



This section looks at reducing the need to travel by promoting sustainable connectivity through ensuring new development has access to high quality public transport, cycling and walking networks.

GET YORK MOVING

Section 23: Transport

National Planning Policy Framework

National Guidance says that:

- Local Authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas (Paragraph 31);
- all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment and required to provide a Travel Plan. (Paragraph 32 and 36);
- plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. (Paragraph 34);
- plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. (Paragraph 35);
- if setting local parking standards for residential and non-residential development, Local Planning Authorities should take into account:
 - the accessibility of the development;
 - the type, mix and use of development;
 - the availability of and opportunities for public transport;
 - local car ownership levels; and
 - an overall need to reduce the use of high-emission vehicles (Paragraph 39);
- Local Planning Authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice (Paragraph 41); and
- Local Planning Authorities should work with other authorities and providers to:
 - assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
 - take account of the need for strategic infrastructure including nationally significant infrastructure within their areas (Paragraph 162).

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- prioritisation of sustainable modes of transport is broadly supported;
- the need for high quality public transport was widely acknowledged, with particular support for rail improvements (including high speed rail) and better bus services;
- there is a broad view that a high quality public transport service would allow businesses and travellers to accept reduced availability of private travel options;
- building out additional highway capacity is viewed by some as undermining wider aspirations for travel behaviour change;
- the need for private travel for rural commuters and those with accessibility issues should be emphasised;

- there are concerns over the demonstrable ability of key infrastructure, including the A64 and A1237 Outer Ring Road, to accommodate existing and planned traffic demand;
- businesses in the Clifton Moor area struggle to attract and retain its workforce, which could be due to congestion problems on the A1237 Outer Ring Road and poor perceptions of strategic infrastructure capacity;
- there is a high level of commuting into the city from the east;
- York is cycle-friendly but more improvements, such as increased cycle only off road routes and additional cycle hubs with changing facilities, are necessary;
- provision of strategic walking and cycling linkages at major developments is important;
- opinions on demand management measures are mixed. There is support, but parking availability is seen as key to economic performance by some. It is considered important not to pre-determine any requirement for access restrictions without credible robust evidence. Some respondents proposed restricting private vehicle access/ priority in just the city centre;
- if the Local Plan got public transport right businesses will accept other [access] restrictions;
- it is important that the Local Plan recognises the core principle that York needs to make radical improvements to bus services, particularly in improving the efficiency of service;
- some people believe a series of small, but nonetheless significant improvements are needed, whereas others believe a series of radical measures in the city (including road and congestion charging) might be the only way forward (road pricing could be a way of encouraging people to change modes);
- transport hubs such as Park & Ride need to provide other key services to cut down on multiple journeys;
- separate space within the city needs to be allocated for cyclists;
- the role of an electric bus service should be explored;
- the Local Plan can identify suitable sites for locating outward-facing freight [consolidation] hubs at Park & Ride sites. Development of a freight transshipment facility (freight consolidation centre) was also proposed;
- the Local Plan should recognise the importance of the railway station in terms of the physical link to London, the initial impression the building makes on visitor and its role in dispersing people to further gateways;
- more stations on a line (e.g. a new station at Haxby on the York-Scarborough line) improves access to the rail network but increases overall journey times, and
- continuing the approach included in the previous Core Strategy is widely supported.

Key Evidence Base

- Topic Paper 1. Transport Impacts of Local Plan (existing Topic paper on the transport implications of the LDF reviewed and updated) (2013)
- York Station Conservation Development Strategy, Final Draft (2012)
- 2011 Census, Vehicle Ownership and Travel Data (2012)
- City of York Low Emission Strategy (2012)
- City of York Council Local Transport Plan 3 2011-2031 (2011)

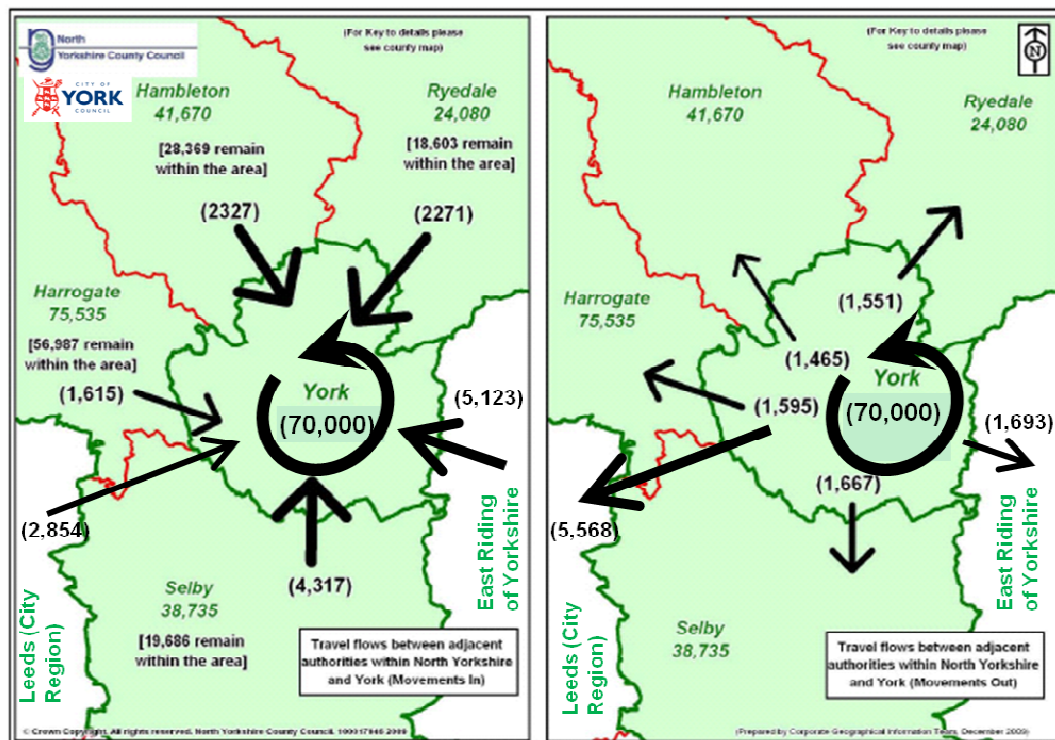
- City of York Council Local Transport Plan 2011-2031, Background Document – Evidence (2011)

Local Context

The York Sub-Area is an important and successful part of the economy of the north of England, with York as the main economic driver, the principal retail and services hub and the centre of the area's commuting patterns and transport network.

Travel to work areas, housing markets, markets for business space, linkages between businesses, the influence of universities, retail catchments, and infrastructure networks do not stop at local authority boundaries. Analysis of the Yorkshire and Humber region's commuting patterns shows that the vast majority of commuting trips are within York and that York is a net importer of journeys to work, principally from the East Riding of Yorkshire, and the southernmost districts in North Yorkshire (Selby and Ryedale). There is also a significant outward commute to Leeds. This is shown in Figure 23.1

Figure 23.1: Travel to work movements in/out of York in AM peak



The continued dominance of the private car, often at the expense of other modes, presents a major challenge to the objective of sustainable development. However, the city is fortunate in having many advantages, such as a compact urban area and flat terrain, for enabling sustainable travel to be a realistic option for a large proportion of its residents. The city is surrounded by a large rural hinterland with dispersed population centres, rail options from the south east of the city are particularly poor and demand on some services exceeds capacity. Even with these advantages, the city has a number of challenges and constraints that hinder

sustainable movement. The rivers, railways, strays, City Walls and historic street layout all affect movement patterns, concentrating journeys onto a relatively small number of key locations and restricting options for improvement.

- The high traffic flows on the strategic road network, particularly the A1237 Outer Ring Road, leads to severe delays and redistribution of trips onto residential routes.
- Congestion on the Inner Ring Road and main radial routes deters cycling, creates a barrier for pedestrian movement and causes bus services to be slowed. Levels of pollution from vehicle emissions have led to Air Quality Management Areas being declared for much of the city centre and the approaches to it, on Fulford Road and on Salisbury Road.

York benefits significantly from being in a strategic location on the UK's rail network and having fast rail connectivity to London, the North East and Edinburgh. It also has a direct rail link to Manchester Airport. There is strong support for improving rail as part of general improvement to public transport to and within York, including taking advantages of the Intercity Express programme and HS2 in due course.

York faces many different challenges and opportunities for transport over the lifetime of the Local Plan and beyond. Key issues that will have a significant influence on transport relate to: Climate Change and Air Quality, Growth and Development and its impact on traffic levels, Changing Population, Health and Inequalities.

Preferred Approach

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.
- 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.

- 23.1 Careful choice of location and layout of new development, combined with appropriate, design and management measures including adequate provision for pedestrians, cyclists and users of public transport in all new development can help to reduce the dependence upon private cars, providing a safer, and more sustainable (and in the case of walking and cycling, a more healthy) alternative means of travel for most members of the community either for leisure or more functional purposes.
- 23.2 The frequency criteria for public transport shall generally apply for the peak-hours of movement to and from the development and, for non-residential development, the main hours of operation of the resulting use. Outside of these peak periods a reduced frequency may be supported, subject to suitable levels of access being maintained. In terms of public transport accessibility, appropriate contributions for off site improvements to ensure safe and convenient access to bus stops will be required as necessary.
- 23.3 All development should be fully accessible to all groups within the community. However, people with mobility impairments (including sensory impairment), are often precluded from playing a full and independent role in society by the inaccessibility of land, buildings, transport and other facilities. The 'hierarchy of transport users', as contained in the *City of York's Local transport Plan 2011-2031*, therefore, gives highest priority to pedestrians with mobility impairments. With careful location, layout, design and use of materials, sites and premises can be constructed to allow for the sensitive and discreet integration of facilities for the benefit of people with special needs and those carrying small children and baggage, who are also often hindered by poor access.
- 23.4 Lack of sufficient safe storage space for cycles in new development can deter people from owning and using a cycle. To overcome this, convenient, secure, and covered cycle storage should be provided within the curtilage of new buildings, particularly dwellings.

- 23.5 With regard to the retention, diversion or extinguishment of PRowWs, and the retention or provision of other existing strategic or local cycle and pedestrian links developers should be aware that:
- Planning permission for development of land over which there is a public right of way does not itself constitute authority for interference with the right of way or its closure or diversion.
 - It is not sufficient that the making of an Order to divert/extinguish a public right of way, would facilitate the carrying out of the development. The Order must be necessary in the sense that without the Order development could not be carried out.
 - Development on the line of a public right of way must not be substantially complete before the legal process to divert or extinguish the path has been completed.
 - The successful diversion/extinguishment of a right of way cannot be guaranteed by the Council, if objections or representations are received to the proposal and not withdrawn.
 - Some existing strategic or local cycle pedestrian links which are not shown on any of the authority's highway records may be considered to be unrecorded public rights of way. Routes such as these should be treated as PRowW and should be subject to the same provisions as for their alteration.
- 23.6 The design of new car parks should take full account of the requirements of people with limited mobility. In particular, disabled parking bays should be located as close as possible to either the facility concerned or the principal pedestrian route from the car park, and sufficiently generous space must be provided at these bays to accommodate wheelchair users. Further details will be contained in the Council's emerging Car Parking Strategy, which will include parking standards.

Policy T2: Strategic Public Transport Improvements

The Plan will support the implementation of strategic public transport infrastructure, as listed below, and as identified on the Proposals Map (unless otherwise indicated), in accordance with the timescales shown and in association with service improvements to encourage modal shift away from private motor vehicle use to more use of public transport. The broad timescales for the delivery of these schemes shall match the anticipated growth in population and demand for travel in York over the plan period. The list identifies the principal strategic schemes that need to be delivered, but many more smaller projects with more local impacts will also be required, either individually or as part of larger projects. More detail is contained in the Infrastructure Delivery Plan (2013). York Railway Station is not included in this list as it is subject to a separate specific policy (T3).

Short-term (2013-19)

- i. Access York Phase 1, consisting of:
 - provision of a new Park & Ride site at Poppleton Bar (A59), with associated improvements to the A1237/A59 junction and its approaches (incorporating

- improved pedestrian/cycle crossing of the A1237 Outer Ring Road) and bus priority measures on the A59, and
- the relocation and expansion of the Park & Ride site at Askham Bar.
- ii. Provision of a new railway station at Haxby.
- iii. Enhancement of the following junctions and other highway enhancements to improve public transport reliability, principally through the Better Bus Area Fund (BBAF) programme:
- Clarence St/Gillygate/Lord Mayor's Walk bus/cycle priority measures;
 - Improve bus routing and waiting facilities adjacent to the memorial gardens in Leeman Road;
 - improved bus waiting and interchange facilities at Museum Street, St Leonard's Place, Stonebow, Pavement, and Rougier Street;
 - A19 Bus Lanes and Designer Outlet Park & Ride access improvements (non-BBAF programme), and
 - Other targeted (non-BBAF programme) junction, highway or public transport infrastructure enhancements as set out in the Local Transport Plan 2011-2031 (LTP3) and subsequent investment programmes (not shown on the Proposals Map).

Medium-to Term (2019-24)

- iv. Provision of a new Park & Ride site at Clifton Moor (B1363 Wigginton Road) with associated bus priority measures on Wigginton Road (as identified on the Proposals Map).
- v. Enhancement of the following junctions and other highway enhancements to improve public transport reliability:
- Manor Lane / Hurricane Way link, Clifton and
 - Other targeted junction, highway or public transport infrastructure enhancements as set out in the *Local Transport Plan 2011-2031 (LTP3)* and subsequent investment programmes (not shown on the Proposals Map).

