomass district heating as a fall back. Suggests a double policy i. Cooling infrastructure ii. Large scale sites deliver CHP / Biomass District Heating plants, and if not feasible or viable on site, off site must then be considered.	CHP / biomass District Heating is appropriate on a range of developments and is included with both the AEA study and North Yorkshire Renewable Energy Study as being appropriate. However if it can be demonstrated that CHP / biomass District Heating is not appropriate then other renewable energy technologies can be employed. No change recommended.
1B 18.4	Policy CS21 Renewable Energy (iv. proposed)	New part of policy iv. All proposals must demonstrate compatibility with air quality objectives and policy (policy CS 19)	Added text into paragraph 18.6. to indicate that Air Quality considerations are important in relation to specific types of renewable Energy Technologies.

<p>1B 18.5</p>	<p>Policy CS21 Sustainable Design and Construction</p>	<p>Passive solar benefits should be included within the introductory paragraph of the sustainable design and construction section including referencing orientation and layout, materials and other resources, as per AEA report.</p>	<p>Add the following wording to read:</p> <p>The Sustainability Statement will need to demonstrate that the development will be a high standard of sustainable design and construction using techniques to ensure building design <u>including orientation and layout (for passive solar benefits)</u> reduces energy consumption and construction <u>material selection</u> ensures sustainable use of resources.</p> <p>Further detail of passive solar design will also be provided through an SPD.</p>
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<p><b>Section 19. Flood Risk</b></p>			
<p>1B 19.1</p>	<p>Policy CS22</p>	<p>First sentence needs modifying to reflect Exception Test in already built up areas.</p>	<p>The use of the Exception Test is already covered through the use of the Flood Risk Vulnerability and Flood Zone Compatibility Classification table. No change recommended.</p>

1B 19.2	Paragraph 19.3	Add following text to the end of the paragraph: '...which is very likely to apply to some existing areas in York.'	Add the following text to Paragraph 19.3:  The Exception Test essentially allows a balance to be struck in some instances between flood risk and wider sustainability objectives, for example where a highly accessible brownfield development site lies within a high flood risk zone, <u>which is likely to apply to some parts of York's existing built up areas.</u>
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<b>Section 20: Sustainable Waste Management</b>			
1B 20.1	Policy CS23, iii	Reword last section (before bullets) to read: 'Should be assessed against transport, sustainability and neighbour impact criteria, with priority given to...'	This is already covered by reference to Spatial Policy SP2. No change recommended.
1B 20.2	Policy CS23, iv	Should also be a requirement for retail (especially supermarkets) and other commercial sites.	iv. requiring the integration of facilities for waste prevention, re-use, recycling composting and recovery in association with the planning, construction and occupation of new development for housing, <u>retail and other commercial sites;</u>
1B 20.3	Paragraph 20.17	Paragraph 20.17 should also cover other recycling locations such as 'bring sites' particularly at shopping centres and supermarkets.	Add the following sentence to the end of paragraph 20.17: <u>Increased recycling will also be enabled by the provision of small scale recycling points and 'bring' sites particularly in existing shopping centres and supermarkets.</u>

<b>Section 22. Infrastructure</b>			
1B 22.1	Page 116: Paragraph 22.3 – Building Confident, Creative and Inclusive Communities.	Add wording to the second and sixth bullet points: - community facilities / <u>community access</u> ; - utilities <u>including broadband</u> ;	Recommend no change. Contributions towards the provision of adequate community facilities might include enabling greater community access to existing facilities. As this section sets out the broad types of infrastructure, it would not be appropriate to be specific on how this one item might be delivered.  Recommend no change. Utilities covers gas, electricity, water, drainage, sewerage and telecommunications (including broadband). The list is intended to give a broad overview of the types of infrastructure for which contributions may be sought. Further details will be set out in a further planning document on infrastructure and contributions.
1B 22.2	Page 116: Paragraph 22.3 – A World Class Centre for Education and Learning for All.	Add wording to the first bullet point: - primary and secondary education <u>including playing fields and indoor sports / cultural and community access</u>	Amend first bullet point to read: ‘-primary and secondary education <u>facilities</u> .’



