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MEETING	LOCAL PLAN WORKING GROUP
DATE	22 APRIL 2013
PRESENT	COUNCILLORS MERRETT (CHAIR), BARNES, BARTON, D'AGORNE, HORTON, REID, RICHES AND SIMPSON-LAING
IN ATTENDANCE	COUNCILLORS ALEXANDER, GUNNELL AND WARTERS

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## **12. DECLARATIONS OF INTEREST**

Members were asked to declare any personal interests not included on the Register of Interests, any prejudicial interests or any disclosable pecuniary interests which they may have in respect of the business on the agenda.

Councillor D'Agorne declared a personal interest in agenda item 4 as an employee of York College, which was referred to in the document.

## **13. MINUTES**

RESOLVED: That the minutes of the meeting held on 7 February 2013 be approved and signed by the Chair as a correct record.

## **14. PUBLIC PARTICIPATION**

It was reported that there was one registration to speak under the Council's Public Participation Scheme and that two Members had also requested to speak.

Mr Keogh, representing the York Chamber of Commerce, spoke in respect of agenda item 4 – City of York Local Plan. He stated that the drawing up of the draft Local Plan was welcomed as it provided an essential framework. He fully supported the housing targets to ensure that the housing needs of the city's workforce were catered for. It would also stimulate the building industry and lead to increased employment. The improvements to transportation were also welcomed. The main concerns related to the employment land provision. Mr Keogh expressed

concern that the land that was proposed for this purpose may not be sufficient or be in the right location. Further representations about this matter would be made during the consultation process and York Chamber of Commerce would continue to work with the Council regarding these issues.

Councillor Warters spoke in respect of agenda item 4 – City of York Local Plan. He expressed concern at the cancellation of Local Plan Working Group meetings and stated that the Working Group had not been sufficiently involved in the drafting of the Local Plan. He queried the purpose of the Working Group and stated that there had not been cross-party input or debate.

Councillor Watt, as a member of the committee, expressed his concern that a press conference had been held on the draft Local Plan prior to the document being issued to members of the Local Plan Working Group. He stated that the plan was an attack on rural areas and expressed strong concerns about the impact that the Plan would have on Skelton. Councillor Watt then left the meeting.

Councillor Alexander spoke in respect of agenda item 4 – City of York Local Plan. He stated that many people of his generation had given up hope of home ownership. The lack of housing supply in the city was a cause of concern. He drew attention to the links between jobs and housing. Councillor Alexander stated that the Council was keen to develop brownfield sites, for example the development at Terry's, but there was insufficient brownfield sites to meet demand. He stated that the target that had been set would be difficult to achieve at first but that there was a moral obligation to provide more housing in the city.

## **15. CITY OF YORK LOCAL PLAN - PREFERRED OPTIONS**

Members considered a report which presented the Local Plan Preferred Options and Proposals Map. A report on this issue was due to be considered in detail by Cabinet at a meeting on 30 April 2013. The Local Plan Working Group's recommendations would be presented to Cabinet to help inform any decisions taken.

The Chair stated that the Plan sought to accommodate business needs and provide a more substantial housing supply. The target of 1090 aimed to meeting existing and expected

economic growth but whilst care had been taken in choosing sites it was also important to maintain York's setting. Allocations concentrated on larger sites would create new communities and would provide the necessary facilities and transport infrastructure.

Councillor Barton stated that he was very concerned that the documentation referred to Holme Hill. He stated that this was a farm and not an area of land. This had caused significant problems for the residents concerned. Officers were asked to look into this matter and consider an alternative approach.

Some concerns were expressed at the short timescale within which Members of the Working Group had been expected to study the documentation and at the fact that a press conference had been called prior to the agenda papers being published. Concerns were also expressed that some of the supporting documentation had been made available on-line only and was not easily accessible.

Members went through the documentation and raised the following issues:

#### Figure 1 in the report

- Concerns were expressed that the map showed all sites considered for development potential but the documentation did not provide reasons as to why some of the sites had been ruled out. The rationale needed to be made public at the consultation stage.

#### Section 1: Strategic Framework

- Para 1.7 - In respect of the "duty to co-operate" more information should be included as to the bodies that would be consulted, particularly in respect of cross boundary impacts.

#### Section 2: Spatial Portrait

- Para 2.59 – the references to journey to work patterns do not place sufficient emphasis on the journeys of people who live in York but who work in another area. It would be useful if, during the consultation process, work could be carried out to ascertain the reasons for this and also why people choose to

commute into York but not live here, do the reasons only relate to housing.

- Para 2.69 and 2.70 – need to be kept updated to reflect the changing situation.

### Section 5: Spatial Strategy

- Employment growth (page 44) – greater clarity needed, for example as to how the expectation of employment had been arrived at, including the three options and a explanation of what is meant by a ‘policy on’ scenario.
- Page 45 – it was noted that the figure of 47,500 people should read “55,000”
- Greater clarity required in respect of the four housing growth options.
- Officers responded to Members’ questions regarding windfalls.
- Concerns were raised regarding the identified new settlement at “Holme Hill” and as to whether a settlement of this size would be sustainable. Members suggested that there would be a need to provide more detailed information on this issue as part of the consultation process.

### Section 6: York City Centre

- Page 65 – “residential” to be included in the list of development types that are acceptable in principle.

### Section 7: York Central

- Members noted that the proposals reflected the work that had been taking place and that it would provide a key opportunity for a new central business quarter.

### Section 9: Retail

- It was suggested that some of the work that had taken place on neighbourhood parades and local retailing should be included in the evidence base. Officers confirmed that work on neighbourhood parades has been undertaken and will be available at consultation.

## Section 10: Housing Growth and Distribution

- Better cross referencing with Section 5 'Spatial Strategy' was suggested. It was noted that there were four options for housing growth in this section and that there needed to be consistency within the documentation.
- It was suggested that reference be made as to how scenarios such as boom and bust would be accommodated.
- Table 10.1 H6 – amend wording “land to rear of Wilberforce Home”

## Section 11: Aiding Choice in the Housing Market

- Officers gave an update on how it was intended to amend ACHM3 to provide greater clarity.
- The correction needed to the key denoting areas of search for Gypsy and Traveller sites and Showpeople Yard on the proposals map was noted.
- It was agreed that a link be provided to demonstrate the Council's legal duties in respect of gypsies and travellers.
- Information to be included clarifying the difference between a pitch and a plot.
- Consideration to be given as to whether more information could be included on house prices/wages and medium and mean wage comparisons as part of the contextual information regarding the range of housing choice.
- Officers to ascertain if information is available regarding any correlation between shared housing and a shortage of new homes.