The Plan will also pursue in the long-term (2024-30) the following interventions:

- New railway stations / halts for heavy or light rail services (e.g. Strensall, the White Rose (York) Business Park, where a reserved site exists, (or, alternatively, the former British Sugar / Manor School site) and York Central).
- Further expansion of Park & Ride services in the city (e.g. relocation and expansion of the 'Designer Outlet' Park & Ride facility).
- Implementation of further junction improvements and other highway enhancements to improve public transport reliability as, and additional to, those set out in the *Local Transport Plan 2011-2031 (LTP3)* and subsequent investment programmes (not shown on the Proposals Map) .
- The introduction of tram/train technology or other technology applications on appropriate rail routes (as shown on the Proposals Map)

23.7 Preliminary transport modelling work undertaken using the City of York's strategic transport model (STM) predicts that the number of trips undertaken on the highway network overall could increase by approximately 2.5% per year, on average, over the Local Plan period. This is higher than predicted in national transport models,

reflecting York's ambition for growth. This level of traffic growth could lead to significant delays being experienced on the radial routes into York, the outer ring road (A64 and A1237) and all routes within the outer ring road

- 23.8 The development of new and improved public transport services and facilities, such as Park & Ride, rail stations and routes and bus services (including, priority measures, interchange and waiting facilities), can offer enhanced access for all members of the community to jobs, services and leisure opportunities. This can reduce reliance on private motorised transport for travel and hence minimise the increase in traffic levels arising from new development. To be most effective they should provide direct links between main areas of population, and retail and employment centres, and should be fully accessible to all people regardless of their mobility. They should facilitate transfers between different modes of transport and services. However, such proposals will still need to satisfy policies throughout the plan in terms of protecting the built and natural environment and replacing amenities that may be otherwise removed by development.
- 23.9 For new Park & Ride sites, location is an important factor in ensuring its effective operation. Sites should ideally be:
- well signed;
 - adjacent to a major radial approach route;
 - on the edge of the built up area;
 - safe and easy to access;
 - outside any congested area to maximise the advantages of bus priority, and
 - adjacent to trip attractors if there is a desire to attract non Park & Ride traffic to the bus service.
- 23.10 Improvements or new facilities should include sufficient car parking for persons with disabilities, cycle parking and facilities for buses, taxis and where appropriate, coaches. Provision of car parking (other than for people with disabilities) should be determined through a transport assessment and travel plan. New or improved facilities should also incorporate suitable signage and traffic management measures to reduce potential conflicts.
- 23.11 The Council will welcome development proposals which bring about the improvement of existing railway stations and facilities or the provision of new, or bring about some other improvement which will be beneficial to the operation of the line. At new or improved rail stations the 'station environment' must provide safe and convenient movement to and between platforms and include other facilities, such as sheltered waiting and ticketing facilities, public transport information and sensitive lighting and landscaping.
- 23.12 Many of the strategic public transport improvements listed in Policy T2 due to be implemented in the short-term have either secured funding (for example, BBAF schemes and Access York Phase I), or are awaiting a decision on funding (from external sources) on funding bids submitted (for example, the new rail station at Haxby). Funding for the transport improvements programmed for the medium-term has not yet been secured, the council is reasonably confident that this can be pursued and secured to meet the anticipated timescales for delivery.

- 23.13 The strategic public transport improvements in the longer-term are vital to widen the transport choices available to people who live in, work in or visit York as the larger residential and employment sites come on-stream. However, the funding for their implementation is less certain than for improvements in the short-to-medium term. The Council, will, therefore, work with other agencies and organisations, including developers, to enable the necessary substantial improvements in public transport to be delivered to minimise the increase in traffic arising from new developments in the longer-term.

Policy T3: York Railway Station and Associated Operational Facilities

The Plan will support any proposals that increase the railway capacity at York Station (see Proposals Map) to meet changing demands on and capacity in the rail network, over the duration of the Local Plan period and beyond. More detailed information relating to timescales and funding sources etc. is contained in the Infrastructure Delivery Plan, such as increasing passenger numbers, high speed rail (HS2) and infrastructure and service improvements on the York-Leeds-Harrogate line (including a potential re-routing in to the station via the Freight Avoiding Line (FAL), a new chord and a new Platform 12).

Short term public transport interchange improvements at the station will be implemented through the current BBAF programme. The Plan will also support proposals to provide a new public transport turn around and interchange facility as part of a general package of measures to improve access at York Station in the medium-to-long-term.

The Plan will support any proposals to consolidate public car parks and maintain an appropriate level of long-stay and short stay parking at the York Station, which is currently provided at several locations.

The Plan will support any proposals to improve pedestrian access to, within and through the station. This could include, but not be limited to:

- links to the new interchange with further links from this to the south-western quadrant of the city centre;
- links to the York Central site through the station (including pedestrian crossings of the lines);
- links between the York Central site and the north-west quadrant of the city centre (including a new bridge over the River Ouse, east of Scarborough Bridge);
- reduced pedestrian / vehicular conflict in Queen Street;
- creation of public space at Tea Room Square; and
- improved wayfinding and signage;

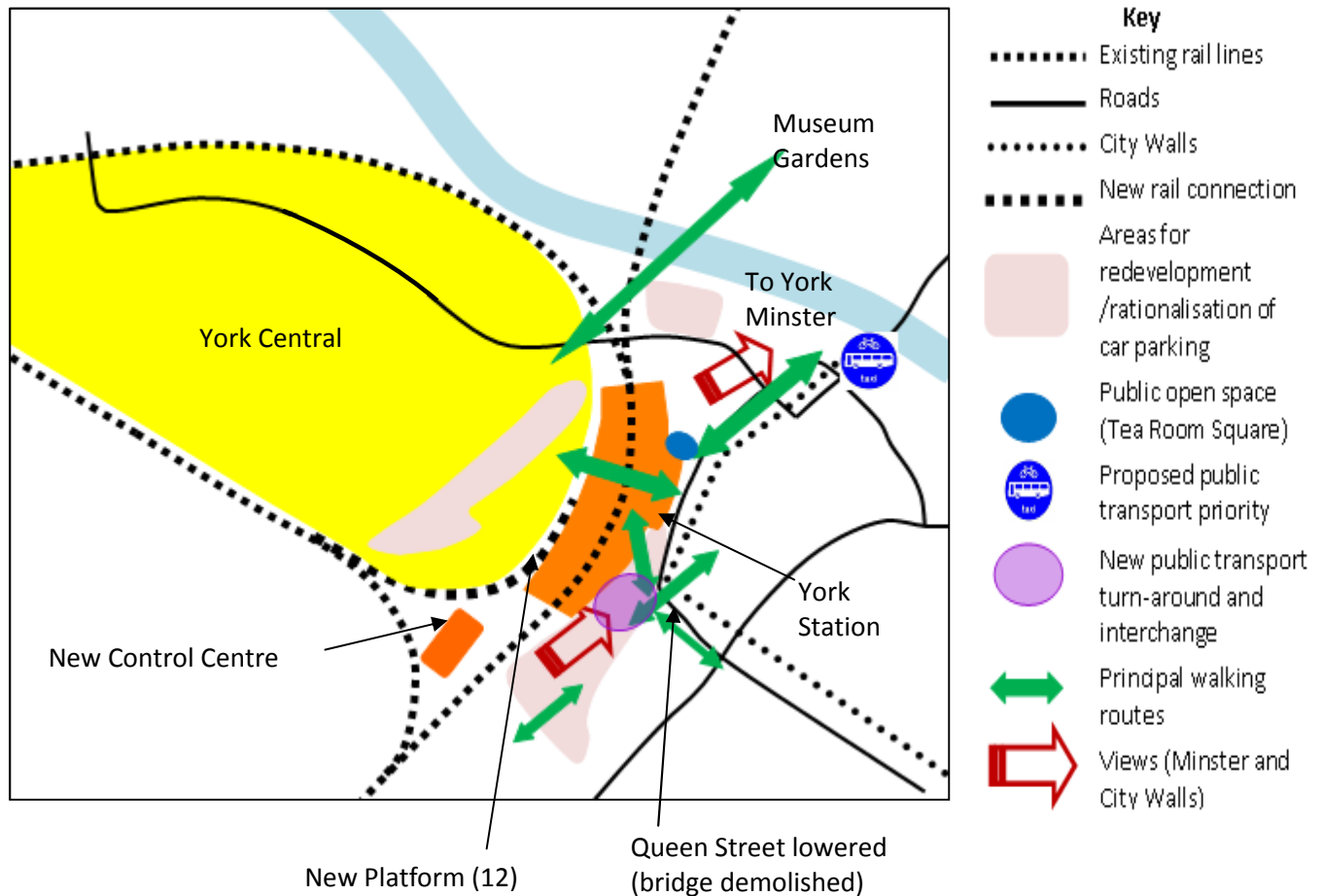
The Plan will support any proposals that enhance the Listed Grade II* station and its setting that conserve and enhance its historic and natural environment, particularly those that improve the visual amenity at the station and its environs, to meet the demands of the modern rail customer.

- 23.14 York benefits significantly from being in a strategic location on the UK's rail network. It was known as a railway city due to its long history with the railway (and hosts the major attraction of the National Railway Museum). It has access to several high quality long distance networks and operations that serve the rest of the country. York is in a good central position being approximately midway between London and Edinburgh, with journeys to both cities taking around two hours and two-and-a-half hours respectively. Direct trains are available to many cities in the north of England e.g. Leeds, Manchester, Liverpool, and Sheffield, and Birmingham in the Midlands.
- 23.15 By virtue of its short journey time to London via the East Coast Main Line, and easy interchange between King's Cross and St. Pancras, York is also well connected to mainland Europe by rail. The rail link to Manchester Airport enables it to also be linked to longer distance international travel by air. The importance of York's position on the rail network is evidenced by annual passenger flows of nearly 1 million between York and London and over 1.1m between York and Leeds.
- 23.16 York is the second busiest station in Yorkshire and Humber (after Leeds) with 8% of the total trips. It is the busiest station in the North Yorkshire and York Sub-Region, with over 7.9 million footfall p.a.¹ (1.1 million being visitors), emphasising its role as a 'gateway' to Yorkshire.
- 23.17 Network Rail's 'Yorkshire and Humber Route Utilisation Strategy, 2009' forecast the future passenger demand levels and overall growth levels for the key markets. It predicted that the total number of passengers travelling to York will increase by 41% over the next 12 years (from 2009).
- 23.18 The national government has determined that the necessary capacity and quality improvements for future long distance north/south movements will be provided by a new high speed rail system, HS2. The proposed network would be Y-shaped up to Leeds and Manchester with onward links to the existing East and West Coast mainlines. When complete in 2033 it will provide a much faster connection to London and the continent for travellers from the Leeds City Region and the north of England. York will have a direct link with the new high speed line and sufficient capacity is required at the station to accommodate HS2 trains calling at it. Prior to the implementation of HS2, the Intercity Express Programme (to replace ageing Inter-City 125 HST train sets on the ECML) is expected to start in 2018.
- 23.19 York Rail Station is one of the main interchange points in York, allowing bus-to-bus and bus-to-rail changes. However, bus stops in the vicinity of the station are amongst the most congested in the city centre in terms of vehicle arrivals per hour. There is currently no suitable place for buses approaching from the east to terminate and turn around for return journeys.
- 23.20 York station, will therefore, need to be upgraded in terms of capacity and facilities to meet the demands from these new services and anticipated growth. It also needs to have high quality access to it, within it and through it. The approach for this is shown in Figure 23.2.

¹ Office of the Rail Regulator Station Usage Data 2010/11

23.21 The current station Listed Grade II* was built by the North Eastern Railway to designs by Thomas Prosser (with the station layout planned by the Engineer Thomas Elliot Harrison) in 1877 to replace the original G.T. Andrews terminus station within the City Walls. It is described by Gordon Biddle in *The Railway Heritage of Britain* as follows “York provides one of England’s most dramatic iron station vistas. The effect of its arched roof curving away into the distance is best seen on a day when shafts of sunlight slant down through the glass”. York Station also serves as a major gateway to the historic city and is often the visitor’s first introduction to the City of York.

Figure 23.2 York Station Access Concept Plan



23.22 Although any development proposals for the station must give due consideration to Listed Grade II* status, it is acknowledged that in any operating station changes have to take place to enable it to meet the demands of the modern customer, and therefore, it should not prevent proposals that are sympathetic to heritage of the station being put forward.

23.23 A Siemens Transpennine Express depot is currently located within the existing operational railway land to the north of Leeman Road and north-west of York Station (i.e. within the York Central site, see Section 6). The electrification of the Transpennine Line, due to be completed by 2018, may result in more rolling stock being maintained at the depot. Therefore, the Plan will support proposals that safeguard land within the York Central site or in the operational railway land or

adjacent to the York Central site for expanding the Siemens Trans Pennine Express depot.

Policy T4: Strategic Highway Network Capacity Improvements

Strategic highway capacity improvements, as listed below and as shown on the Proposals Map, will be implemented in accordance with the timescales shown:

Short-term (2013-19)

- i. James Street Link Road Phase II
- ii. Improvements to the following junctions (including approaches) on the A1237
 - Haxby Road
 - Great North Way
 - Clifton Moor Gate
 - Strensall Road

Medium-Term (2015-24)

- iii. Improvements to the following junctions (including approaches) on the A1237
 - B1363 Wigginton Road
 - Monks Cross
 - B1224 Wetherby Road

The Plan will also pursue in the long-term (2024-30) further carriageway and junction capacity enhancements to the A1237 to improve traffic flow and journey time reliability along it. These enhancements are to consist of upgrading the most congested sections of the A1237 (B1224 Wetherby Road to Haxby Road) to dual-carriageway standard with grade separated junctions.

The plan will also support the construction of accesses to major development sites to a suitable standard to form part of the City's Strategic highway network as appropriate (for example, new access off the A64 to serve the Holme Hills site).

23.24 Improvements to the A1237 junctions will encourage the transfer of cross-city private motor vehicle journeys away from radial routes through the city centre and its immediate surrounding area, to principal roads around the edge of the urban area. Further enhancements to the A1237 can improve traffic flow and journey time reliability along it and draw more cross-city traffic away from the radial routes and inner urban routes.