1B 22.3	Page 116: Paragraph 22.3 – A Leading Environmentally Friendly City	Add wording on green (transport) corridors; monitoring travel plans and offsite parking controls and renewable energy heating schemes;	These aspects are covered by the broad types listed in paragraph 22.3: green infrastructure; sustainable transport; travel plans; renewable energy schemes etc... The list is intended to give a broad overview of the types of infrastructure for which contributions may be sought. Further details will be set out in a further planning document on infrastructure and contributions. Recommend no change.
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<b>Section 23. Delivery and Monitoring</b>			
1B 23.1	Page 119: paragraph 23.8	Add reference to broadband and green corridors.	Paragraph 23.8 identifies the broad categories of infrastructure - broadband and green corridors would be covered by utilities and green infrastructure respectively. Further details will be set out in a further planning document on infrastructure and contributions.

**1C Factual, formatting or editorial changes**

	<b>Section</b>	<b>Requested Change</b>	<b>Proposed Change</b>
<b>Key Diagram</b>			
1C KD.1	Key Diagram	District Centres should be included on the key.	Amend as proposed.
1C KD.2	Key Diagram	The Central Station is difficult to see given the City Centre overlay.	Amend as proposed.

<b>Section 3. Spatial Strategy</b>			
1C 3.1	Para 3.23	Nestle South now has outline consent.	Amend as proposed.
1C 3.2	Figure 3.4	Provide more detailed plan of local corridors.	Amend to improve clarity of plan.
1C 3.3	Para 3.18	Add reference to Eco-district and environmental ambitions for the York Central site.	Amend as proposed.
1C 3.4	Para 3.19	Add reference to Eco-community and environmental ambitions for the British Sugar site.	Amend as proposed.

<b>Section 11. Community Facilities</b>			
1C 11.1	Page 70: Paragraph 11.11	Update on the Kent Street position needs adding where it refers to the review of the Fire and Rescue Services facilities and potential for a new fire station.	Agreed, amend text to paragraph 11.11 as follows. 'The Fire and Rescue Service are undertaking a <u>comprehensive review of their facilities to consider the current and future needs of the Service and the community.</u> <del>In particular this will consider the future of the fire station on Clifford Street and whether there is a need for a new station to the east of the city centre or to the south of the City Centre.</del> <u>As part of this review, following consultation, the preferred option is to re-develop the existing future station at Clifford Street and also build a new fire station to the south east of the city centre.</u> Meeting the future spatial needs of the Fire and Rescue Service will also be supported through the LDF.'

<b>Section 12. Education</b>			
1C 12.1	Para 12.7	Suggests rewording for clarity between last two sentences	Agreed, amend as follows – 'Such as Sports Halls are often included...'

Following Members' consideration of the above changes appropriate changes will be made to the Monitoring Section of the report and the Sustainability Appraisal.

## 2. Sustainability Appraisal

The SA is an independent assessment of the Core Strategy. Comments represented in the SA document are based upon a full evaluation of the Core Strategy vision and policies against the SA framework set out in Annex 2 to the SA document. No amendments are proposed to be made to the SA analysis. The following comments have been submitted and are provided for Members information.

2.1	Vision analysis: Paragraphs 4.10, page 36	More comments required regarding negative impacts of transport growth on an already congested network and in terms of the wider environment in 'A Leading Environmentally Friendly City'.
2.2	Vision analysis: 3 <sup>rd</sup> bullet point, Page 38	Reflect comments regarding transport growth outweighing the mitigating transport measures and potential air quality improvements
2.3	CS16: Page 55	Include the concerns outlined in CS15 as bullet point in CS16 regarding effect of transport on the growth of the economy
2.4	CS16: Page 55. Last bullet point of sustainability implications.	Change "possibly" to "...there is a <u>high probability</u> that this may conflict with objective S6..."
2.5	CS17: Page 56. How policy has changed section	Change "...between 20000 sqm and 25000 sqm..." to "up to 20000 sqm".
2.6	CS18: Sustainability implications	Include the following text "Any benefits in the short term to air quality and the economy will be potentially <u>more than</u> lost in the long term through additional growth related to the uptake of vehicles on the roads"
2.7	Objective EN5: Page 73	Include comments which reflect that improvements to air quality will be outweighed by overall traffic growth. Much stronger measures than envisaged should be undertaken.