## Section 12: Affordable Housing

- Page 135 (alternatives) – no reference to minor developments.

## Section 14: Education, Skills and Training

- Accuracy of the statement “the number of residents leaving the area for Further Education studies has significantly reduced from 125 to 34 over the last four years” to be checked.

## Section 15: Universities

- Consideration to be given as to whether there was scope to increase the figure of 3,586 bed spaces at Heslington West.
- Policy U5 – Light pollution should be a consideration in the development of York St. John University sport pitch allocations where flood lighting is proposed.

## Section 17: Green infrastructure

- It was noted that Greater clarity was needed on the Proposals Map re areas which had dual designation as open space and green belt.
- Page 188 – further consideration should be given to the reference “require only major development .....”

## Section 18: Green Belt

- For greater clarity all sites in Policy GB5 should be identified on the proposals map as major developed sites in the green belt.
- Include reference to the fact that renewable energy in the green belt would be considered appropriate.
- Consideration to be given to the situation in respect of the latest legislation for telecommunication masts and amend plan if relevant.

## Section 19: Flood Risk Management

- Councillor Barton drew attention to a map indicating the flood risks in the area referred to in the document as “Holme Hill”. Officers confirmed that they were aware of the information and fully discussed the issue with Flood Risk and Drainage Management Colleagues, also that the approach they were advocating fitted with the NPPF. In addition Officers would consult with the Environment Agency and Internal Drainage Boards.

## Section 20: Climate Change

- Consideration to be given to the title of the section, one suggestion was that it focuses on renewable energy and sustainable design and construction
- Purpose of Figure 20.1 is unclear

- Paragraph 20.6 to be made more accessible.
- Cross-referencing to be included, as this section was focussed on design and did not make reference to other issues such as transportation.

### Section 21: Environmental Quality

- Page 227 – correction to figure reference required.
- Page 231 – further consideration to be given to the wording in respect of light pollution etc.

### Section 22: Waste and Minerals

- There is no mention of “fracking”. It should be considered whether it is appropriate to do so.

### Section 23: Transport

- Need to cross reference air quality to this section.
- Paragraph 23.9 – need to clarify that this is two-way
- Page 251 point iv – needs greater clarity
- Greater clarity needed in definitions such as frequency of service and the distinctions between the expected services to suburban areas compared to rural villages.
- Page 260 – location of pedestrian/cycle bridge referred to in (iii) to be checked.
- Page 265 – protection for residential areas – consideration to be given to the impact on areas such as Monks Cross.

### Section 25: Infrastructure and Developer Contributions

- Discussion took place regarding the Community Infrastructure Levy (CIL) and Section 106 monies.

### General Issues:

- It was noted that reference had been made to some of the major sites being of sufficient size to require the provision of a primary school although detailed information had not been provided. Members suggested that the situation in respect of secondary school provision would also need to be considered. Officers confirmed that such issues would need to be given more detailed consideration as the submission developed.

- Clarification was sought as to how the development control policies would link to the Local Plan. Officers stated that the document would replace the previous Local Plan but would need to be supplemented by planning documents which interpreted aspects of the policy.

- RESOLVED:
- (i) That, taking into account the points listed above, it be recommended to Cabinet that the document attached as Annex A to the report, subject to the specific amendments to policies agreed at the meeting and further work being done by officers to address the key issues raised at the meeting, along with supporting information, be approved for public consultation.
  - (ii) That it be recommended to Cabinet that the making of any incidental changes to the draft document that are necessary as a result of their recommendations be delegated to the Director of City and Environmental Services, in consultation with the Cabinet Member.
  - (iii) That it be recommended to Cabinet that the approval of a Consultation Strategy and associated documents be delegated to the Director of City and Environmental Services in consultation with the Cabinet Member.
  - (iv) That it be recommended to Cabinet that the approval of supporting information and documentation to be published during public consultation be delegated to the Director of City and Environmental Services in consultation with the Cabinet Member.

- REASONS:
- (i) So that an NPPF compliant Local Plan can be progressed.



- (ii) So that changes recommended as a result of discussions at the Cabinet meeting can be made.
- (iii) To ensure that the proposed methods of consultation are satisfactory to Members.
- (iv) To ensure that the proposed methods of consultation are satisfactory to Members.

Clr Merrett, Chair

[The meeting started at 5.00 pm and finished at 7.30 pm].

## Annex 1: Direct Policy or Proposals Changes Arising from the Minutes.

### **Section 5: Spatial Strategy New Settlement**

#### **Policy Issues**

Concerns were raised that the new settlement, site ST15, was referred to as 'Holme Hill'. Members pointed out that Holme Hill is not an area of land, but specifically related to land within or adjacent to a farm and that the new proposal should not be directly linked to the farm.

#### **Policy Amendments**

Officers are currently exploring alternative names with Halifax estates, who submitted the land area and with ward members. It is requested that responsibility is delegated to the elected Member to approve any name changes prior to consultation.

### **Section 6: York City Centre**

#### **Policy Issues**

Policy YCC1: York City Centre should include "dwelling houses (C3)" as an acceptable type of development in the City Centre.

#### **Policy Amendments**

Amend policy as follows:

#### **Policy YCC1: York City Centre**

York City Centre is the economic, social and cultural heart of York. It is vital to the character and future economic success of the wider city. Its special qualities and distinctiveness will be conserved whilst helping to achieve economic and social aspirations of the Plan. The streets, places and spaces of the City Centre will be revitalised and key commercial developments will be delivered.

York City Centre is identified as a strategic location for a range of employment uses and fundamental to delivering the plans economic vision. During the Plan period it will be the principal location in the City of York area for the delivery of economic growth in the tourism, leisure and cultural sectors. It will account for the majority of the employment growth identified in these sectors.

Within the City Centre, as defined on the Proposals Map, the following development types are acceptable in principle:

- Office (Use Class B1a);
- Dwelling houses (C3)
- Retail (A1);
- Arts, entertainment and recreation (D1);
- Leisure(D2);
- Hotels (C1);
- Finance and professional services (A2); and
- Food and Drink (A3/A4/A5).