23.25 James Street Link Road Phase II will improve traffic flow on the Inner Ring Road (IRR) in the Foss Islands area to reduce congestion and improve local air quality and the street environment on this section of the IRR.

Policy T5: Strategic Cycle and Pedestrian Network Links and Improvements

Strategic cycle and pedestrian network links and improvements, as listed below and shown on the Proposals Map, will be implemented in accordance with the timescales shown, to encourage modal shift away from private motor vehicle use to more active and sustainable modes of transport:

Short-term (2013-19)

- i. Pedestrian / cycle link from the former British Sugar site to York Central via Water End (see also Section 6 'York Central')

Medium-Term (2015-24)

- ii. Pedestrian / cycle bridges across the York-Harrogate-Leeds rail line and the East Coast Main Line to facilitate movement between the former British Sugar site, York Business Park and the west bank of the River Ouse (including a potential tram-train halt in the vicinity of the York Business Park).

Long-Term (2024-29)

- iii. Pedestrian / cycle bridge across the River Ouse between Lendal Bridge and Scarborough Bridge, linking the York Central development site with the north bank of the River Ouse.
- iv. Pedestrian / cycle bridge across the River Ouse south of Lendal Bridge connecting Tanner Row with the north side of the River Ouse in between the Guildhall and City Screen.
- v. Pedestrian / cycle bridges across the River Foss (as part of the re-development of the Castle / Piccadilly area).

Throughout the plan period

- vi Other individual strategic cycle schemes as shown on the Proposals Map

Routes not included in the Proposals Map will be classed as local routes.

23.26 The Council has and is continuing to develop a comprehensive network of safe and accessible strategic cycle and pedestrian routes, principally to connect residential areas with employment areas and retail areas as well as other facilities and services. The strategic cycle route improvements are shown in the Proposals Map for delivery over the short-term and medium term. These have also been prioritised within the Council's capital programme and detailed further in the Infrastructure Delivery Plan.

23.27 Delivery of the strategic cycle and pedestrian network in the longer-term is expected to be through contributions or obligations associated with the realisation of larger development opportunities toward the end of the Local Plan period.

- 23.27. Local routes will be retained and enhanced, as appropriate, within or as part of new development in accordance with Policy T1 vi) and vii).

Policy T6: Development at or Near Public Transport Corridors, Interchanges and Facilities

The sustainable access policies have been established to address the city's transport challenges and deliver transport infrastructure, services and other measures which ensure sustainable economic growth and development through:

- i. New development will be not be permitted where it prejudices the reuse of disused public transport corridors or facilities, and where there is a reasonable prospect of:
- the reopening of the transport corridor or facility for either heavy rail or light rail (e.g. tram-train) operation, or other form of 'guided' public rapid transport service; or
 - the re-opening of a heavy rail/light rail (tram-train) station or halt; or
 - the provision of a rail head/freight facility; or
 - the continued use or future use of the transport corridor as a walking or cycling route or as a route for horse-riding; or
 - the transport corridor either functioning or being able to function as a wildlife corridor; or
 - the transport corridor being reclaimed for use as a linear park.

Disused public transport corridors or facilities that have been identified (in part) as having reasonable prospects for reuse for any of the purposes stated in Policy T6 i) are the former York-Beverley line, the former York-Selby line (Trans Pennine Trail / National Cycle Network Route 66) and the former Derwent Valley (Foss Islands) line (National Cycle Network Routes 658 / 66).

- ii. Higher density, mixed-use development will be permitted in locations close to existing or proposed public transport interchanges or facilities provided that the development:
- does not lead to a loss of amenity at the interchange or facility; or
 - does not have a detrimental impact on the interchange or facility or the surrounding area, such that the long-term viability of services would be adversely affected; or
 - does not prejudice the existing or future expansion of the interchange or facility to accommodate more services or modes (e.g. freight); or
 - does not generate a demand for travel by private motorised vehicles that is likely to be unsustainable either in the location of the development or on the wider highway network; or
 - does not have an adverse impact on the character, historic and natural environment and amenity of the area in the vicinity of the development.

- 23.28 The first part of this policy aims to protect disused public transport corridors to allow for the possibility of returning them to their former use, or for new uses such as footpaths, cycleways, bridleways or wildlife corridors because once such a resource has been lost it is unlikely to ever be recovered. Any planning applications for development on or affecting a disused public transport corridor should be accompanied by an assessment in order to establish whether there is any reasonable prospect of the corridor being brought back into use.
- 23.29 Even in their disused state, former public transport corridors perform a valuable function as wildlife corridors and habitats. Any new development should be carefully designed to minimise harm to these newly established habitats.

Policy T7: Demand Management

To improve the overall flow of traffic in and around York City Centre, improve road safety, and provide an environment more conducive to walking and cycling the following will be pursued:

- i. A reduction in the number of long-stay (i.e. more than 4 hours parking) commuter car parking spaces in and around the city centre.
- ii. The incorporation of general (fee-based) public car parking at existing car parks at retail sites) to increase the availability of short-stay parking on the perimeter of the city centre, and similarly other high trip-generating locations as required
- iii. A more flexible approach to the requirements for parking (including cycle parking) in new development, covering, but not limited to:
 - number of spaces;
 - general design and layout, and
 - safety, security and weather protection.
- iv. Positive consideration of vehicular access restrictions and changes to carriageway widths, alignments and surfacing materials, junction layouts, footway widths and materials and hard / soft landscaping in selected location locations to reduce congestion, improve public transport journeys, ease pedestrian /cycle access across it and improve its streetscape.

- 23.30 The management and control of car parking spaces are essential components of an effective transport strategy. Parking control by both capacity and price has historically been, and will continue to be, used in York, where City Centre charges are used to encourage long-stay parking at Park & Ride sites or other more peripheral car parks and to support the local bus services. The Council will continue to support affordable access for short-term business and personal trips that are essential to the economy of the city. At the same time further work will be initiated to provide more designated spaces for lower emission vehicles in City Centre car parks, to try and improve air quality in the heart of York.
- 23.31 Previous national planning policy guidance (PPG13) advocated the use of policies in development plans to set maximum levels of parking for broad classes of development. The National Planning Policy Framework (which replaces PPG13) does not have such a direction. Instead it sets out a range of issues that should be taken into account for setting local parking standards. The council will seek to set

appropriate parking standards that will allow some flexibility in relation to a development's location, proximity to high quality accessible public transport, pedestrian and cycle routes and services and facilities.

23.32 The city centre movement and access study recommended access restrictions on some of the city centre bridges. Opportunity will be taken to trial and permanently implement as appropriate measures that improve public transport services and reliability, and to remove other appropriate through traffic movement, reduce congestion and improve air quality and the public realm.

23.33 Measures which help to change people's decisions about when they travel, where they go and the mode of travel they use have been pursued in York to complement capacity improvements and demand management measures. Many 'smarter choice' ideas have been implemented locally and nationally over the last decade or so to encourage changes in travel behaviour, providing very high benefits compared to costs, and this approach will continue into the future.

Policy T8: Minimising and Accommodating Generated Trips

All major development proposals that can be reasonably expected to have an impact on the transport network must be supported by a Transport Statement or by a Transport Assessment and Travel Plan, as appropriate, depending on the scope and scale of the development. Large-scale Major Development will require the submission of a Transport Assessment and Travel Plan. The Transport Statement, Transport Assessment and Travel Plan should demonstrate:

- i. the number and distribution of trips by each mode likely to be generated by the development, particularly by private motorised vehicles, without mitigation measures;
- ii. the mitigation, or other measures to be put into place to reduce the number of trips generated by the development, particularly by private motorised vehicles; and
- iii. that any resultant new traffic (principally private car traffic) generated by new development can be safely accommodated on the local and strategic highway network, or can be made safe by appropriate transport infrastructure and service improvements.
- iv. appropriate future monitoring arrangements to demonstrate the effectiveness and an ability to increase mitigation measures if required to achieve requirements of the travel plan.

Major Development (Small-scale Major Development) means development involving any one or more of the following:

- (a) the winning and working of minerals or the use of land for mineral-working deposits;
- (b) waste development;
- (c) the provision of dwelling-houses where:
 - (i) the number of dwelling-houses to be provided is 10 or more; or

- (ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within paragraph (c)(i);
- (d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or
- (e) development carried out on a site having an area of 1 hectare or more;
- (f) developments that are likely to result in 'in-use' employment for 30 employees or more

Large-scale Major Development is:

- (a) 200 or more dwellings or the site area for residential development is 4 hectares or more, or
- (b) Development of 10,000 m² or more, or
- (c) Where site is 2 hectares or more

23.34 A Transport Assessment (TA) is a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, principally through the implementation of a Travel Plan (TP). In some cases, the transport issues arising out of development proposals may not require a full TA to inform the process adequately and identify suitable mitigation. In these instances, a simplified report in the form of a Transport Statement (TS) may be submitted.

23.35 The coverage and content of a TS, TA or TP will vary significantly depending on the size and type of development they are required to support. Small scale development may require only a short and simple TS/TP, or even no formal assessment, whereas major developments will require the submission of a comprehensive TA and TP. Further guidance is included in the Department for Transport's 'Guidance on transport assessment'. Plans must also demonstrate how they are to be monitored and how mitigation measures can be increased if the plan falls short of its objectives.

Policy T9: Access Restrictions to More Polluting Vehicles

The Plan will support proposals that restrict motor-vehicular access, to improve air quality within the air quality management areas, particularly those in and adjacent to the City Centre.

23.36 York's first Low Emission Strategy (LES) was adopted by the Council in October 2012. The LES aims to tackle the ongoing air quality issues in the city and help deliver carbon reduction targets. The main focus of the LES is reducing emissions from transport, mainly through improved driving techniques, better vehicle maintenance and the use of low emission vehicles and fuels.

23.37 Objective 6 of the LES seeks to maximise sustainable transport and reduce localised air quality breaches through traffic demand management, smart travel planning and

potentially regulatory control. The main purpose of this objective is to deliver a series of additional LES measures targeted specifically at reducing emissions within the city's existing Air Quality Management Areas (AQMAs) and other areas of the city where air quality is of particular concern. The measures detailed under this objective include:

- Assessing the feasibility study of only allowing buses of a specified emission standard to enter a proposed low emission bus corridor in the city centre;
- implementing the recommendations of the city centre access and movement study including Low Emission Zone (LEZ) measures for buses if considered necessary / appropriate, and
- investigating the potential for a wider LEZ incorporating a wider range of vehicles.

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 where the 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).

23.38 The area known as York Northwest, located immediately to the north and west of York City Centre, contains two major brownfield development areas - the 'York Central' and the 'Former British Sugar/Manor School' sites. These sites could provide a combined developable area of around 79 hectares and development of this size will generate a significant amount of new traffic. The location of the sites, close to the existing residential areas of Acomb, Holgate and Westfield, could, unless suitable measures are put into place, result in much of this traffic utilising residential streets to gain access to and from the York Northwest area and, thereby, be detrimental to the general environment of Acomb, Holgate and Westfield.

23.39 Restricting through traffic in these areas will protect them against this and could lead them experiencing an improvement in their general environment.

Policy T11: City Centre Accessibility

The Plan will support any proposals, including but not limited to those listed below, to reduce congestion, improve the journey time reliability of public transport and conserve and enhance the historic and natural environment, streetscape, safety and general environment of the City Centre:

- i. extending the coverage of the Footstreets to include Fossgate; and
- ii. selective measures for Micklegate

23.40 Two recent studies *York New City Beautiful: Towards an Economic Vision (2010)* and *York City Centre Movement and Accessibility Framework (2011)* considered how York needed to redefine its transportation infrastructure and promote higher quality places and spaces, particularly in the city centre, in order 'to create a more attractive and accessible city'. Both studies made a series of statements or recommendations for improving the public realm in the City Centre, including:

- the city's major development opportunities must be shaped by a new understanding of the elements that define York: the city rivers; the City Walls and gateways; the city's streets, places and spaces; the city as park; the Great Street; and York Central.
- promote a continuous walking and cycling edge along both rivers in the city centre, and opportunities for new and enhanced spaces and squares.
- design public realm that can facilitate a range of civic and cultural activities.
- transform the inner ring road into a network of local streets, parkways and grand avenues.
- enhance the pedestrian and cycle priority between the railway station and the city centre.
- expand the network of footstreets to embody the historic core.
- priority traffic routes allowing restricted access through the 'heart' [of the city] for buses, taxis and cyclists (and service vehicles outside footstreet operational hours). These streets should be reformatted to clearly signal that they are for restricted traffic only.

23.41 Many of the statements and recommendations contained in these studies have been taken forward in Policy T7 and T11.

22.42 The Reinvigorate York initiative identifies schemes for turning Fossgate into a footstreet and intermediate improvements for Micklegate.

Policy T12: Safeguarded Routes and Sites

The following sites not otherwise stated in Policies T2, T3, T4 and T5, will be safeguarded for future transport infrastructure:

- options for potential freight consolidation centre(s) - Designer outlet, or Elvington;
- Crighton Avenue/Wigginton Road junction;

- Piccadilly/Castle Mills Bridge junction;
- freight sidings at Hessay;
- Sterling Road (widening for cycling facilities); and
- Extending the A1237 enhancements (see also Policy T4) along the full length of the A1237 (including grade separated junctions and cycle separated junctions)

23.43 Although transport infrastructure and other measures to be implemented has been identified in policies T2, T3, T4, T5 and T12, land will need to be safeguarded for them, in order to protect them from other development that would otherwise prevent their delivery.

