

**Appendix 4**  
**Summary of amendments made following LDF Working Group 24.7.07**

<b>Ref : Minutes of LDF Working Group 24 July 2007</b>		
<b>Comment made</b>	<b>Officer comment</b>	<b>Suggested Amendments</b>
<b>Paragraph 1.13</b> to include further information on BREEAM and other sustainability issues	As para 1.13 is a general paragraph to introduce the Sustainability Appraisal process it would be more appropriate to outline standards for sustainable construction in the Sustainability section. To incorporate commercial and residential development standards the text could be amended to refer to both residential standards in the Code for Sustainable Homes and the BREEAM standards for commercial development.	Paragraph 4.11 has been amended to include reference to both BREEAM and the Code for Sustainable Homes.
<b>Page 6</b> Revised map on page 6 be amended to incorporate comments	The approach taken in the Issues and Options document is that the boundary of the York Northwest area will be delineated once a view has been reached on which areas are needed for the development of the area. A fuller list of the additional parcels of land required could be included in the text.	The text has been revised to include reference to the areas which could be included.
<b>Paragraph 2.26</b> , the trees on Langholme Drive to be included in this paragraph	The text could be amended to include reference to a Tree Assessment for the British Sugar site, and general areas of trees adjacent to the boundaries.	Additional paragraph has been inserted after para 2.26 which refers to the Tree Assessment.
<b>Paragraph 2.27</b> should refer to central York	The text could be amended to reflect areas closer to the site.	Paragraph 2.27 has been amended to refer to replacement sites for off site conservation management being sought as close as possible to the British Sugar site.
<b>Part 3</b> Vision and Development Objectives page 12: include more information on Future York and include a draft vision	Reference to the Future York Report will be added to the documents relevant to the formulation of the vision. A cross reference to the section on the Report outlined in the Baseline Report could also be provided. A draft Vision for York Northwest has been produced.	In paragraph 3.4 an additional bullet has been added which refers to the Future York Report. A suggested Draft Vision has been added at 3.17.

<b>Paragraph 3.4</b> be amended to read 'it will be important to consider'	The text could be amended to omit reference to consistency and replace this with 'it will be important to consider'.	Paragraph 3.4 has been amended.
<b>Paragraph 3.17</b> car free issue to be included in the suggested objectives	This could be included within the suggested objective relating to low car dependency.	Objective 13 has been amended to include reference to car free environment.
<b>Paragraph 3.17 no.5</b> be amended to include employment opportunities for all York residents	Objective 5 could be amended to reflect this.	Objective 5 has been amended.
<b>Paragraph 3.17 no.9</b> be amended to include affordable housing and meeting residents needs.	Objective 9 could be amended to reflect this.	Objective 9 has been amended.
<b>Paragraph 4.14</b> the last sentence to be re-worded	The text could be amended to be more positive on the issue of contemporary architecture.	Para 4.14 has been amended.
<b>Paragraph 4.17</b> to be cross-referenced to the baseline report	A cross reference could be provided.	Para 4.17 has been amended.
<b>Paragraph 4.21</b> should include reference to public transport and sustainable transport	Public transport and sustainable travel modes could be outlined in this paragraph.	Para 4.21 has been amended.
<b>Paragraph 4.25</b> should include reference to possible B8 use in the area around the railway station	Para 4.25 outlines the definitions of the B1,2 and 8 Use Classes. It would be more appropriate to add a reference to B8 use relating to the railway station in the Option E3, for B8 use within the York Central site.	Option E3 has been amended to include another bullet under Advantages.
<b>Paragraph 4.27 figure 2</b> should include range of employment, that design would be to maximise 'green' issues and minimise car use and mixed use of employment land.	Figure 2 could be amended to include references to these issues.	Figure 2 has been amended.
<b>Paragraph 4.31</b> onwards - Housing section- include the issue of location of high density housing, the need to reflect the Housing Market Assessment and amenity space and play areas.	Figure 3, sections on affordable housing and density could be amended to make reference to these issues.	Figure 3 has been amended.