As shown on the Proposals Map, the following City Centre sites have been allocated:

- E1 Hungate (12,000 sq. m office (B1a)
- ST20 Castle Piccadilly (up to 25,000 sq. m net retail (A1));

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 Piccadilly, Hungate and the universities.

The following principles will be taken into account when considering City Centre development proposals:

- i. conserve and enhance the existing historic character of York City Centre whilst encouraging contemporary high quality developments that add to the sense of place and create a prestigious and desirable location for thriving businesses;
- ii. enhance the quality of the City Centre as a place and rediscover the outstanding heritage of the city with reanimated and revitalised streets, places and spaces and with improved settings to showcase important assets such as the Minster and Clifford's Tower;
- iii. enhance the gateway streets leading into the City Centre to give a better sense of arrival, including the entrance and gateways to the footstreets, to improve pedestrian and cycle routes and to encourage visitors to explore further. Streets include Gillygate, Goodramgate, Peasholme Green and Stonebow, Walmgate and Fossgate, Piccadilly, Micklegate and Bootham;
- iv. design streets around place and quality, not vehicle movement, creating civilised streets that make the City Centre easy, enjoyable and safe to move around;
- v. create a strong evening economy by diversifying the current functions of the City Centre to provide more for families and older people and encouraging activities to stay open later in the evening;
- vi. add to the City Centre's retail offer and retain and strengthen independent shops;
- vii. enhance the River Ouse and River Foss and their frontages, turning them into attractive, vibrant and bustling environments with improved access to the riverside and linkages to other parts of the City Centre;
- viii. positively promote and integrate the presence, roles and contributions of the University of York and York St John University in the City Centre;

- ix. deliver sustainable homes that provide quality, affordability and choice for all ages, including a good mix of accommodation;
- x. provide community and recreational facilities to encourage healthy, active lifestyles including the provision of green amenity spaces in the City Centre to help to combat the effects of higher temperatures, air pollutants, flooding and climate change; and
- xi. support the reduction of through traffic, improving the public transport offer and the delivery of a bus interchange at York Railway Station.

## Section 10: Housing Growth and Distribution

### Policy Issues

1. Table 10.1 – the name of site H6 “Land RO Wilberforce Home, Tadcaster Road” does not reflect that Wilberforce home has been demolished.

### Policy Amendments

1. Table 10.1 – the name of site H6 will be amended as “Land formally Wilberforce Home”.

## Section 11: Aiding Choice in the Housing Market

### Policy Issues

it is not considered clear that Policy ACHM3 refers to provision of sites within broader areas of search, as shown on the Proposals Map.

### Policy Amendments

Amend Policy ACHM3 as follows:

### **Policy ACHM3: Gypsy, Traveller and Showpeople Allocations**

#### **Gypsy and Travellers**

##### *i. 5 Year Supply*

The Local Plan will make provision for 59 pitches for Gypsy and Travellers in the City of York between 2014/15 and 2018/19. Land within the following areas of search sites, as shown on the proposals map, will be are allocated for permanent Gypsy and Traveller Sites:

- Land at Outgang Lane, Osbaldwick pitches 6
- Chowdene Campsite, Malton Road (inc. Land off New Lane) 20 pitches

- Land at Common lane and Hassacarr Lane, Dunnington 15 pitches

Total = 41 pitches

Further sites will be allocated to accommodate 18 additional pitches to ensure a 5 year supply once land has been identified as suitable for the development of gypsy and traveller pitches.

ii. *Years 6- 10*

Sites and/or broad locations will be identified for 4 pitches for Gypsy and Travellers in the City of York between 2019/20 and 2024/25 by identifying housing land suitable for future gypsy and traveller sites through consultation.

**Showpeople**

iii. *10 year supply*

The Local Plan will make provision for 21 plots for Showpeople in the City of York between 2014/15 and 2024/25. Land within the following areas of search sites, as shown on the proposals map, will be allocated for permanent Showpeople yards:

- The Stables, Elvington 1 plot
  - Wetherby Road, Knapton 20 plots
- Total = 21 plots

**Proposals Map Issues**

The symbols denoting areas of search for Gypsy and Traveller and Showpeople are the wrong way round on the Proposals Map Key.

**Proposals Map Amendments**

The proposals map will be amended according.

**Section 15: Universities**

**Policy Issues**

Policies U1 and U2 seem to be contradictory in terms of bed space contributions. Consideration should given as to whether there is scope to increase the figure of 3,586 bed spaces at Heslington west.

**Policy Amendments**

Amend Policy U2 as follows:

**Policy U2: Heslington West**

To maintain the character of the University of York Heslington West campus, proposals for extension and redevelopment of existing buildings

and the construction of new buildings will be allowed within the following parameters:

- the developed footprint (buildings and car parking only) shall not exceed 20% of the total site area, unless for an agreed temporary period during the implementation of proposals;
- the heights of buildings shall be appropriate to their surroundings and not exceed the height of any adjacent mature tree canopies unless a greater height can be justified in relation to a proposed iconic or landmark building;
- the landscape is conserved and enhanced;
- general car parking (excluding accessible parking spaces) shall not exceed 1,520 spaces and managed in accordance with the agreed parking strategy;
- the provision of an adequate internal cycle and non car based transport network; and
- the level of student housing capacity is retained at no less than 3,586 bed spaces.

## **Section 17: Green Infrastructure**

### **Proposal Map Issues**

Where sites have dual designations it is not considered to be clear from the Proposals Map that this is the case. For example, Green Belt and Open Space designations.

### **Proposal Map Amendments**

Proposal Maps will be amended accordingly.

## **Section 18: Green Belt**

### **Policy Issues**

Renewable energy is shown on the proposals map in the Green Belt but not as an appropriate use in Policy GB1.

### **Policy Amendments**

Amend Policy GB1 as follows:

#### **Policy GB1: Development in the Green Belt**

Within the Green Belt, planning permission for development will only be granted where:

- a) the scale, location and design of such development would not detract from the open character of the Green Belt;

- b) it would not conflict with the purposes of including land within the Green Belt; and
- c) it would not prejudice the setting and special character of the main urban area of the City of York and historic villages, particularly as seen from transport corridors and elevated locations.