Policy Links

- Section 6 'York City Centre'
- Section 7 'York Central'
- Section 8 'Economy'
- Section 10 'Housing Growth and Distribution'
- Section 13 'Community Facilities'
- Section 15 'Universities'
- Section 18 'Green Belt'
- Section 20 'Climate Change'
- Section 21 'Environmental Quality'
- Section 25 'Infrastructure and Developer Contributions'

Alternatives

Location, layout and accessibility

1. Rely on National Planning Policy Framework (NPPF) to guide accessibility in relation to location/layout of new development
2. Provide generic local criteria to guide accessibility in relation to location / layout of new development
3. **Provide detailed local criteria to guide accessibility in relation to location / layout of new development (this is our preferred approach)**

Sustainable modes of transport

1. Local policies for new development to give priority to car-based transport
2. Local policies for new development to give equal priority to car-based and more sustainable forms of transport, such as public transport, walking and cycling
3. **Local policies for new development to give priority to more sustainable forms of transport, such as public transport, walking and cycling (this is our preferred approach)**

Providing transport capacity to accommodate growth

1. Increase existing road capacity to accommodate traffic generated by proposed level of growth
2. Provide new road capacity to accommodate traffic generated by new development (e.g. new roads)

3. Increase existing capacity for more sustainable modes of transport (walking cycling and public transport) to support proposed level of growth
4. Provide new infrastructure for sustainable modes of transport (walking cycling and public transport) to support new development (e.g. new rail stations, and strategic cycle routes)
- 5. Increase existing road capacity, provide new road capacity, increase existing capacity for more sustainable modes of transport and provide new infrastructure for sustainable modes of transport to support new development (this is our preferred approach)**

Determining areas for development and associated transport needs.

1. Rely on NPPF policies to guide transport related development
2. Provide generic local criteria/site allocations to guide transport related development
- 3. Provide detailed local criteria/site allocations to guide transport related development (this is our preferred approach)**

Demand management - car parking

1. Adopt a maximum level of car parking provision and apply them rigorously
- 2. Adopt another appropriate standards for parking provision and apply them with due regard to the size and nature of the development and local circumstances. (this is our preferred approach)**

Demand management – travel planning

1. Require all new developments to consider demand management (e.g. travel plans)
- 2. Require only major development to consider demand management (e.g. travel plans) (this is our preferred approach)**

Transport infrastructure to mitigate local impacts of development

1. Require all new developments to contribute to off-site transport infrastructure to mitigate the impacts of the development
- 2. Require only major development developments to contribute to off-site transport infrastructure to mitigate the impacts of the development (this is our preferred approach)**

Question 23.1 This is our preferred approach to sustainable transport do you think this is appropriate or should one of the alternatives or a different approach be taken?

Question 23.2 Do you think the higher degree of transport infrastructure investment in the longer term over and above that already committed or programmed is required or should more low cost 'soft measures' be pursued?

Question 23.3 If you think the higher degree of transport infrastructure investment in the longer term

over and above that already committed or programmed is required do you think it is deliverable and if so how can other agencies and organisations (e.g. scheme promoters or developers) work with the council to deliver it?

Section 24: Communications Infrastructure

National Planning Policy Framework

National Guidance says that:

- advanced, high quality communications infrastructure is essential for sustainable economic growth and that the development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services (Paragraph 42);
- Local Planning Authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband, aiming to keep the numbers of radio and telecommunications masts and the sites for such installations to a minimum consistent with the efficient operation of the network. Existing masts, buildings and other structures should be used, unless the need for a new site has been justified. Where new sites are required, equipment should be sympathetically designed and camouflaged where appropriate (Paragraph 43);
- applications for telecommunications development should be supported by the necessary evidence to justify the proposed development. For a new mast or base station, evidence should be submitted to show that the applicant has explored the possibility of erecting antennas on an existing building, mast or other structure (Paragraph 45); and
- Local Planning Authorities must determine applications on planning grounds and should not seek to prevent competition between different operators, question the need for the telecommunications system, or determine health safeguards if the proposal meets International Commission guidelines for public exposure (Paragraph 46).

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- suitably screened mobile phone masts should be acceptable in Green Belt close to communities they serve and that a strategy for the location of mobile phone masts should be developed taking account of avoiding sensitive locations; and
- advances in communication technology will allow more people to work from home rather than travelling to the office.

Key Evidence Base

- Infrastructure Delivery Plan (2013)

Local Context

The City of York Council is a member of two Local Enterprise Partnerships (LEP): York and North Yorkshire LEP and also the Leeds City Region LEP. The York and North Yorkshire LEP has decided that broadband implementation is a key priority and is setting up a task and finish group to develop opportunities for collaboration.

The Leeds City Region LEP has agreed to develop a broadband strategy for its area, which will include York. £17.8m Broadband Delivery UK funding has been allocated to North Yorkshire and York to provide broadband coverage to those areas not attractive to the open market. City of York Council is taking the appropriate steps to facilitate a collaborative and effective working relationship during (and post) the active York and North Yorkshire procurement process, to optimise the roll-out of broadband provision.

The continued growth in information and communication technologies has the potential to bring economic, social and environmental benefits to York. *The Council Plan 2011 – 2015 (2011)* identifies that high speed broadband coverage is a national objective, assisting businesses to increase the speed and security of information transfer and providing the opportunity for businesses to innovate. In meeting this challenge the Council will work with private sector providers to seek to achieve implementation of a high speed digital network.

The Infrastructure Development Plan (2013) identifies that there are two main fixed-line networks that provide telecommunications access to homes and businesses in York: Openreach (the main access network owned by BT); and Virgin Media (the cable television network). Most residential customers and small businesses access telephone and broadband services via the Openreach network, even if their services are purchased through another provider.

It is noted that telecommunications and broadband coverage in the urban areas of York is generally good and Openreach advise that network capacity will not generally be an issue that shapes or constrains the spatial options for development. Developments in technology (fibre cables), together with extensive ongoing investment in the core of the main networks mean that the capacity and capability of the networks continues to improve in response to demand.

In some instances, telecommunications infrastructure, particularly masts, can have a negative impact on its surrounding environment, such as the visually intrusive masts on the BT Hungate and Cedar Court hotel buildings. This highlights the importance of having planning policy in place to guide telecommunications development.

Preferred Approach

Policy CI1: Communications Infrastructure

Proposals for high quality communications infrastructure will be supported where:

- i. mobile communications infrastructure is located at an existing mast or transmission site, where it is technically and operationally feasible, unless it is particularly visually intrusive ;
- ii. the development is of an appropriate scale and it is sited and designed to not have any adverse impact on safety and security of people and properties and minimise its impact on visual amenity;
- iii. it will be available for use as a shared facility where possible; and

- iv. there are no significant or demonstrable adverse impacts that outweigh the benefits of the scheme, particularly in areas of sensitivity including the Green Belt, strays, green wedges, sites of nature conservation value, conservation areas, listed buildings and their setting and areas of visual importance including key views.

In the interest of visual amenity and improvements to public realm, consideration should be given to the removal of communications infrastructure, including street facilities (equipment cabinets etc), when it ceases to be of operational benefit. In particular the Council will seek the removal and relocation of any visually intrusive masts particularly in the City Centre, as and when the opportunity arises.

Where proposals fall under permitted developments rights, operators are encouraged to notify the Council of any communications infrastructure installations, such as mobile phone antennas.

- 24.1 With the development of new and advanced services the demand for new infrastructure is continuing to grow. The Council supports the enhancement of communications infrastructure whilst at the same time seeking to ensure that the visual and environmental impacts are minimised. Given the special character of York the siting, appearance and visual impact of any telecommunications infrastructure is key and is particularly important for any applications for prior notification of proposed development in respect of permitted development rights, for which criterion ii) and iv) will be applied. It should be noted that not all permitted development requires prior approval. This can range in some cases from the installation of additional antennas on an existing radio mast, to the development of a whole base station on a building, including equipment cabinets and a set of antennas. Whilst there is no longer a statutory requirement to carry out 'licence notifications', operators are encouraged to continue to notify the Council of the installation of mobile phone antennas.
- 24.2 Preference and encouragement will normally be given to mast and site sharing where this is technically possible. However the cumulative impact of additional infrastructure being added to an existing site will need to be taken into account as part of the planning application process. In the interest of visual amenity for example a balanced view may need to be taken between the visual intrusions of adding to existing facilities compared to a new site.
- 24.3 Where new equipment is proposed, which cannot be located on an existing mast or site, at its preferred location, due to technical and operational constraints, operators will be required to provide evidence that they have explored the possibility of utilising alternative existing sites. This is of particular importance where the site falls within an area of sensitivity, such as the Green Belt strays, green wedges, sites of nature conservation value, conservation areas and areas of visual importance including key views, where developers will be requested to submit a feasibility study, carried out by a suitably qualified and independent professional, to justify the provision and location of the new facility. Proposals will be approved wherever possible unless the adverse impacts on the special character of York significantly and demonstrably outweigh the benefits.

- 24.4 Planning obligations may be used to ensure that new sites are available for future mast sharing subject to technical and operational constraints. The rapid pace of technological change within the industry means that fewer installations may be required in the future and so it is important that redundant installations are removed and the site fully restored (including aftercare). Such obligations may also be used to require the expeditious removal of equipment and installations once they cease to be operational. In particular the Council will seek the removal of the visually intrusive masts in the City Centre, such as those masts on the BT Hungate and Cedar Court Hotel buildings as when the opportunity arises. These masts currently have a detrimental visual impact on the York Central Historic Core Conservation Area and former North East Railway Headquarters which is a Grade II* Listed Building.

Policy Links

- Section 16 'Design and the Historic Environment'
- Section 25 'Infrastructure and Developer Contributions'

Alternatives

Communications Infrastructure

1. Rely on the National Planning Policy Framework to guide communications development
2. **Provide a local policy to guide communications development (this is our preferred approach)**

Question 24.1 This is our preferred approach to communications infrastructure do you think this is appropriate or should one of the alternatives or a different approach be taken?



This section looks at how the Council will make sure that developers build the right type of building in the right place whilst making sure that important parts of the environment aren't damaged. It also sets out how the Council can check whether the rules set out in this document are used and whether they work towards making York a better place.

DELIVERY AND REVIEW

Section 25: Infrastructure and Developer contributions

National Planning Policy Framework

National Guidance says that:

- investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing. In drawing up Local Plans, local planning authorities should:
 - identify priority areas for economic regeneration, infrastructure provision and environmental enhancement (Paragraph 21);
- Local Authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities..... (Paragraph 31);
- plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up, depending on the nature and location of the site, to reduce the need for major transport infrastructure (Paragraph 32);
- Supplementary Planning Documents should be used where they can help applicants make successful applications or aid infrastructure delivery, and should not be used to add unnecessarily to the financial burdens on development (Paragraph 153);
- Local Plans should:
 - plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of this Framework (Paragraph 157);
- Local Planning Authorities should work with other authorities and providers to:
 - assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
 - take account of the need for strategic infrastructure including nationally significant infrastructure within their areas (Paragraph 162);
- to ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable (Paragraph 173);
- the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive

returns to a willing land owner and willing developer to enable the development to be deliverable (Paragraph 174);

- where practical, Community Infrastructure Levy (CIL) charges should be worked up and tested alongside the Local Plan. The CIL should support and incentivise new development, particularly by placing control over a meaningful proportion of the funds raised with the neighbourhoods where development takes place (Paragraph 175);
- it is important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. To facilitate this, it is important that local planning authorities understand district-wide development costs at the time Local Plans are drawn up. For this reason, infrastructure and development policies should be planned at the same time, in the Local Plan. Any affordable housing or local standards requirements that may be applied to development should be assessed at the plan-making stage, where possible, and kept under review (Paragraph 177);
- Local Planning Authorities should work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly co-ordinated and clearly reflected in individual Local Plans. As part of this process, they should consider producing joint planning policies on strategic matters and informal strategies such as joint infrastructure and investment plans (Paragraph 179); and
- Local Planning Authorities will be expected to demonstrate evidence of having effectively cooperated to plan for issues with cross-boundary impacts when their Local Plans are submitted for examination. Cooperation should be a continuous process of engagement from initial thinking through to implementation, resulting in a final position where plans are in place to provide the land and infrastructure necessary to support current and projected future levels of development (Paragraph 181).

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- there is a need for a flexible approach to planning gain, that gives greater consideration to financial viability in the level and timing of payments;
- there is support for the clarity, certainty and wider applicability of CIL however others favoured retaining a s106 based approach, expressing concerns over potential delays in delivery associated with pooled monies and difficulties in delivering localised infrastructure. National biodiversity offsetting pilots were also mentioned by a consultee as a potential alternative to Section 106 and/or CIL;
- a number of specific infrastructure types are advocated, including road, rail and bus related, green energy, skills and education related and low emission / air quality related. More specifically some queries were raised as to what schemes would be put into place to improve local facilities and infrastructure. The ability to set local targets and standards was highlighted, and some Parish Council expressed a desire to administrate an element of expenditure in their respective areas;
- the Council should be realistic in what it can gain from Section 106 monies to ensure that development is viable. It was suggested that affordable housing is

what is most important for the city. However, a contrary view put forward is that affordable housing requirements are stifling housing construction;

- Parish Councils rely on S106 monies to improve local facilities and improvement schemes;
- infrastructure, housing and employment all need to be interlinked, and
- a view put forward by some is that Section 106 contributions are totally unaffordable and negotiation is too costly and time consuming with little chance of success. S106 payments and requirements need to be back end loaded.

Key Evidence Base

- Topic Paper 1: Transport Impacts of Local Plan (existing Topic paper on the transport implications of the LDF reviewed and updated) (2013)
- City of York Local Plan Area Wide Viability Study (2013)
- City of York Playing Pitch Strategy (2013)
- City of York Local Transport Plan 2011-2031 (2011)
- 2010 Sub-National Population Projections

Local Context

For York to fulfil its role as a sub-regional economic centre and be a key part of the Leeds City Region it will need to generate approximately 16,100 additional jobs between 2012 and 2030. The housing target for the Plan period (Policy H1) is to provide at least 1,090 dwellings per annum – this minimum target would be commensurate with the level of employment growth forecast in the Plan period, addresses the current shortfall and represents an integrated approach to housing and employment growth. This would equate to a population growth of approx 40,000 people over the Plan period which equates to an annual growth of 2,300 people per annum. The effect of this growth will be to impose increasing demands on York's already highly constrained transport network to take it beyond its current capacity.