<b>Page 33</b> density be clarified regarding low, medium, and high density housing	Reference to low density has been omitted. Definitions of medium and higher density housing could be included.	Paragraph 4.36 and Figure 3 (Density) have been amended.
<b>Page 35 Housing Density Option H2</b> be clarified and amend the reference to high density housing adjacent to British Sugar	H2 could be amended to refer to higher density housing as part of a mix of uses. Careful planning will be required for siting any new residential dwellings close to existing residential properties adjacent to the boundaries.	Text at Option H2 has been amended to reflect this.
<b>Page 43 figure 4</b> Health Facilities Provision should include reference to other doctors surgeries in the area including Dalton Terrace and Acomb surgeries	The most recent information available shows that the nearest surgeries are Lavender Grove and Holgate Surgeries. Additionally Gillygate Surgery has also been included as this surgery contacted the Council in response to the consultation on York Central last summer. Further, information on Dentists indicates that there are no practices in the immediate vicinity of York Northwest.	The text in Figure 4 has been amended with revised locations for health provision.
<b>Page 43</b> Primary School Provision should include reference to St Paul's Primary School	Reference to existing Primary School provision, including the 3 schools within the vicinity, could be included within Figure 4 in terms of the need to review existing school provision.	The text in the Ideas and Opportunities for Primary School provision has been amended in Figure 4.
<b>Page 54 Option C1</b> to include reference to connecting the NRM as far through as the Minster, both a physical and visual link	The text for Option C could be amended to refer to the physical and visual link between the NRM and the other tourist attractions in the Cultural Quarter.	Option C1 has been amended.
<b>Page 69</b> Transport to include reference to cycling and pedestrian links eastward from the British Sugar site.	The opportunity for a link between the British Sugar site and Rawcliffe/Clifton Ings could be explored and reference included in figure 5 in Pedestrian and Cycle access.	Figure 5 Ideas and Opportunities has been amended.
<b>Page 62 paragraph 4.66</b> include reference to parking controls and trams	Reference to parking controls would be more appropriate in Figure 5 in the Issues section on Parking. The text could be amended to include reference to this and car free development. Paragraph 4.66 could be amended to include reference to tram-train.	Figure 5, Parking has been amended. Paragraph 4.66 has been amended.

<b>Page 65</b> Vehicular Access Options should make reference to paragraph 13.13	Reference to the grassland described in para 13.13 of the Baseline Report could be included in the disadvantages to Option T1.	Option T1 Disadvantages has been amended.
<b>Page 66 Option T4</b> Vehicular Access Options include details of a bus link across the City	An additional point could be added in the Advantages to Option T4 to cover this.	Option T4 has been amended.
<b>Page 66 Option T5</b> show Salisbury Terrace route	The public transport Option Plan could be amended to include the Salisbury Terrace route. Option T1 could be amended to include reference to the advantage of re-routing traffic from Salisbury Terrace via Water End.	The plan has been amended. Option T1 has been amended.
<b>Page 69 Map</b> to show the potential new bus route due to the Manor School Development	The map could be amended to include this.	The Public Transport Options map has been amended.
<b>Page 72 Map</b> to show the pedestrian and cycle route	The Pedestrian and Cycle map could be amended to show an eastwards link to the open space from British Sugar.	The Pedestrian and Cycle map has been amended.
<b>Page 73 Option T20</b> include replacement of Scarborough Bridge	The access advantages in providing an alternative pedestrian/cycle link across the river could be added to T20.	An additional advantage relating to this has been added to T20.
<b>Page 73 Option T21</b> include non-compatibility with the bus corridor	The non-compatibility issues between the bus/train corridor and potential pedestrian/cycle route could be referred to in the disadvantages in Option T21	Option T21 has been amended.
<b>Page 74 Option T24</b> include that there is currently access available but this is not DDA compliant	The accessibility advantages of a new access could be added in the Advantages in T24.	Option T24 has been amended.
<b>Page 74 Option T25</b> include the possibility of relocating the steps Cinder Land/Wilton Rise	T25 could be amended to include the possibility of relocating the bridge.	Option T25 has been amended.
<b>Page 76 para 4.75</b> should address future needs	Paragraph 4.75 could outline the facilities listed related to current gaps and future needs across the City. The need to address future needs could also be included in the following paragraph 4.76 in relation to York Northwest.	Paragraphs 4.75 and 4.76 have been amended.