AND it is for one of the following purposes:

- agriculture and forestry; or
- appropriate facilities for outdoor sport and outdoor recreation; or
- cemeteries; or
- limited infilling in existing settlements; or
- limited extension, alteration or replacement of existing buildings; or
- limited affordable housing for proven local needs; or
- limited infilling or redevelopment of existing developed sites; 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 and ride facilities; or
- the reuse of buildings;
- development brought forward under a Community Right to Build Order; or
- Renewable energy schemes, where it can be proved that the location is necessary for technical reasons and wider environmental benefits can be demonstrated.

All other forms of development within the Green Belt are considered inappropriate. Very special circumstances will be required to justify instances where this presumption against development should not apply.

### **Proposal Map Issues**

Only those Major Developed Sites in the Green Belt with associated land have been shown on the Proposals Map. However, for consistency we would like to show all Major Developed Sites in the Green Belt, in accordance with Policy GB5, including those sites that just include buildings.

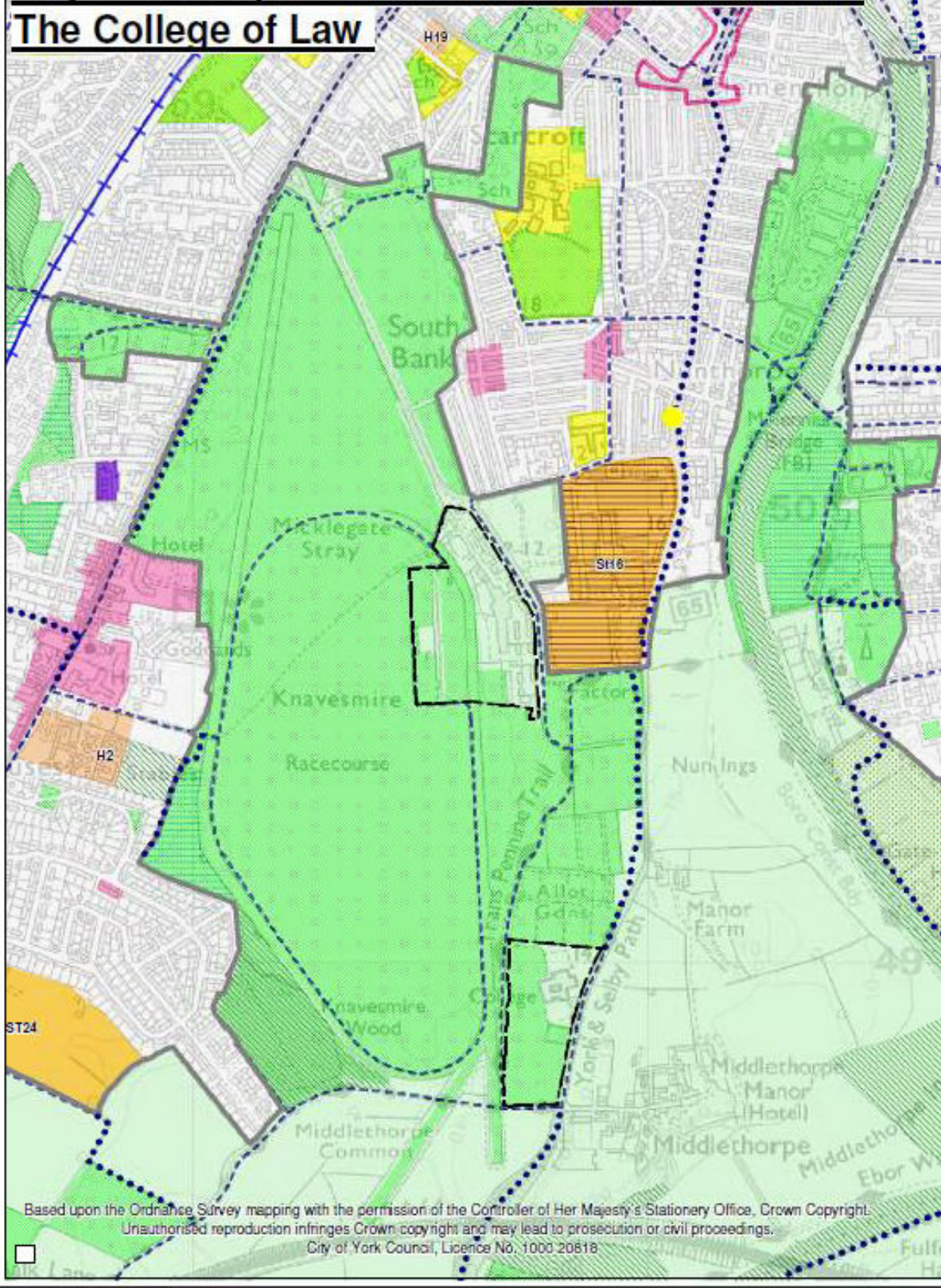
### **Proposals Map Amendments**

For consistency, in accordance with Policy GB5, the following sites have been added to the Proposal Map as Major Developed Sites in the Greenbelt and are shown overleaf

- York Race Course
- College of Law
- Hessay Depot
- Stockton Hall Hospital
- The Retreat