The following editorial and factual changes are proposed to be made to the SA:

2.8	Baseline Page 20	Footnotes to explain Indices of deprivation components	Amend as proposed
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2.9	Policy CS8: Page 48	Completion of sentence in recommendations	Amend as proposed
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### 3. Heritage Topic Paper and Heritage Impact Appraisal

Further consideration will be given to the following comments made in relation to the Heritage Topic Paper and Heritage Impact Appraisal. This will involve reconvening the panel that undertook the initial assessment.

	<b>Section</b>	<b>Requested Change</b>
3.1	1.4, pg 4	Need to set out appraisal methodology more clearly.
3.2	4.2, pg 9	Describe lacustrine/Aeolian in layman's terms.
3.3	4.6, pg 10	Name and illustrate topographic variations
3.4	5.50, pg 20	Ref to other city centre bridges of fine character – Skeldergate, Lendal, Millennium.
3.5	5.51, pg 20	Ref to idiosyncratic horse garage in Wellington Row, by Lendal Bridge (tram and bus heritage)  Also, really should comment on amount of overall rail heritage left in York, not just administrative...2 stations, Biscuit Warehouse, Warehousing, RI at Queen St.
3.6	5.38, pg 17	Include ref to Battle of Fulford
3.7	5.60, pg 22	Make ref to continued use of tipper-flush mechanism in parts of the city to 1980s
3.8	5.63, pg 22	Make ref to car parks
3.9	5.68, pg 23	Remove ref to Bootham Crescent
3.10	5.79, pg 25	Ref to riverside walks connecting Terry's with the city Centre, and addition of Millennium Bridge in 2000.
3.11	5.86, pg 27	Amend to read: "...in Fulford in the 1990's, and on Scarcroft Green in 2011"
3.12	6.8, pg 30	Add additional local interpretations, eg village separation etc.
3.13	Pg34	Arterial Roads – add ref to The Mount alongside Blossom St/Tadcaster Rd.
3.14	Pg 36	Flat terrain and views (Significance) – ref to longer distance views, and from arterials and outer ring road
3.15	Pg 38	Physical and temporal landmarks (Key features) – ref to Rowntree Wharf and Foss Islands chimney

3.16	Pg 39	Ref to other landmark buildings incl Rail station, NER building, Aviva Offices, City Screen, Westgate Apartments, Leeman Rd.
3.17	Pg 43	Depths of deposits in historic Core (Key features) – add depth ranges
3.18	Pg 44	Views in and out (Examples) – add views from river when approaching from the south, views from railway coming on from north as sweeps round from Water End bridge.
3.19	Pg 45/46	Strays (Examples) and Open Countryside (Examples) – amend ref to Scarcroft <u>Green Recreation Ground</u> .
3.20	Pg 46	Open Countryside (Significance) – National <u>cycle</u> route.
3.21	Pg 51	Strong Urban Form (CS15) – Add new comment: “Disadvantaging buses could worsen general traffic and parking pressures.” RED.
3.22	Pg 52	Compactness (CS1) – Add new comment: “Consequential constraint on housing and developable land may lead to serious intensification of development on sites within the existing settlement affecting character and setting.” RED/PURPLE
3.23	Pg 53	Landmark monuments (CS1) – Add new comments, as 22 above.
3.24	Pg 54	Architectural character (CS3) – Amend 3 <sup>rd</sup> comment: “Good innovative and lasting design will enhance character and <u>provide a new chapter of its own in York’s history.</u> ”
3.25	Pg 58	Setting (CS3) – amend comment: “...and diminish important heritage assets. <u>Conversely, well considered new links might add value too.</u> ” GREEN
3.26	Pg 59	Setting (CS11) – amend comment: “...They will need to be very carefully planned <u>and designed</u> ”
3.27	Pg 61	Setting (CS16) – New comment: “Intensification of traffic on an already overloaded network”
3.28	Pg61	Setting (CS18) – Amend comment: “...and citywide views. <u>Conversely, there is potential to add interesting new features in otherwise boring landscapes</u> ” GREEN
3.29	Pg 62	Setting (CS21) Remove comment in relation to minerals.