As well as providing the necessary infrastructure for a rise in the overall population, increased demand for community facilities and services linked to demographic change, such as an ageing population, means that in planning for our communities it is essential that the Local Plan helps to ensure that the community infrastructure needs of each neighbourhood and the cumulative infrastructure needs are met. These include: utilities (e.g. energy and water), healthcare, emergency services and other facilities.

This infrastructure will be delivered by a wide range of providers, including statutory providers (e.g. utility companies), the local authority, developers and other partner organisations. Up until recently the Council has sought (and pooled) contributions from developers, through Agreement under S106 of the Town and Country Planning Act 1990 to fund necessary local and wider infrastructure associated with development. However, changes to legislation, such the Part 11 of the Planning Act 2008 and the Community Infrastructure Regulations, 2010 relating to Community Infrastructure Levy (CIL) now require a very clear statement to be made regarding the contributions required (from developers) for strategic infrastructure and the contributions required to mitigate the direct local impacts of development.

The mechanisms for securing funding for strategic infrastructure (including the role of S106 contributions and CIL) are set out in a supporting Infrastructure Delivery Plan (IDP).

Preferred Approach

Policy IDC1: Infrastructure and Developer Contributions

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

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

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

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

- 25.1 This policy is concerned with ensuring that the physical, social and green infrastructure needed to support the amount and distribution of development proposed is delivered. It is critical that new development is supported by appropriate infrastructure to ensure the creation of sustainable communities. The Council is committed to the comprehensive delivery of the Local Plan and the National Planning Policy Framework. A key element of delivery will be to ensure that the infrastructure needed to support development is provided and funded.
- 25.2 Infrastructure will be funded from a mix of sources including Council budgets, national Government funding, funding from other public bodies and agencies, as well as developer contributions. Developers will be required to contribute to the provision of infrastructure necessary to mitigate the local impacts of their development and ensure their development achieves wider objectives of the Local Plan, in line with the principles of sustainable development. The Council will prepare a further planning document which will set out the mechanism through which developer contributions will be sought.
- 25.3 Planning obligations (including contributions) will be sought in accordance with Government policy. Recent legislation has resulted in some reforms to restrict the use of planning obligations coming into effect and others that will take effect from April 2014. For example, Part 11 of the Planning Act 2008 provided for the introduction of the Community Infrastructure Levy (CIL) and the Community

Infrastructure Regulations, 2010 set out the detail of how CIL will be used to pool contributions from a variety of new developments to fund infrastructure. The Council will consider whether it is appropriate to collect contributions on a city-wide or area basis in order to help fund certain elements of strategic infrastructure that will be required to deliver all future development or the development of a particular area of the City. However under the CIL regulations, the Council's ability to pool S106 contributions will be limited, post April 2014.

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

Create Jobs and Grow the Economy

- low emission improvement measures

Get York Moving

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

Build Strong Communities/Get York Building

- affordable housing
- community facilities
- education
- sports pitches
- CCTV
- healthcare facilities
- emergency services
- utilities
- public realm improvements
- protection and improvement of the historic environment
- public art

Protect the Environment

- green infrastructure including public open space (including sports pitches)
- drainage and flood protection measures
- renewable energy schemes
- waste facilities
- land contamination
- environmental improvements.

- 25.5 For the 'Get York Moving' elements, preliminary transport modelling predicts that the number of trips undertaken on the highway network overall could increase by approximately 2.5% per year, on average, over the Local Plan period and could lead to significant increases in delay on it. The council will, therefore, work with developers and other organisations to deliver higher levels of investment in transport infrastructure and services, over and above that which is:
- committed or programmed;
 - required to access development, or
 - required to mitigate the direct local impacts of development.
- 25.6 Strong emphasis will be placed on providing improvements to public transport and more active forms of transport, particularly as access to these forms of transport were key considerations in determining the accessibility of sites for their allocation within the plan. However, it is also acknowledged that major enhancements to the highway network will also be necessary.
- 25.7 Much of the infrastructure will be delivered in accordance with other policies in the Local Plan, for example Policy CF1 'Community Facilities', Policy ST2 'Strategic Public Transport Improvements,' and Policy GI5 'New Open Space', and relevant Supplementary Planning Documents (SPDs).
- 25.8 It is recognised that contributions should not prejudice the delivery of sustainable development that supports the Local Plan. If it is claimed that a development is unable to support the costs of contributions (other than those essential to allow the development to proceed) then this would be the subject of negotiations (see also Section 5). In such cases, the developer will have to demonstrate non-viability via an 'open book' approach. Normal development costs and the costs of high quality materials and urban design considerations are universally applicable and will not be allowed for in negotiations to reduce contributions.
- 25.9 Section 26 'Delivery and Monitoring' identifies the key delivery agencies and mechanisms for implementing the Local Plan policies. Delivery will be monitored throughout the plan period via the Annual Monitoring Report.

Alternatives

Infrastructure

1. Do not require physical, social and economic infrastructure to be in place prior to development
2. **Require physical, social and economic infrastructure be in place prior to development (this is our preferred approach)**

Developer Contributions

1. Do not require developers to contribute to strategic infrastructure development, use existing obligations method
2. **Require developers to contribute to strategic infrastructure development on the basis of development type city-wide (this is our preferred approach to strategic infrastructure)**

- 3. Require developers to contribute to strategic infrastructure development on the basis of development type by location (this is our preferred approach to specific infrastructure)**

Question 25.1 This is our preferred approach to infrastructure and Developer contributions do you think this is appropriate or should one of the alternatives or a different approach be taken?

Section 26: Delivery and Monitoring

Delivery

- 26.1 York's Local Plan has been prepared by the Council but it is the spatial expression of the Without Walls Partnership's Strategy for York (SfY). The Local Plan will help to deliver the aims and objectives of the SfY and it will be critical to work with the Without Walls partners to deliver these common objectives. As well as reflecting the SfY objectives the Local Plan will have been prepared with the involvement of the public and a wide range of other stakeholders at various stages in its production. The stakeholders include statutory consultees such as Natural England and the Environment Agency; local community groups and organisations; developers and landowners; and public sector bodies and agencies. The delivery of the Local Plan will be dependent on the involvement of many of these organisations. The key ways of delivering the strategy are as follows.

Further Policy Development

- 26.2 For some Local Plan policies further detail will need to be set out in other supporting documents, such as supplementary planning documents (SPDs). The Council will prepare these documents with the involvement of key stakeholders and the wider public in accordance with the *Statement of Community Involvement (2007)*.

Private Developers

- 26.3 Most of the Local Plan objectives will be delivered through new private sector development. The Council will work with the private sector to ensure that development comes forward which fits with the vision and objectives of the Local Plan and to balance policy requirements with site viability.

Planning Applications

- 26.4 The Council will have a role in delivering the SfY through many of its Council functions such as education, leisure and waste. However, a key role will be as the local Planning Authority for the determination of planning applications. Planning decisions will be made by the Council in accordance with the vision, objectives and policies set out in the Local Plan and other supporting documents (e.g. the Strategic Flood Risk Assessment and SPDs). The public will have the opportunity to comment on applications in line with the processes set out in the *Statement of Community Involvement (2007)*.

Service Delivery

- 26.5 In preparing the Local Plan, the Council has considered the requirements of other public service providers. Delivering many of these services will be critical to delivering the Local Plan objectives. The Council will continue to work with these service providers in delivering the Local Plan. In some cases this will be done through the Without Walls Partnership.

Essential Infrastructure

- 26.6 An essential element of delivering the Local Plan will be the implementation of key pieces of infrastructure. Developers will, in addition to providing the infrastructure to service their development and mitigate their direct local impacts, be required to contribute to the provision of infrastructure necessary to ensure their development achieves wider Local Plan objectives, and is in line with the principles of sustainable development. Some elements of strategic infrastructure are considered to be essential to address the cumulative impacts of development across the city as a whole and, therefore, relate to every development that comes forward in the plan period. It may, therefore, be appropriate to collect contributions (or a levy) on a city-wide or area basis in order to help fund infrastructure that will be required to deliver all future development or all development in a particular area of the city, subject to the requirements and limitations of legislation
- 26.7 It will not be possible to fund, and hence deliver all essential infrastructure, particularly major schemes such as strategic transport projects, through developer contributions alone. Therefore, in addition to developer contributions some infrastructure will be delivered by the infrastructure provider through securing either public sector funding or private finance.
- 26.8 It is likely that all development will require a certain level of new infrastructure provision. However, certain elements of strategic infrastructure are considered to be essential to deliver the overall level, location and type of development identified in York's Local Plan. Essential strategic infrastructure is anticipated to fall within the following broad categories:
- transport;
 - utilities;
 - health facilities;
 - emergency services;
 - affordable housing;
 - flood mitigation;
 - waste facilities;
 - education;
 - green infrastructure including open space; and
 - community facilities.
- 26.9 In consultation with infrastructure providers the Infrastructure Delivery Plan (IDP) will identify the essential infrastructure required to support the Local Plan and outline how this will be funded. Where developer contributions are required these will be sought in accordance with Policy IDC1 of this Plan. Further details on the level and type of contribution will be set out in a future planning document on infrastructure and contributions.

Monitoring

- 26.10 Preparation of the Local Plan is part of an ongoing process that must involve monitoring the success and progress of its policies to make sure it is achieving its

objectives and making necessary adjustments to the plan if the monitoring process reveals that changes are needed. This enables the Local Plan to maintain sufficient flexibility to adapt to changing circumstances.

26.11 It is essential that the Local Plan allows mechanisms to:

- monitor the strategy's preparation and outcomes by reviewing its performance, effectiveness and relevance; and
- manage its implementation by taking early action to overcome barriers to delivery, or reviewing the strategy to meet changing circumstances.

26.12 The Plan's general objectives are outlined in Section 3 'Vision' of the Local Plan. These inform a series of targets, on which the individual policies are based. The targets are shown at Table 26.1 below. Additionally, as the Local Plan has been developed, the policies and proposals have been assessed against key objectives and targets included in the Sustainability Appraisal, to assess their contribution towards promoting sustainable development.

26.13 A key requirement of the Planning and Compulsory Purchase Act 2004 was the production of an Annual Monitoring Report (AMR) which sets out the progress in moving towards a Local Plan (formerly Local Development Framework) and the implementation of policies. However, the Localism Act 2011 removed the requirement for local authorities to prepare and submit an AMR to Government, although local authorities still retain the overall duty to monitor issues relevant to the development and implementation of planning policies. Therefore, the AMR approach will still form the basis of the monitoring process for the Local Plan.

26.14 Since the withdrawal of guidance on local plan monitoring and the subsequent changes through the Localism Act, it is a matter for each planning authority to decide what to include in their monitoring reports, whilst ensuring that they are prepared in accordance with relevant UK and EU legislation. The Council is no longer required to report the former National Core Output Indicators, although it is important to ensure that data on key issues such as housing and employment can be reported on a consistent basis to enable comparison at regional and national level. Authority Reports (AR's) replace AMRs, which focus on what is most appropriate to the communities, in the interests of transparency.

26.15 Table 26.1 at the end of this section outlines indicators for each policy, showing how progress against the objectives and targets will be measured. The table also indicates how each policy will be implemented and the partners involved in its delivery. It is centred on the monitoring undertaken through the Council's AR and its requirement to undertake monitoring of its policies.

Risks and Contingencies

- 26.16 In considering the delivery and monitoring of policies it is important to identify any risks that might impact on delivery and to consider what contingencies could be introduced to respond to these risks. The key risks are considered to be:
- non-delivery of key development sites: this could be due to a lack of developer or landowner interest in developing a site for a particular use or issues with site viability or available funding;
 - delays in production of supporting planning documents: the implementation of some policies might be prevented if various SPDs and other studies are not prepared and adopted;
 - lack of sufficient funding: the delivery of the Local Plan is dependent on funding being available from both the private sector and public bodies;
 - non-delivery of essential infrastructure: this might occur as a result of funding not being available at the time the infrastructure is required. The IDP will consider the potential risks and contingencies associated with each type of essential infrastructure; and
 - failure to meet key targets: issues with funding and site viability may also mean that it is not possible to achieve Local Plan targets, for example on renewable energy or emissions. It may also be caused by the Submission of low quality information, such as poor sustainability statements, by applicants.
- 26.17 In response to non-delivery of specific sites, the Council would seek further engagement with landowners and developers to identify why development is not coming forward and to develop ways of overcoming any obstacles. At a more strategic level this could involve working with partners to consider further measures to make sites or areas more attractive to investors. Delays in the production of key planning documents might necessitate certain documents or studies to be prioritised. With regard to funding and the non-delivery of infrastructure, it may be necessary to explore alternative funding sources and ultimately to review the IDP. Failure to meet key targets, for example on sustainable design and construction, Green Infrastructure or urban design could be addressed through further engagement with key organisations such as English Heritage and the Environment Agency and through the development of further guidance such as SPDs.
- 26.18 The availability and delivery of sites will be monitored annually. This will enable allocations to be reviewed if targets are not being met. For example, the re-phasing of sites could bring sites forward or push them back in housing trajectory, as necessary, to ensure a continuous 5 year supply. If issues with delivering policies cannot be overcome through these measures then it would be necessary to review the Local Plan policies and the development levels contained within them. This would be primarily informed by the comprehensive monitoring information provided through the AMR.