# Major Developed Sites - York Racecourse and The College of Law

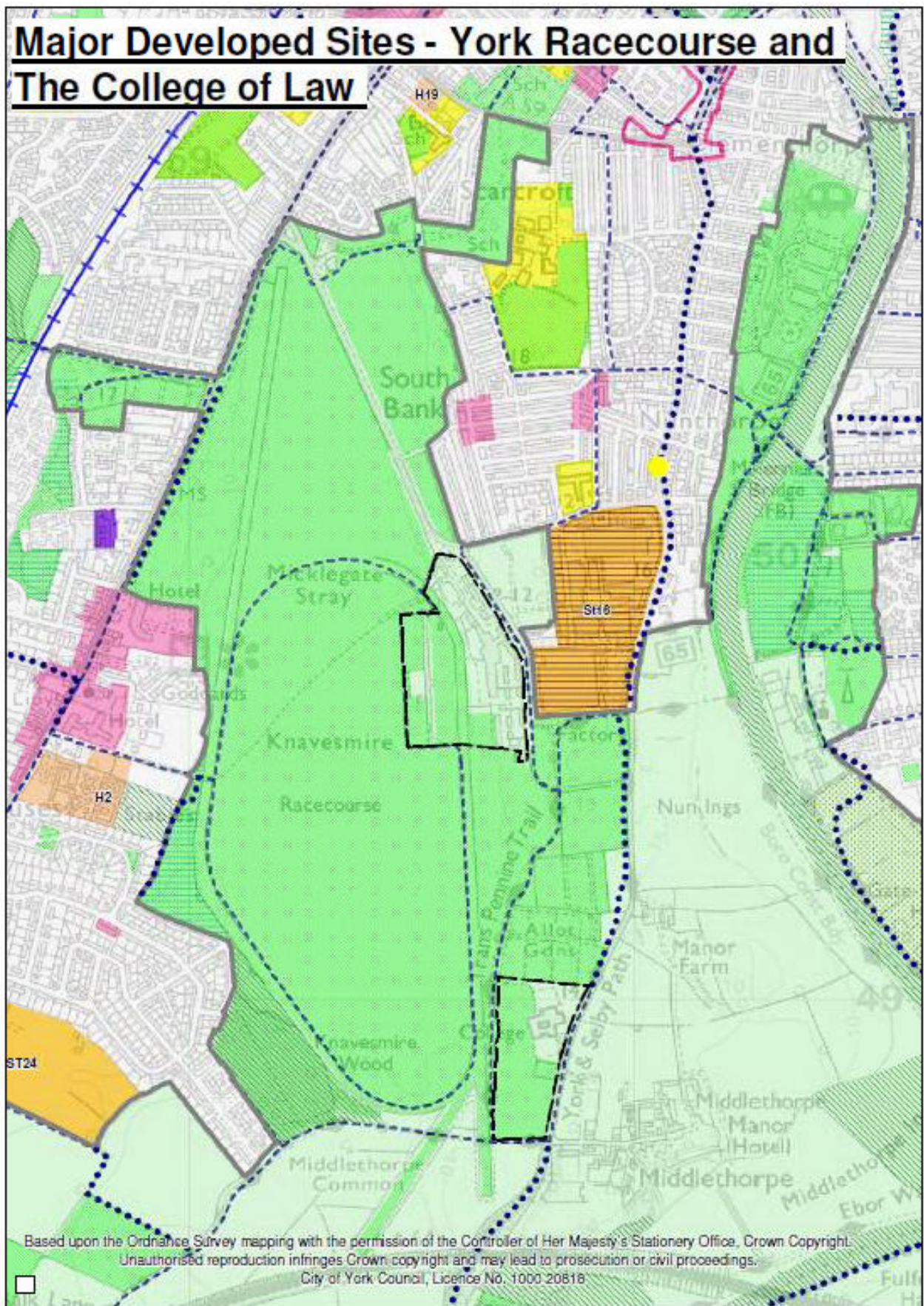


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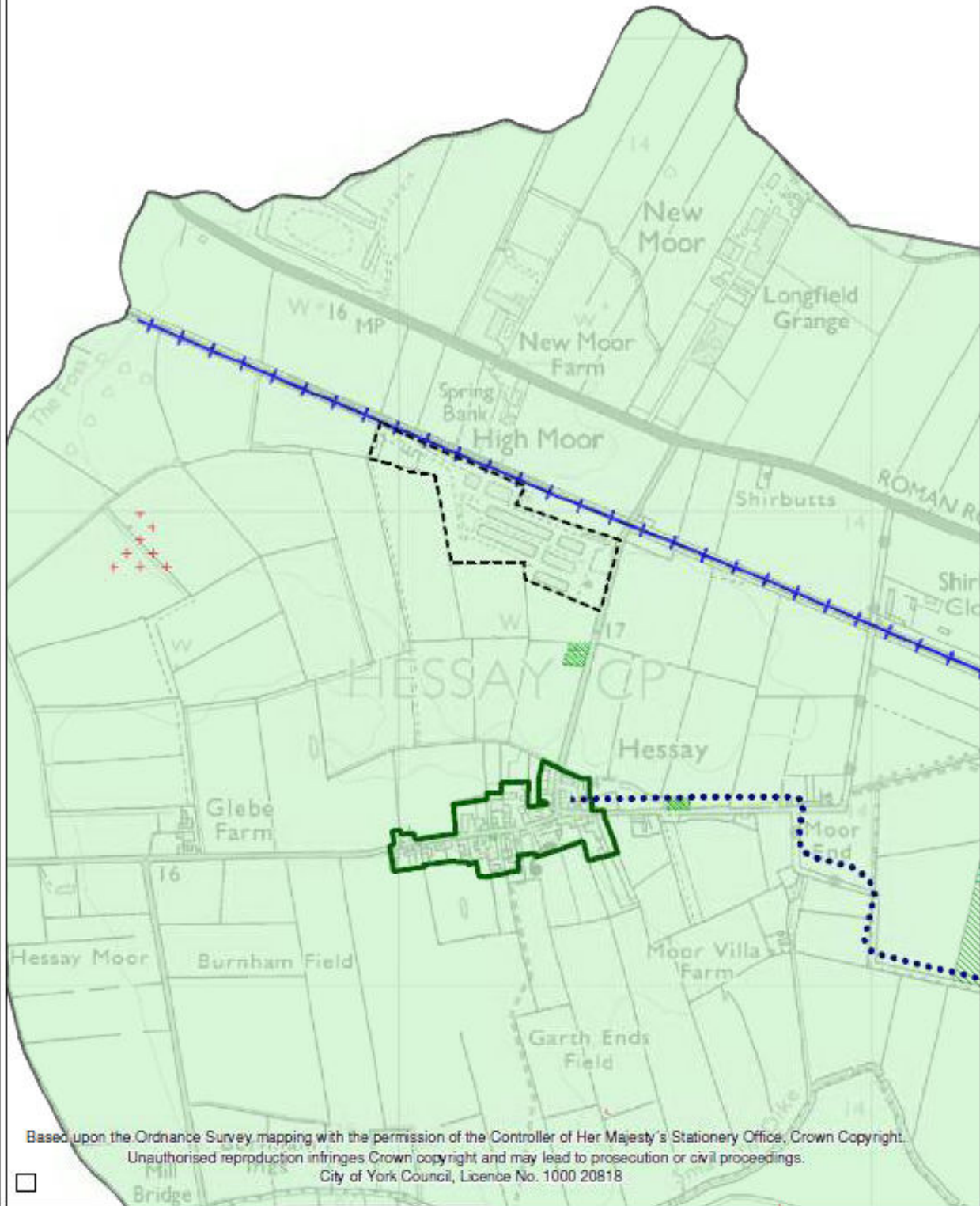
N.B. York Racecourse and The College of Law are shown together