<p><b>Page 76 para 4.76</b> be re-worded to be more positive and reflect the use of the Railway Institute and the need for a replacement within the City Centre</p>	<p>Para 4.76 could be reworded to make reference to the facilities at the Railway Institute, with cross reference to the information provided in the Baseline Report.</p>	<p>Para 4.76 and the Baseline report have been amended.</p>
<p><b>Page 78</b> reference to shared facilities – the facilities at Manor School are already shared</p>	<p>The Opportunities section for Location of Open Space in Figure 7 could include reference to increased use of shared facilities.</p>	<p>Figure 7 has been amended.</p>
<p><b>Page 83 Urban Design-</b> highlight the issue of it being an exemplar development</p>	<p>Additional text to emphasise the overarching importance of exemplar development could be added to para 4.84. Reference to Central Business District in particular could be included in Figure 8, Built Environment and Public Realm, Ideas and Opportunities.</p>	<p>Para 4.84 and Figure 8 have been amended.</p>
<p><b>Page 83 Sustainable Communities-</b> make reference to the multi-use of car parking areas.</p>	<p>Reference to shared use of car parking, where appropriate, could be added to Figure 8, Sustainable Communities.</p>	<p>Figure 8 has been amended.</p>
<p>Report should use the phrase ‘where possible’, and that it should include more positive and strong phrases in terms of should, must etc</p>	<p>At this stage in the process the intention is to outline issues and put forward different ways of developing the area. It is therefore a conceptual stage with options raised for public debate. The use of phrases such as ‘should’ and ‘must’ have been used where there is a clear intention for a particular approach to be undertaken (eg where there is clear evidence or policy background for this). These terms will be used at the Area Action Plan stage for the Document.</p>	<p>In a number of instances, eg para 4.14, the text has been amended to include ‘where possible’.</p>
<p>Water Lane and Shipton Road should be shown to connect on maps</p>	<p>The base map could be amended to show these connections.</p>	<p>The base map has been amended.</p>

<b>Summary of Amendments to the Transport and Accessibility Section (no specific reference in the minutes)</b>	
<b>Document reference</b>	<b>Amendment made</b>
<b>Figure 5</b>	
<b>Sustainable Development and Transport</b>	An additional issue has been added for 'Sustainable Development and Transport'. This outlines the importance of sustainable means of travel in providing access to and within the area. Six Ideas and Opportunities are outlined, following on from this.
<b>Connectivity</b>	The issue of accessibility has been replaced by connectivity. This outlines the importance of links by rail, road, air and bus, both regionally and on a wider basis. Six Ideas and Opportunities are related to this.
<b>Traffic Congestion</b>	New text has been provided on traffic congestion outlining the regional, sub-regional and local impact of congestion. Further development taking place within the city is referred to and the need to take this into account in relation to changes in the existing and future transport network. The issues are also expanded upon in terms of the impact on the local highway network, the limited spare capacity available and the need to limit any increase in traffic congestion. Additional Issues and Options are identified including the concept that dispersed access points could be used to access different parts of the area and discourage through traffic.
<b>Vehicular Access</b>	The issue of 'vehicular access' has also been amended. This refers to the limited nature of existing accesses into both the York Central and the British Sugar sites. The opportunity to provide new accesses are constrained by existing rail, road and built environment. The provision of new accesses to the area will therefore inevitably impact on the surrounding uses and be costly to provide. Amendments have been made to the opportunities identified.
<b>Air Quality</b>	Air pollution has been deleted and Air Quality added as an issue. Reference is made to 'hot spots' in the Air Quality Management Area and the need to ensure there is no further deterioration in air quality as a result of the development. Five issues are identified relating to this.
<b>Public Transport</b>	Amendments have been made to the Public Transport issue, which now refers to the provision of new public transport facilities and the need for these to fit in with the city wide regional transport network. An additional opportunity relating to links between public transport services and park and ride facilities is identified.
<b>Pedestrian and Cycle Access</b>	Pedestrian and cycle access has been amended to highlight the current limitations of access routes and the need for new routes to be attractive and integral to the overall network. A new Idea/Opportunity has been added to include the opportunity for a new pedestrian/cycle link from the British Sugar site across the River Ouse.
<b>Internal Transport Network</b>	This section has been deleted.

<b>Parking</b>	The issue of parking has been expanded in terms of the needs to consider this within the overarching principles of sustainable development. Car free areas/low dependency development has also been added as a possible opportunity together with links with Park and Ride sites.
<b>Freight Movement</b>	Freight movement has been amended to include servicing facilities as an issue and the consolidation centre/freight strategy has been inserted as an Idea/Opportunity.
<b>Transport Options</b>	
<b>Introductory text to the Tables</b>	Work on transport modelling has been referred to within this section and included within the Baseline Report. The need for a Transport Framework to ensure the combined development of York Central and British Sugar can be accommodated on the network is now included. The issues the strategy will need to address are also added. The need for improvements to the existing road network arising from the development, with upgrading/junction improvements likely to be required and a new transport link between the outer ring road and York Central are now referred to.
<b>Transport Access Options (Tables)</b>	A number of vehicular access options are clarified in terms of whether the access would be 'restricted' traffic only. An additional vehicular access option at Marble Arch has also been added (T14). A number of additional points are made in the Advantages and Disadvantages. Two new pedestrian and cycle options have been included, with a new bridge across the river (T31) and routes via Water End, Queen Street, Holgate Road (T32, T33 and T34)