Table 26.1 Delivery and Monitoring

Policy	Targets	Indicators (Local Indicators unless shown otherwise)	Key delivery partners	How will the policy be implemented?	Which Sustainability Appraisal objectives this policy meets <i>(additional SA objectives may be met dependant on how each policy is implemented)</i>
<p>Section 4: Sustainable Development</p> <p>SD1:Sustainable Development</p>	<ul style="list-style-type: none"> • Development to reflect the presumption in favour of sustainable development, as set out in the NPPF; • Development to be in line with the sustainability statements set out in Policy SD1, which are further considered in subsequent chapters of the plan. 	<p>As Section 4 (Sustainable Development) sets the overarching approach to development, the indicators for the other policies will be used to judge the success of the approach used to ensure sustainable development.</p>	<ul style="list-style-type: none"> • City of York; Council (CYC) • Developers; • Landowners. 	<ul style="list-style-type: none"> • Through all Local Plan policies. 	<p>1 to 15 inclusive</p>

	Proposals to adhere to the criteria set out in these chapters in order to be deemed sustainable.				
<p>Section 5: Spatial Strategy</p> <p>SS1:York Sub Area</p> <p>SS2:Delivering Sustainable Growth for York</p> <p>SS3:Spatial Distribution</p> <p>SS4:Strategic Sites Development Principles</p>	<ul style="list-style-type: none"> • All future development to be in conformity with spatial strategy; • No development to prejudice the potential longer term development needs on the identified sites. 	As Section 5 (Spatial Strategy) sets the overarching approach to development, the indicators for the other policies will be used to judge the success of the Spatial Strategy.	<ul style="list-style-type: none"> • CYC; • Neighbouring Local Authorities; • Infrastructure Delivery Partners; • Developers; • Landowners. 	<ul style="list-style-type: none"> • Through all Local Plan policies; • Planning applications; • Developer contributions; • Supplementary Planning Documents for Strategic Sites. 	1 to 15 inclusive

SS5:The Role of York's Green Belt					
SS6:Safeguarded Land					
Section 6: York City Centre YCC1:York City Centre	<ul style="list-style-type: none"> • Provision of 12,000sq m office floorspace (B1a) at Hungate; • Provision of up to 25,000sq m net retail (A1) at Castle Piccadilly. 	<ul style="list-style-type: none"> • Amount of completed office floorspace at Hungate; • Amount of completed retail floorspace at Castle Piccadilly. 	<ul style="list-style-type: none"> • CYC; • Developers; • Infrastructure Delivery Partners. 	<ul style="list-style-type: none"> • Planning applications; • Developer contributions. 	3, 4, 5, 6, 7 and 9
Section 7: York Central YC1:York Central Special Policy Area	<ul style="list-style-type: none"> • Provision of around 450 dwellings; • Provision of up to 80,000sq m of office (B1a). 	<ul style="list-style-type: none"> • Number of dwellings completed on York Central; • Amount of employment floorspace completed on York Central. 	<ul style="list-style-type: none"> • CYC; • Developers; • York Central landowners; • Infrastructure delivery partners. 	<ul style="list-style-type: none"> • Planning applications; • Developer contributions. 	1, 2, 3, 4, 5, 6, 7, 9, 12, 14 and 15
Section 8: Economy EMP1:Strategic Employment	<ul style="list-style-type: none"> • Provision of sufficient employment land and development to provide 16,169 additional jobs; • Delivery of 	<ul style="list-style-type: none"> • Total amount of additional employment floorspace by type (gross and net); • Employment land 	<ul style="list-style-type: none"> • CYC; • Developers; • Landowners; • Inward investors; • Inward Investment 	<ul style="list-style-type: none"> • Planning applications; • Developer contributions. 	2, 3, 4, 6, and 9

<p>Locations</p> <p>EMP2:Provision of Employment Land</p> <p>EMP3: Economic Growth in the Health and Social Care Sectors</p> <p>EMP4:Loss of Employment Land</p> <p>EMP5:Business and Industrial Uses within Residential Areas</p>	<p>employment development in the strategic locations identified in Policies EMP1 & EMP2;</p> <ul style="list-style-type: none"> • Delivery of economic growth in the health and social care sectors; • No loss of employment land that does not meet the requirements of the policy; • The number of business and industrial premises within residential areas which have a harmful impact is reduced. 	<p>available by type (in hectares);</p> <ul style="list-style-type: none"> • Amount of additional employment land (hectares) developed for B1, B2 and B8; • Losses of employment land in i) employment areas and ii)local authority area; • Number of jobs created per annum; • Number of knowledge based jobs and % increase on previous monitoring year; • Number of jobs in health and social care sectors; • Number of incidences of reported issues. 	<p>Board;</p> <ul style="list-style-type: none"> • Higher and Further education establishments; • Infrastructure delivery partners; • Businesses. 		
<p>Section 9: Retail</p>	<ul style="list-style-type: none"> • To maintain or improve the performance of the 	<ul style="list-style-type: none"> • Amount of completed retail, office and leisure 	<ul style="list-style-type: none"> • CYC; • Developers; • Landowners; 	<ul style="list-style-type: none"> • Planning applications. 	<p>2, 3, 4, 5, 6, 9, 13, 14 and 15</p>

<p>R1:Retail Hierarchy</p> <p>R2:District Centres, Local Centres and Neighbourhood Parades</p> <p>R3:York City Centre Retail</p> <p>R4:Out of Centre Retailing</p>	<p>City Centre, District Centres and local centres on key retail health check indicators year on year these will include vacancy rates, comparison goods floorspace, turnover, market share and retail rates);</p> <ul style="list-style-type: none"> • Increase in retail floorspace in the primary shopping area and in key edge of centre locations identified in the policy; • No large scale (over 200sqm) retail development permitted in out of centre locations. 	<p>development in the City Centre;</p> <ul style="list-style-type: none"> • Amount of completed A1 (Food and non food) floorspace (gross and net) by location; • Amount of completed A2-A5 floorspace (gross and net) by location; • Town Centre Health Check Indicators to be monitored through the AMR where data is available – to include: <ul style="list-style-type: none"> • Diversity of main town centre uses (by number, type and amount of floorspace) • Shopping rents (pattern of movements in Zone A rents within primary shopping areas) 	<ul style="list-style-type: none"> • Retailers. 		
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		<ul style="list-style-type: none"> • Proportion of vacant street level property and length of time properties have been vacant • Pedestrian flows (footfall) and • Customer and residents views and behaviour. 			
<p>Section 10: Housing Growth and Distribution</p> <p>H1: The Scale of Housing Growth</p> <p>H2: Existing Housing Commitments</p> <p>H3: Housing</p>	<ul style="list-style-type: none"> • Delivery of at least 21,936 dwellings in the period 1st October 2012 to 31st March 2030; • Delivery of 1,250 dwellings per annum; • Maintaining a supply of deliverable housing sites to meet housing targets; • Achieve the density standards set out in the policy. 	<ul style="list-style-type: none"> • Net additional homes provided; • Supply of ready to develop housing sites; • % of new houses completed at densities in the policy 	<ul style="list-style-type: none"> • CYC; • Developers; • Landowners. 	<ul style="list-style-type: none"> • Planning application; • Supplementary Planning Documents for Strategic sites; • Developer contributions. 	1, 2, 5, 6, 9, 10, 12, 14 and 15

<p>Allocations</p> <p>H4:Density of Residential Development</p>					
<p>Section 11: Aiding Choice in the Housing Market</p> <p>ACHM1:Balancing the Housing Market</p> <p>ACHM2:Housing Mix</p> <p>ACHM3:Gypsy, Traveller and Showpeople Allocations</p>	<ul style="list-style-type: none"> • At least 70% of homes delivered over the plan period will be houses rather than flats; • Delivery of sites for 53 additional permanent gypsy and traveller pitches by 2024/25; • Delivery of sites to accommodate 21 permanent plots for showpeople by 2024/25; • 100% of new homes built to Lifetime Homes standard; • Maintain concentrations of HMO's at no more than 20% at the neighbourhood level and 10% at the 	<ul style="list-style-type: none"> • % split of houses / flats; • Net additional gypsy, traveller and showpeople's pitches; • Proportion of new homes meeting Lifetime Homes Standard; • Number and location of new houses in multiple occupation; • Number of new specialist housing schemes. 	<ul style="list-style-type: none"> • CYC; • Developers; • Housing Associations; • Registered Social Landlords; • Landowners; • Travelling community; • Further and Higher education establishments. 	<ul style="list-style-type: none"> • Planning applications; • Developer contributions. 	<p>1, 2, 5, 7 and 9</p>

<p>ACHM4: Sites for Gypsies, Travellers and Showpeople</p> <p>ACHM5: Student Housing</p> <p>ACHM6: Houses in Multiple Occupation</p>	<p>street level;</p> <ul style="list-style-type: none"> • Increase in the provision of specialist housing schemes such as accommodation for those with severe learning disabilities, physical disabilities and dementia; • Increase in purpose built student accommodation. 				
<p>Section 12: Affordable Housing</p> <p>AH1: Affordable Housing</p>	<ul style="list-style-type: none"> • Percentage of schemes achieving the dynamic target, and number of affordable homes provided; • Delivery of Affordable Housing Supplementary Planning Document (SPD); • Annual update of Dynamic Viability Model; 	<ul style="list-style-type: none"> • Number of affordable homes delivered (gross); • Gross affordable Housing Completions; • Affordable housing mix broken down by 1, 2, 3 and 4+ beds; • % of schemes delivering affordable 	<ul style="list-style-type: none"> • CYC; • Developers; • Housing Associations; • Registered Social Landlords; • Landowners. 	<ul style="list-style-type: none"> • Affordable Housing SPD; • Annual Review of the Dynamic Viability Model; • Use of planning obligations or conditions to secure affordable housing; • Planning applications. 	<p>1, 2 and 5</p>

	<ul style="list-style-type: none"> Percentage of schemes delivering more affordable housing than the required dynamic targets; Maintain an up to date and appropriate assessment of local housing need. 	housing that meets the target set out in the Dynamic Viability Model.			
<p>Section 13: Community Facilities</p> <p>CF1:Community Facilities</p> <p>CF2:Built Sports Facilities</p> <p>CF3:Childcare provision</p>	<ul style="list-style-type: none"> All new community facilities to be in locations that are accessible by walking and cycling and a maximum of five minutes (400m) walk away from a bus route offering a 15 minute frequency; No planning applications to result in the overall loss of community facilities for which there is an established need; Maintain an up to date Built Sports Facilities Strategy 	<ul style="list-style-type: none"> % of new facilities within 400m of a bus route; Loss of community facilities; Date of Built Sports Facilities Strategy and Action Plan. 	<ul style="list-style-type: none"> CYC; Developers; Infrastructure Delivery Partners; Community Groups. 	<ul style="list-style-type: none"> Developer contributions. 	2, 5, 6, 7 and 9

CF4:Healthcare and Emergency Services	and Action Plan to identify community sports provision needs.				
<p>Section 14: Education, Skills and Training</p> <p>EST1:Preschool, Primary and Secondary Education</p> <p>EST2:Further and Higher Education</p> <p>EST3:Community Access to Sports and Cultural Facilities on Education Sites</p>	<ul style="list-style-type: none"> • Meet the identified education, skills and training needs of children and young people, adults, families, communities and employers in modern education facilities; • Reduce the number of primary and secondary schools with a deficiency in playing fields and pitches; • Increase in those staying in further education and training up to 18 years; • Reduce the number of 16 to 18 year olds who are not in education, employment or 	<ul style="list-style-type: none"> • Number of 16-18 year olds in education or employment or training; • Number of educational facilities that are available for use by the wider community. 	<ul style="list-style-type: none"> • CYC; • Education providers; • Developers. 	<ul style="list-style-type: none"> • Sustainable Design and Construction SPD; • Planning applications; • Developer contributions. 	2, 3, 4, 5 and 6

<p>EST4:Targeted Recruitment and Training</p>	<p>training;</p> <ul style="list-style-type: none"> • Increase the number of training opportunities for the existing workforce; • Increase in the number of facilities on educational premises that are available for use by the wider community. 				
<p>Section 15: Universities</p> <p>U1:University of York Campuses</p> <p>U2:Heslington West</p> <p>U3:Heslington East</p>	<ul style="list-style-type: none"> • Increase in on-campus purpose built student accommodation bedspaces. 	<ul style="list-style-type: none"> • Number of new on-campus bed spaces. 	<ul style="list-style-type: none"> • CYC; • Higher education establishments; • Developers. 	<ul style="list-style-type: none"> • Planning applications. 	<p>1 to 15 inclusive</p>

<p>U4:Lord Mayor's Walk</p> <p>U5:York St. John University Allocations</p>					
<p>Section 16: Design and the Historic Environment</p> <p>DHE1:Design and Historic Environment</p> <p>DHE2:Heritage Assets</p> <p>DHE3:Landscape and Setting</p>	<ul style="list-style-type: none"> • Review of York's archaeological resource, updating 'The York Development And Archaeology Study (1991)' undertaken by Arup and the University of York; • Delivery of a Local Heritage List for York Supplementary Planning Document; • Delivery of the Historic Environment Characterisation Project; • All proposals for strategic allocations to be accompanied by detailed 	<ul style="list-style-type: none"> • Progress on the preparation of characterisation studies for key strategic sites; • Progress on the preparation of Conservation Area Appraisal for the Central Historic Core; • Progress of the City Centre Area Action Plan to be monitored; • Number of planning applications referred to English Heritage; • Number of 	<ul style="list-style-type: none"> • CYC; • Developers; • English Heritage. 	<ul style="list-style-type: none"> • York Streetscape Strategy and Guidance; • Local Heritage List Supplementary Planning Document; • Conservation Area Appraisals; • Heritage Statements; • Historic Environment Record; • Developer contributions. 	<p>2, 5, 8, 9, 13, 14 and 15</p>