due to their close proximity

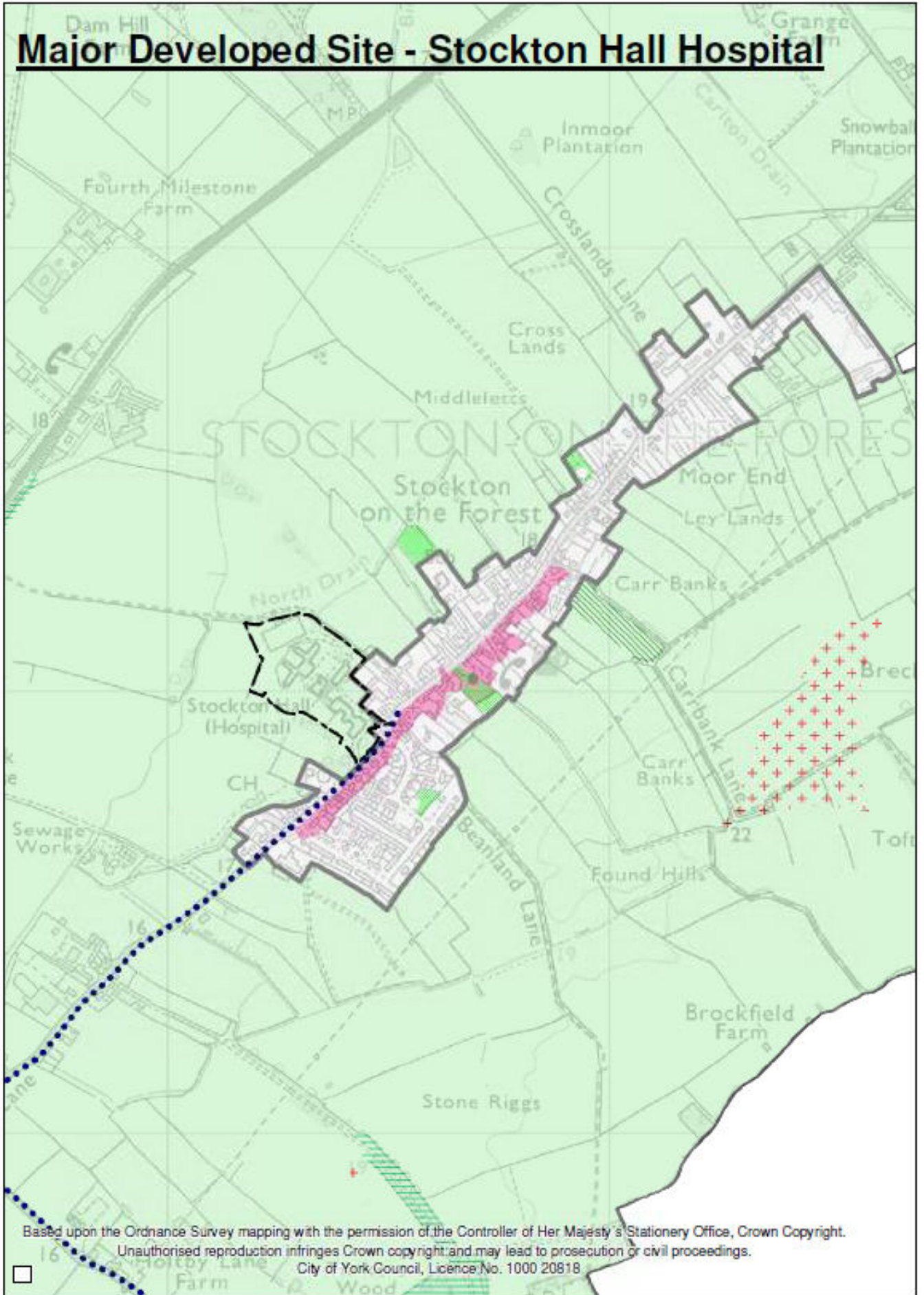


# Major Developed Site - Hessay Depot



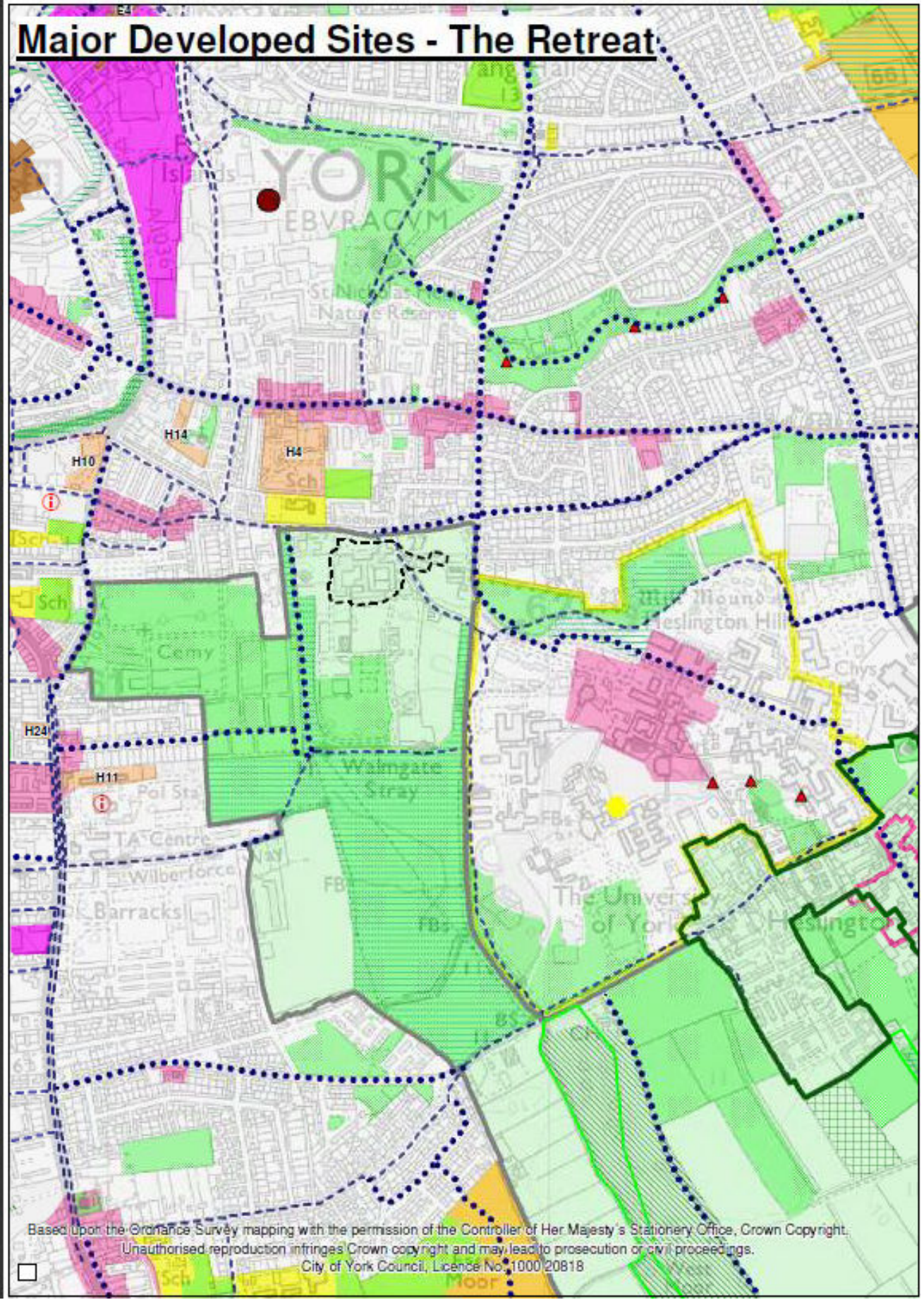
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# Major Developed Site - Stockton Hall Hospital





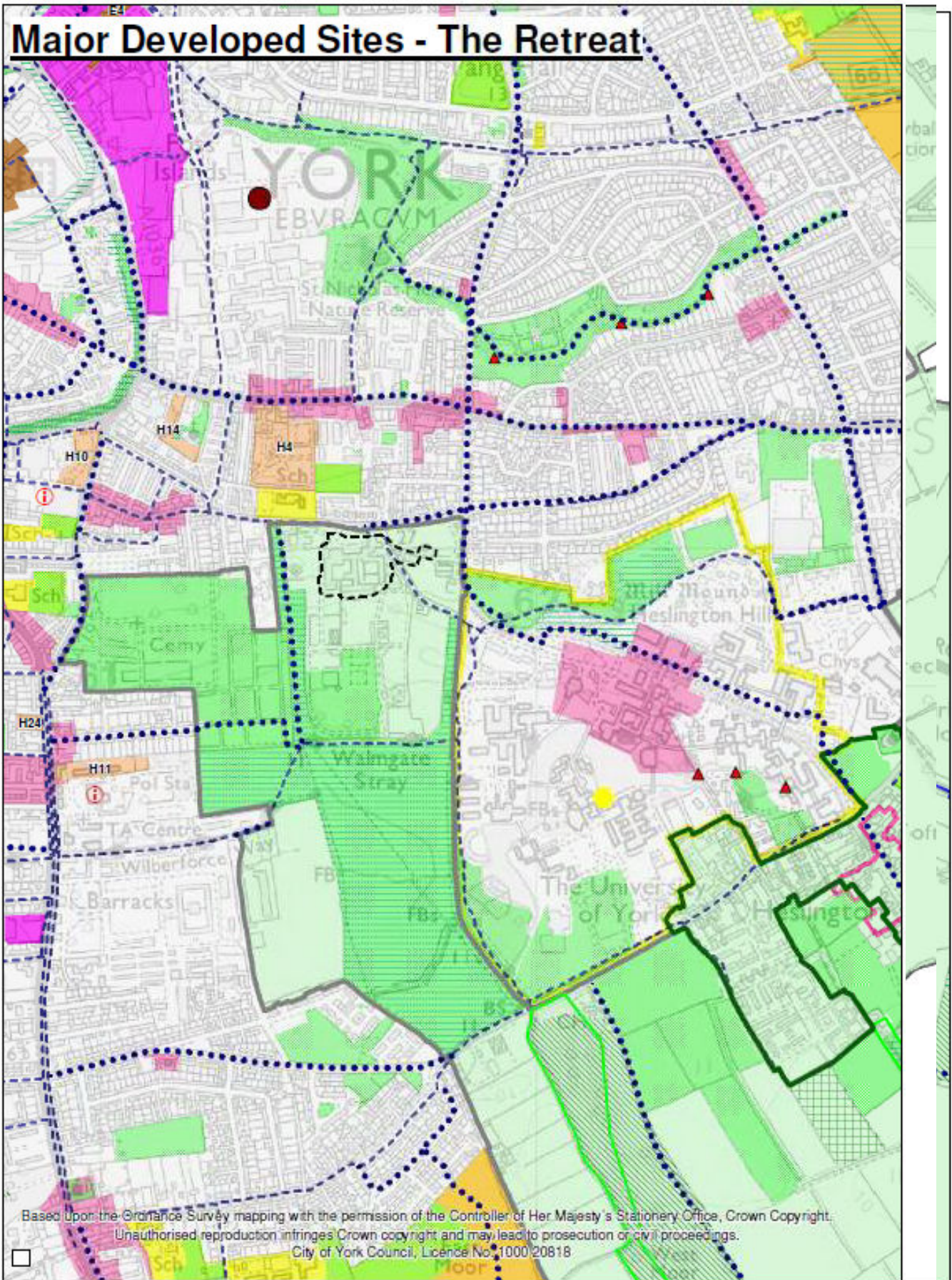
# Major Developed Sites - The Retreat



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## Major Developed Sites - The Retreat



## Section 20: Climate Change

### **Policy Issue**

Consideration to be given to the title of the section, it was suggested that it focuses on renewable energy and sustainable design and construction.

### **Policy Amendment**

No Policy Amendments. Following discussions with colleagues in the Design, Conservation and Sustainable Development team it is considered that the section supports the issue of Climate Change and the principles set out by the NPPF on this topic. The NPPF clearly states that Local Plans should adopt proactive strategies to mitigate against and adapt to Climate Change. However, it was decided to ensure cross references are made to the policy areas with Climate Change implications beyond this section.