DHE4:Building Heights and Views	<p>masterplanning, the use of design briefs and/or design codes;</p> <ul style="list-style-type: none"> • Ongoing programme of Conservation Area Character Appraisal and review of the City's Conservation Areas; • Ongoing development of the York Historic Environment Record. 	<p>planning applications approved despite sustained objection from English Heritage;</p> <ul style="list-style-type: none"> • Number of buildings on the At Risk Register; • Stock of Grade 1, 2 & 2* listed buildings; • Number of Scheduled Ancient Monuments and the Number at risk; • Number of Conservation Areas in York; • % of Conservation Areas with an up to date character appraisal; • % of Conservation Areas with published management proposals. 			
DHE5:Streets and Spaces					
DHE6:Conservation Areas					
DHE7:Listed Buildings					
DHE8:Shopfronts in Historic Locations					
DHE9:Advertisements in Historic Locations					

DHE10:Security Shutters in Historic Locations					
DHE11:York City Walls and St Mary's Abbey ('York Walls')					
DHE12:Archaeology					
DHE13:Historic Parks and Gardens					
DHE14:City of York Historic Environment Record					
Section 17:	• Work towards	• Proportion of	• CYC	• Green	2, 6, 8, 9, 13, 14

<p>Green Infrastructure</p> <p>GI1:Green Infrastructure</p> <p>GI2:Biodiversity</p> <p>GI3:Trees</p> <p>GI4:Open Space and Playing Pitches</p> <p>GI5:New Open Space</p> <p>GI6:Green Corridors</p>	<p>achieving the open space standards set out in current evidence base;</p> <ul style="list-style-type: none"> • No loss of recreational open space provision for which there is identified need, and overall increase in provision of recreational open space; • Increase in the percentage of Sites of Special Scientific Interests (SSSIs) in favourable condition, or unfavourable but recovering; • Increase in the number and percentage of Sites of Importance for Nature Conservation (SINC) in favourable or improving condition; • No loss of ancient woodland or veteran trees outside 	<p>Local Sites where positive conservation management has been or is being implemented;</p> <ul style="list-style-type: none"> • Change in areas and population of biodiversity importance, including: loss and addition of priority habitats and species (by type); and change in areas designated for their intrinsic environmental value including sites of international, national, regional, sub regional or local significance; • Amount of eligible open spaces managed to Green Flag award status; • % of recognised 	<ul style="list-style-type: none"> • Developers; • Natural England; • Sport England; • Community Groups. 	<p>Infrastructure Strategy;</p> <ul style="list-style-type: none"> • Tree Strategy • Planning Applications; • Developer contributions. 	<p>and 15</p>
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<p>GI7: Access to Nature</p>	<p>protected areas, and no net loss of trees overall;</p> <ul style="list-style-type: none"> • Increase in the number and extent of recognised green corridors; • Annual increase in trees and heritage woodland; • Increase in number of Local Authority managed parks and open spaces with current Green Flag award. 	<p>wildlife sites in favourable condition in current Local Biodiversity Audit;</p> <ul style="list-style-type: none"> • % of population with 20+ha of accessible woodland and semi natural green space within 4k of their homes; • % of population with 2ha+ area of accessible woodland and semi natural green space within 500m of their homes; • Condition of RAMSAR, SPA, SAC, SSSI and LNR's; • Annual increase in woodland (ha); • Amount of new accessible open space provided as part of 			
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		<p>residential developments (ha);</p> <ul style="list-style-type: none"> • Amount of new accessible open space provided in areas of deficiency; • Open space monitoring in line with Open Space, Sport and Recreation Study and distances to open space types; • Number and extent of recognised green corridors; 			
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<p><u>Section 18:</u> <u>Green Belt</u></p> <p>GB1:Development in the Green Belt</p> <p>GB2:Development in Settlements “Washed Over” by the Green Belt</p> <p>GB3:Reuse of Buildings</p> <p>GB4:”Exception” Sites for Affordable Housing in the Green Belt</p> <p>GB5:Major Developed Sites in</p>	<ul style="list-style-type: none"> • To avoid inappropriate development which would be seen as harmful to the Green Belt; • To preserve the setting and special character of York. 	<ul style="list-style-type: none"> • % of applications approved in the Green Belt that are compliant with Green Belt policy. 	<ul style="list-style-type: none"> • CYC; • Developers; • Landowners; • Housing Associations; • Registered Social Landlords. 	<ul style="list-style-type: none"> • Local Housing Needs Assessments; • Planning applications. 	<p>2, 14 and 15</p>
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the Green Belt					
<p>Section 19: Flood Risk Management</p> <p>FR1:Flood Risk</p> <p>FR2:Surface Water Management</p> <p>FR3:Ground Water Management</p>	<ul style="list-style-type: none"> • No development permitted in flood risk areas against Environment Agency advice; • All development to have sustainable drainage systems; • Surface water flows from new development restricted to 70% existing (Brownfield), 100% existing (Greenfield); • No new development to have ground water or land drainage connected to public sewers. 	<ul style="list-style-type: none"> • Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds; • % of new dwellings in flood risk zones 2, 3a and 3b; • % of new development incorporating SUDS (Sustainable Drainage Systems); • Number of developments (Brownfield and Greenfield) achieving the targets for run off rates; • No. of developments where ground 	<ul style="list-style-type: none"> • CYC; • Developers; • Environment Agency. 	<ul style="list-style-type: none"> • Planning applications; • Sustainable Design and Construction SPD; • Developer contributions; • Flood Risk Assessments. 	9, 10, 13, 14 and 15

		water or land drainage is connected to public sewers.			
<p>Section 20: Climate Change</p> <p>CC1:Supporting Renewable Energy and Low Carbon Energy Generation</p> <p>CC2:Sustainable Design and Construction</p>	<ul style="list-style-type: none"> To increase the amount of renewable energy generation (wind and hydro) in York in line with Renewable Energy Strategic Viability Study for York 2010; To increase the number of Sustainability and Sustainable Energy Statements produced by applicants; All new development to achieve the following; <ul style="list-style-type: none"> New Build Residential Development: Code for Sustainable Homes Level 4; Conversions of existing buildings and changes of use to residential, to achieve BREEAM 	<ul style="list-style-type: none"> Renewable energy capacity installed by type; CO₂ reduction from local authority operations; Per capita reduction in CO₂ emissions in the LA area; Planning to adapt to climate change. 	<ul style="list-style-type: none"> CYC; Developers; Renewable Energy developers. 	<ul style="list-style-type: none"> Sustainable Design and Construction SPD; Sustainability Statements; Sustainable Energy Statements; Planning applications. 	2, 7 and 11

	<p>Eco-Homes 'Very Good';</p> <ul style="list-style-type: none"> • Minor Non-residential Developments: BREEAM 'Very Good' and • Major Non-residential Developments: BREEAM 'Excellent'; • All development proposals of 10 dwellings or more or non-residential schemes over 1000m² to integrate Combined Heat and Power and district / block heating networks. 				
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<p>Section 21: Environmental Quality</p> <p>EQ1:Air Quality</p> <p>EQ2:Managing Environmental Quality</p> <p>EQ3: Land Contamination</p>	<ul style="list-style-type: none"> • Meet national annual mean NO₂ legal requirement at all relevant locations in the City; • Meet national annual mean PM₁₀ legal requirement at all relevant locations in the City; • Improvements in air quality at relevant locations within Air Quality Management Areas (based on five year averages), ultimately leading to the revocation of all Air Quality Management Areas in the City. 	<ul style="list-style-type: none"> • Amount of reduction in Annual Mean NO₂ concentrations; • Amount of reduction in annual mean PM₁₀ concentrations; • % above / below legal requirements for NO₂ and PM₁₀; • Number of Air Quality Management Areas in the City. 	<ul style="list-style-type: none"> • CYC; • Developers. 	<ul style="list-style-type: none"> • Emissions Assessments/St atements; • Air Quality Impact Assessments; • Low Emission SPD • Contamination Assessments; • Planning applications. 	<p>2, 8, 9, 10, 12, 13, 14 and 15</p>
<p>Section 22: Waste and Minerals</p> <p>Waste:</p> <p>WM1:Sustainable Waste Management</p>	<p>Waste:</p> <ul style="list-style-type: none"> • The amount of waste reused, recycled, composted and recovered in line with the targets set out in City of York Council Waste Management Strategy and Waste Strategy for England 	<p>Waste:</p> <ul style="list-style-type: none"> • Capacity of new waste management facilities by waste planning authority; • Amount of municipal waste arising and managed by 	<ul style="list-style-type: none"> • CYC; • North Yorkshire County Council; • Waste Service Providers; • Environment Agency. 	<ul style="list-style-type: none"> • Joint Waste and Minerals Local Plan; • Sustainable Design and Construction SPD; • Planning applications. 	<p>9 and 11</p>

<p>Minerals: WM2:Safeguarding Mineral Resources and Local Amenity</p>	<p>2007;</p> <ul style="list-style-type: none"> To meet the European Landfill Directive targets for the amount of biodegradable municipal waste (BMW) diverted from Landfill; If required, identify sites for waste management facilities through the Joint City of York, North Yorkshire and North York Moors Waste and Minerals Local Plan; <p>Minerals:</p> <ul style="list-style-type: none"> All major developments to demonstrate good practice in the use, reuse and recycling and disposal of construction materials in line with national guidance; No development to 	<p>Managed type, and the percentage each managed type represents of the waste managed;</p> <ul style="list-style-type: none"> Residual household waste per household (kg); Percentage of household waste sent for reuse, recycling and composting; Percentage of municipal waste land filled; The number of waste sites that are allocated and subsequently developed within York; % of households resident in York served by kerbside collection of at least one recyclable; % of households 			
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	<p>compromise the future extraction of proven economically workable mineral resources, as identified in the Joint City of York, North Yorkshire and North York Moors Waste and Minerals Local Plan;</p> <ul style="list-style-type: none"> • If required, identify sites for mineral extraction through the Joint City of York, North Yorkshire and North York Moors Waste and Minerals Local Plan. 	<p>in York served by kerbside collection of at least two recyclables.</p> <p>Minerals:</p> <ul style="list-style-type: none"> • Production of primary won aggregates by minerals planning authority; • Production of secondary and recycled aggregates by mineral planning authority. 			
<p>Section 23: Transport</p>					<p>2, 3, 4, 5, 6, 7, 12, 14 and 15</p>

T1: Location and Layout of Development	<ul style="list-style-type: none"> All new development to meet the requirements of Policy T1. 	<ul style="list-style-type: none"> Percentage of new developments in city centre/urban locations meeting the requirements of Policy T1. Percentage of new developments in city sub-urban locations and villages meeting the requirements of Policy T1. 	<ul style="list-style-type: none"> Developers Public Transport Providers CYC 	<ul style="list-style-type: none"> Transport Statements Transport Assessments Travel Plans Planning applications Developer contributions Public transport operator investment
T2:Strategic Public Transport Improvements	<ul style="list-style-type: none"> All strategic public transport improvements listed implemented by target timescales. 	<ul style="list-style-type: none"> Delivery of strategic public transport improvements. 	<ul style="list-style-type: none"> CYC Public transport operators Network Rail 	<ul style="list-style-type: none"> Local Plan policies Local Transport Plan CYC Capital Programme
T3:York Railway Station and Associated Operational Facilities	<ul style="list-style-type: none"> Short –term public transport interchange improvements implemented by target timescales. 	<ul style="list-style-type: none"> Delivery of interchange improvements 	<ul style="list-style-type: none"> CYC Network Rail Public transport providers 	<ul style="list-style-type: none"> Local Plan policies Local Transport Plan Better Bus Area Fund Programme
T4:Strategic Highway Network Capacity	<ul style="list-style-type: none"> All strategic highway network capacity improvements listed 	<ul style="list-style-type: none"> Delivery of highway network capacity 	<ul style="list-style-type: none"> CYC DfT Developers 	<ul style="list-style-type: none"> Local Plan policies Local Transport

Improvements	implemented by target timescales.	improvements		Plan	
T5:Strategic Cycle and Pedestrian Network Links and Improvements	<ul style="list-style-type: none"> All strategic cycle and pedestrian network links and improvements listed implemented by target timescales. 	<ul style="list-style-type: none"> Delivery of strategic cycle and pedestrian network links and improvements 	<ul style="list-style-type: none"> CYC Developers 	<ul style="list-style-type: none"> CYC Capital Programme Developer contributions Local Plan policies Local Transport Plan Local Sustainable Transport Fund CYC Capital Programme Developer contributions 	
T6:Development at or Near Public Transport Corridors, Interchanges and Facilities	<ul style="list-style-type: none"> No development to prejudice the reuse of disused public transport corridors or facilities where there is a reasonable prospect of the uses listed in Policy T6 (i) being realised. 	<ul style="list-style-type: none"> Percentage of new developments not prejudicing the reuse of disused public transport corridors or facilities where there is a reasonable prospect of the 	<ul style="list-style-type: none"> Developers 	<ul style="list-style-type: none"> Local Plan policies 	

<p>T7:Demand Management</p>	<ul style="list-style-type: none"> • A reduction the number of long-stay commuter car parking spaces in and around the city centre 	<p>uses listed in Policy T6 (i) being realised.</p> <ul style="list-style-type: none"> • Percentage reduction in long-stay commuter car parking spaces in and around the city centre 	<ul style="list-style-type: none"> • CYC • Developers • Privately owned public car park owners 	<ul style="list-style-type: none"> • Local Plan policies • Local Transport Plan 	
<p>T8:Minimising and Accommodating Generated Trips</p>	<ul style="list-style-type: none"> • All major development proposals (that can be reasonably expected to have an impact on the transport network) must be supported by a Transport Statement or by a Transport Assessment and Travel Plan, as appropriate, 	<ul style="list-style-type: none"> • Percentage of major development proposals (that can be reasonably expected to have an impact on the transport network) supported by a Transport Statement or by a Transport Assessment and Travel Plan, as appropriate, 	<ul style="list-style-type: none"> • Developers • CYC 	<ul style="list-style-type: none"> • Transport Statements • Transport Assessments • Travel Plans 	
<p>T9:Access Restrictions to more Polluting</p>					