## **Section 21: Environmental Quality**

### **Policy Issues**

Further consideration should be given to Policy EQ2 in respect to Light Pollution. It was also considered that Policy EQ2 is too broad-brush and more detail is needed.

### **Policy Amendments**

No Policy amendments. Policy EQ2 and its supporting text was written in consultation with colleagues in the Environmental Protection unit. Following further discussion with colleagues in the Environmental Protection Unit it is still considered that Policy EQ2 and its supporting text satisfactorily highlights the key environmental quality issues and how we will deal with them, in particular paragraph 21.9 details existing national guidance for pollution control and references made to locally specific guidance being provided in a forthcoming SPD.

### **Policy Issues**

1. Policy T1 criterion iv) needs to be clearer with regard to off site cycle parking.
2. Greater clarity is needed in Policy T1 with regard to the definitions such as frequency of services and the distinctions between the expected services to suburban areas compared to rural villages.
3. The location of new pedestrian and cycle bridge across the River Ouse between Lendal Bridge and Scarborough Bridge in Policy T5 was questioned.

4. Consideration should be given to missing residential areas in Policy T10: Protection for Residential Areas, such as Monks Cross.

## **Section 23: Transport**

### **Policy Amendments**

1. Amend Policy T1 criterion iv) as set out below.
2. Policy T1 is supported by text which recognises that the frequency of service can fluctuate in areas which is considered to provide sufficient justification of this. No further amendments to Policy T1.
3. The location of a new pedestrian and cycle bridge between Lendal bridge and Scarborough bridge is proposed in three documents, York Central Planning Brief (March 2004), York Central Transport Study, Executive Report (January 2006) and the York Northwest Transport Masterplan (February 2012) which confirm that Lendal bridge and Scarborough bridge are the correct locations. As such there is no requirement for Policy T5 to be amended.
4. Policy T10 is amended as set out below by removing the examples of the locations. There will also be detail added to the supporting text which explains how the policy will be enforced.

### **Policy T1: Location and Layout of Development**

New development (including the provision of new pedestrian and cycle routes) will only be permitted where:

- i. It is in a location and has an internal layout that gives priority to the needs of pedestrians, cyclists and users of public transport, or through obligations, conditions and other provision, can give such priority. In particular the development should provide safe, convenient, direct and appropriately signed (and where feasible, overlooked) access to new or existing strategic or local transport services and routes, or local facilities including:
  - a. high quality and frequent accessible public transport services;
  - b. pedestrian routes;
  - c. cycle routes, including cycle routes on the local highway network;
  - d. the Public Rights of Way (PRoW) network, and
  - e. accessible local services and facilities.
- ii. It is in a location that is well served by accessible high quality public transport, or through obligations, conditions and other means, can provide accessible high quality public transport.
- iii. It is within reasonable distance of an existing or proposed cycle route.
- iv. It provides appropriate, well designed, convenient, safe and secure parking for vehicles and cycles. Cycle parking should also be covered



or otherwise weather-protected and secure. Where the provision of all such facilities within the development is not practicable the Council shall seek commuted payments for off-site facilities within practical walking distance elsewhere. This is particularly relevant to city centre locations where the availability of space for on-site cycle parking is likely to be limited.

- v. It is in a location and has an internal layout that gives high quality access for people with mobility impairments enabling a similar or better level of access to travel which existed before the development commenced.
- vi. Existing public rights of way (PRoW) are retained (and enhanced where required) in the development, fully integrated within any required landscaping condition, or diverted/extinguished, provided the Council is satisfied that it is necessary to divert/extinguish the PRoW in order to enable development to be carried out. Any retained (and enhanced) or diverted PRoW shall provide at least an equivalent level of convenience, safety and amenity to the existing PRoW. An extinguishment will only be considered where a diversion is deemed not feasible.
- vii. It retains (and enhances where required) existing strategic or local cycle and pedestrian links, that are not shown on any of the authority's highway records (List of Streets maintainable at the public expense/Definitive Map and Statement of Public Rights of Way) within the development, and ensure that they are fully integrated within any required landscaping condition, or are otherwise provided to at least an equivalent level of convenience, safety and amenity within the development.
- viii. It has direct access to the adopted highway network or, through obligations, conditions and other means, will have such direct access provided.

For public transport to be classed as 'accessible' it should meet the following criteria:

1. In city centre/urban locations and major employment, retail, leisure destinations:
  - i. 400m maximum safe walking distance to bus stop on frequent bus route(s) (every 15 mins. or more frequent).
  - ii. A railway station within a 10 minute walk time (nominally 800m).
  - iii. A railway station within a 15 minute cycle time (nominally 1.5km)
2. In sub-urban locations and villages:
  - i. 400m maximum safe walking distance to bus stop on other bus route(s) operating at least every hour.
  - iii. A railway station within a 15 minute cycle time (nominally 1.5km).

These criteria apply to all parts of the development.

For public transport to be classed as 'high quality' the following criteria shall be met:

1. vehicles shall, as a minimum, meet Euro IV emission standards



2. bus stops shall have:
  - a. Bus stop pole and flag showing service number(s).
  - b. visibility impaired readable timetable, illuminated at night time.
  - c. shelter (with seating)
  - d. proprietary bus-boarding kerbs
  - e. passenger transport information screen (real-time display)

For the distance to an existing or proposed cycle route to be classed as 'reasonable' the following criteria shall apply:

1. In city centre/urban locations, be up to 50m
2. In other locations, be within or partly within 530m

For local services and facilities to be classified as 'accessible' they should be within a 5 minute safe walk time (nominally 400m). This criterion applies to all parts of the development.

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.

## **Policy T10: Protection for Residential Areas**

The Plan will, where there is a strong case and local agreement, support proposals that restrict vehicular access, except for emergency vehicles, local buses, taxis, private hire vehicles and traffic with an origin or destination in the residential area. Restrictions apply to enhance the streetscape, general environment and safety of residential areas that would otherwise suffer loss of amenity due to increases in traffic arising from development near to the residential areas affected. ~~In particular such measures will be supported in the following locations:~~

- ~~a) Acomb / Holgate / Westfield areas bounded by the A59, the B1224 and Beckfield Lane (subject to trip generation and transport assessment outcomes from York Northwest).~~