Vehicles					
T10:Protection for Residential Areas					
T11:City Centre Accessibility	<ul style="list-style-type: none"> • Extension of Footstreets to include Fossgate 	<ul style="list-style-type: none"> • Inclusion of Fossgate within the Footstreets 	<ul style="list-style-type: none"> • CYC 	<ul style="list-style-type: none"> • Local Plan policies 	
T12:Safeguarded Routes and Sites	<ul style="list-style-type: none"> • All sites listed in Policy T12 safeguarded 	<ul style="list-style-type: none"> • Individual sites listed in Policy T12 safeguarded 	<ul style="list-style-type: none"> • CYC • Landowners 	<ul style="list-style-type: none"> • Local Plan policies 	
Section 24: Communications Infrastructure	<ul style="list-style-type: none"> • Provision of telecommunications masts at shared sites. 	<ul style="list-style-type: none"> • Number of telecommunication s masts constructed. 	<ul style="list-style-type: none"> • CYC; • Communication s Providers; • Developers. 	<ul style="list-style-type: none"> • Planning applications. 	5, 14 and 15
CI1:Communications Infrastructure					
Section 25: Infrastructure and Developer Contributions	<ul style="list-style-type: none"> • Delivery of all key infrastructure projects within the timeframe identified; • Secure all contributions and obligations required from development to provide the 	<ul style="list-style-type: none"> • Amount of funds secured through developer contributions (and or levy) for: site related infrastructure; Neighbourhood infrastructure and Strategic infrastructure for 	<ul style="list-style-type: none"> • CYC; • Infrastructure Delivery Partners; • Developers. 	<ul style="list-style-type: none"> • Infrastructure Delivery Plan; • Planning applications; • Developer contributions (and or levy). 	1, 2, 5, 6, 7 and 14
IDC1:Infrastructure and Developer					

Contributions	infrastructure required to service the development, mitigate its direct local impacts and meet the wider demands generated by it.	both on site and off site contributions; <ul style="list-style-type: none"> • S106 planning obligations fully complied within agreed timescales. 			
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Annex A: Glossary of Terms

Academies: are publicly funded independent schools, free from local authority and national Government control.

Affordable Housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Air Quality: The Air Quality Strategy for England, Scotland, Wales and Northern Ireland sets maximum objectives (targets) for the following pollutants: Benzene, 1-3 Butadiene, Carbon Monoxide, Lead, Nitrogen dioxide, Particles (PM10), Sulphur dioxide and Polycyclic aromatic hydrocarbons. These pollutants, which largely result from traffic and industrial processes, are monitored and the identified levels are used to measure air quality.

Allocated Site: Site identified in the Plan for a specific use.

Annual Monitoring Report (AMR): Part of the *Local Development Framework*, the Annual Monitoring Report will assess the implementation of the *Local Development Scheme* and the extent to which policies in *Local Development Documents* are being successfully implemented.

AONB : Areas of Outstanding Natural Beauty

Archaeological Sites: Evidence of the past development of our civilisation, including places of worship, defence installations, burial grounds, farms and fields, housing and sites of manufacture.

Article 4 direction: A direction which withdraws automatic planning permission granted by the General Permitted Development Order.

Biodiversity: The different plants, animals and micro-organisms, their genes and the ecosystems of which they are a part.

Biodiversity Action Plan (BAP): A plan prepared by the Council and nature conservation organisations to reverse the decline in the variety of species of animals and plants.

Biomass: The shared description for the controlled release and use of the energy potential locked up in trees and plants – straw, reeds or willow - or created as a part of regularly recurring natural processes – the bi-products of the process of decomposition or the bacterial digestion of natural things i.e. sewerage, various farm wastes or decaying material such as garden clippings and/or other largely natural materials such as paper.

Building for Life: A tool comprising of 20 questions used for assessing the design quality of neighbourhoods. The criteria reflect the importance of functionality, attractiveness and sustainability in well-designed homes and neighbourhoods. It was developed by the Commission for Architecture and the Built Environment (CABE), with partners the Home Builders Federation, the Civic Trust and Design for Homes.

Brownfield Sites/Locations: Previously developed land that is, or was, occupied by a permanent structure (excluding agricultural or forestry building) and associated fixed surface infrastructure.

Burgage Plots: Medieval Building plots.

Carbon Emissions: Emissions to the atmosphere principally from the burning of fossil fuels.

Community Infrastructure Levy (CIL): Initiative proposed in the Planning Bill that would enable the Council to require a contribution to be sought from each dwelling provided and other forms of development towards a range of identified infrastructure and service provision.

Community Strategy: The plan which Local Authorities are required to prepare through community partnerships.

Designated Heritage Asset: A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Development Plan: As set out in Section 38(6) of the Act, an authority's Development Plan consists of the relevant *Regional Spatial Strategy* and the *Development Plan Documents* contained within its *Local Development Framework*.

Economic development: Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).

Eco-living: A lifestyle that attempts to reduce an individual's use of natural resources and personal resources by attempting to reduce their carbon footprint, including reducing their energy consumption.

Ecological networks: These link sites of biodiversity importance.

Ecosystem services: The benefits people obtain from ecosystems such as, food, water, flood and disease control and recreation.

Free Schools: Are all-ability state-funded schools set up in response to parental demand.

GIS (Geographical Information System): GIS allows a variety of spatial information to be viewed in a map format. It is a system that uses one or more 'mapped'

information layers over Ordnance Survey base maps; (for example layers could include residential areas, shopping centres, roads etc).

Geodiversity: Is the variety of earth materials, forms and processes that constitute and shape the Earth. Relevant materials include minerals, rocks, sediments, fossils, soils and water.

Green Corridors: These are a fundamental element of green infrastructure as they form linkages between assets making green infrastructure a network as opposed to a collection of sites.

Green Infrastructure: Green infrastructure is the physical environment within and between cities, towns and villages. It is a network of multifunctional open spaces including formal parks, gardens, woodlands, green corridors, waterways, street trees, nature reserves and open countryside.

Greenfield Sites/Locations: An area of land that has never been built upon.

Greenhouse Gases (GHG): A group of gases that absorb solar radiation, storing some of the heat in the atmosphere. The major natural greenhouse gases are water vapour, carbon dioxide, and ozone. Other greenhouse gases include, but are not limited to: methane, nitrous oxide, sulphur hexafluoride, and chlorofluorocarbons.

Gypsies and Travellers: Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of showpeople or circus people travelling together as such.

Historic Environment/Assets: Refers to the historic buildings, streetscapes, landscapes and parks, which together form an important aspect of the character and appearance of York.

Landscape - means an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors.

Lifetime Homes: Are homes that incorporate design features that together create a flexible blueprint for accessible and adaptable housing in any setting. Lifetime homes increase choice, independence and longevity of tenure, vital to everyone's well-being.

Live/Work Unit: Defined as Use Class Sui Generis, it is the segregation of living and working accommodation in a single, self-contained unit. It is distinct from working from home as it involves the provision of purpose-designed workspace.

Local Plan: A document which, forms part of the *Development Plan* for a specified area. The Local Plan consists of a Written Statement and a Proposals Map. It sets out detailed policies and proposals for the development and use of the land within the District. Local Plans are prepared by local planning authorities at District level, following statutory procedures, including public consultation exercises and if

necessary, a Local Plan Inquiry. The Planning and Compensation Act 1991, requires that new Local Plans provide district wide coverage.

Local Planning Authority: The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority apply to the district council, London borough council, county council, Broads Authority, National Park Authority and the Greater London Authority, to the extent appropriate to their responsibilities.

Local Development Document (LDDs): The collective term in the Act for *Development Plan Documents*, *Supplementary Planning Documents* and the *Statement of Community Involvement*.

Local Development Framework (LDFs): The name for the portfolio of *Local Development Documents* required under the previous planning system, which is now superseded by the National Planning Policy Framework. It did consist of *Development Plan Documents*, *Supplementary Planning documents*, a *Statement of Community Involvement*, the *Local Development Scheme* and *Annual Monitoring Reports*. Together these documents formed the framework for delivering the spatial planning strategy for a local authority area and may also include local development orders and simplified planning zones.

Local Nature Reserves (LNRs): All LNRs are owned or controlled by local authorities and some, but not all, are SSSIs. Local authorities consult English Nature on all new proposals for LNRs in England.

Local Strategic Partnership: An over arching partnership of key stakeholders responsible for producing the Community Strategy for the city.

Local Transport Plan (LTP): A 5-year strategy prepared by each local authority for the development of local, integrated transport, supported by a programme of transport improvements. It is used as a bid to Government for funding transport improvements.

Mitigation measures: Actions to prevent, avoid or minimise the actual or potential adverse effects of a development, action, project, plan, policy etc.

National Planning Policy Framework (NPPF): The National Planning Policy Framework sets out the government's planning policies for England and how they are expected to be applied. It provides guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications. This document sets out the requirement for local planning authorities to complete a *Local Plan*.

Showpeople Plot: Space required to accommodate one household on a Showpeople's yard. Typically a family pitch will provide space for a mobile home and touring caravan and space for maintenance of fairground rides.

Gypsy and Traveller Pitch: Space required to accommodate one household on a Gypsy and Traveller sited. One household may comprise three generations of

extended family living in several caravans. Typically a family pitch will provide space for a mobile home and touring caravan, space for parking, and an amenity block.

Neighbourhood Plans: A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Out of centre: A location which is not in or on the edge of a centre but not necessarily outside the urban area.

Out of town: A location out of centre that is outside the existing urban area.

Photovoltaic: Solar cells which directly convert sunlight into electricity, are made of semi conducting materials.

Pollution: Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

Previously Developed Land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Proposals Map: The adopted proposals map illustrates on a base map, (reproduced from, or based upon a map to a registered scale) all the policies contained in the *Local Plan*, together with any saved policies. It must be revised each time each new *Local Plan* is adopted, and it should always reflect the up-to-date planning strategy for the area. Proposals for changes to the adopted proposals map accompany submitted *Local Plan* in the form of a submission proposals map.

Public Realm: Any publicly owned street, pathway, right of way, park, publicly accessible open space and any public and civic building and facility.

RAMSAR: The Convention on Wetlands, signed in Ramsar, Iran, in 1971, is an InterGovernmental Treaty which provides the framework for national action and international cooperation for the conservation and wise use of wetlands and their resources. There are presently 151 Contracting Parties to the Convention, with 1593

wetland sites, totalling 134.7 million hectares, designated for inclusion in the Ramsar List of Wetlands of International Importance.

Registered Social Landlords: Are Government-funded not-for-profit organisations that provide affordable housing.

Renewable Energy: Term used to describe energy that occurs naturally and repeatedly in the environment – e.g. energy from the sun, wind, water, land, plant material. Combustible or digestible waste materials are also regarded as renewable sources of energy.

Rural exception sites: Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

Showpeople: Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above.

Showpeople's Yard: Local Authority or privately owned area of land, with permission of plots for the permanent accommodation of Showpeople.

Special Area of Conservation (SAC): SACs are areas which have been given special protection under the European Union's Habitats Directive. They provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity.

Special Protection Areas (SPA): The Government is bound by the European Communities Council Directive of April 1979 on the Conservation of Wild Birds. Under this directive the Government has to designate Special Protection Areas to conserve the habitat of certain rare or vulnerable birds (listed under the directive) and regularly occurring migratory birds. It has to avoid any significant pollution or disturbance to or deterioration of these designated sites.

Sites of Special Scientific Interest (SSSIs): Sites of Special Scientific Interest are notified by English Nature because of their plants, animals, or geological or physiographical features. Most SSSIs are privately owned or managed. About 40% are owned or managed by public bodies such as the Forestry Commission, Ministry of Defence and The Crown Estate, or by the voluntary conservation movement.

Snickleways: Are a collection of small streets and footpaths.

Spatial Planning: 'Spatial' planning is a wider, more inclusive approach to considering the best use of land than traditional 'land-use' planning. Land-use planning has an approach that focuses on the regulation and control of land whereas spatial planning provides greater scope for the Council and other organisations to promote and manage change in the area.

Strategic Environmental Assessment (SEA): A generic term used to describe environmental assessment as applied to policies, plans and programmes. The European 'SEA Directive' (2001/42/EC) requires a formal 'environmental assessment of certain plans and programmes, including those in the field of planning and land use'.

Strategic Flood Risk Assessment: Is a planning tool, which is used to assess flood risk within an area. It is designed to inform the spatial planning process of relevant issues of flood risk.

Sub-Regional City of York: Sub Regional Cities should be the prime focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities in the city.

Supplementary Planning Documents (SPDs): Provide supplementary information in respect of the policies in the *Local Plan*. They do not form part of the *Local Plan* and are not subject to independent examination.

Sui Generis: Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: theatres, houses in multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos.

Sustainability Appraisal (SA): Tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors) and required in the Act to be undertaken for all local development documents.

Sustainable Communities: Sustainable Communities are places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.

Sustainable Drainage Systems (SUDS): Sustainable drainage is a concept that includes long term environmental and social factors in decisions about drainage. It takes account of the quantity and quality of run-off, and the amenity value of surface water in the urban environment. Many existing urban drainage systems can cause problems of flooding, pollution or damage to the environment and are not proving to be sustainable.

Sustainable energy: Energy which is replenishable within a human lifetime and causes no long-term damage to the environment or future generations.

Sustainable transport modes: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.

Wildlife corridor: Areas of habitat connecting wildlife populations.

Use Class: The Town and Country Planning (Use Classes) Order 1987 requires the type of use which is being determined in a planning application to be identified for instance A1 is classified as shops, B1 is business etc.

Annex B: Bibliography

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