

**Notice of a public meeting of  
Cabinet**

**To:** Councillors Alexander (Chair), Crisp, Cunningham-Cross, Levene, Looker, Merrett, Simpson-Laing (Vice-Chair) and Williams

**Date:** Wednesday, 23 April 2014

**Time:** 5.30 pm

**Venue:** The George Hudson Board Room - 1st Floor West Offices (F045)

**AGENDA**

**Notice to Members - Calling In:**

Members are reminded that, should they wish to call in any item\* on this agenda, notice must be given to Democracy Support Group by **4:00 pm on Friday 25 April 2014.**

\*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent which are not subject to the call-in provisions. Any called in items will be considered by the Corporate and Scrutiny Management Committee.

**1. Declarations of Interest**

At this point, Members are asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which they may have in respect of business on this agenda.

## **2. Public Participation**

At this point in the meeting members of the public who have registered to speak can do so. The deadline for registering is **5.00pm on Tuesday 22 April 2014**. Members of the public can speak on agenda items or matters within the remit of the committee.

To register to speak please contact the Democracy Officer for the meeting, on the details at the foot of the agenda.

### **Filming, Recording or Webcasting Meetings**

*“Please note this meeting will be filmed and webcast and that includes any registered public speakers, who have given their permission. This broadcast can be viewed at <http://www.york.gov.uk/webcasts>.*

*Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officer (whose contact details are at the foot of this agenda) in advance of the meeting.*

*The Council’s protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at [http://www.york.gov.uk/downloads/download/3130/protocol\\_for\\_webcasting\\_filming\\_and\\_recording\\_of\\_council\\_meetings](http://www.york.gov.uk/downloads/download/3130/protocol_for_webcasting_filming_and_recording_of_council_meetings)*

## **3. City of York Local Plan Further Sites Consultation**

(Pages 1 - 100)

This report informs Members of on going work relating to potential Local Plan allocations and seeks permission to undertake public consultation on potential new sites and boundary changes on some of the sites originally identified. Details of these sites and potential changes are included in the proposed consultation document – City of York Local Plan – Further Sites Consultation (attached as Annex A to this report).

#### **4. Urgent Business**

Any other business which the Chair considers urgent under the Local Government Act 1972.

##### **a) High Speed Rail College** (Pages 101 - 124)

This report asks Cabinet to confirm City of York Council support for the response for York Central to be considered as a location for the college hub, and delegate authority for the finalisation and submission of a response to officers, working with Network Rail as the landowners.

This is an urgent item due to the deadline for submission of 30 April 2014.

##### **b) Improving City Centre Competitiveness** (Pages 125 - 130)

This report seeks Cabinet's approval to implement changes to parking charges, as a pilot, on a temporary basis, for the financial year 2014/15, to provide an incentive to residents and visitors to encourage daytime use of the city centre car parks.

This report has been brought forward for urgent consideration to enable the changes to be brought in at an early date to complement the opening of the Vangarde Retail Park at Monks Cross.

#### Democracy Officer:

Name: Jill Pickering

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For more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

**This information can be provided in your own language.**

**我們也用您們的語言提供這個信息 (Cantonese)**

**এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)**

**Ta informacja może być dostarczona w twoim własnym języku. (Polish)**

**Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)**

**یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)**

** (01904) 551550**



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**Cabinet****23<sup>rd</sup> April 2014**

Report of the Cabinet Member for Transport, Planning and Sustainability

**City of York Local Plan Further Sites Consultation****Summary**

1. The purpose of this report is to inform Members of on going work relating to potential Local Plan allocations and seeks permission to undertake public consultation on potential new sites and boundary changes on some of the sites originally identified. These are included in the proposed consultation document – City of York Local Plan – Further Sites Consultation (attached as Annex A to this report).
2. The aim of this consultation is to help inform future recommendations on the portfolio of sites for inclusion in the publication draft Local Plan. This document will be subject to public consultation later this year before being submitted to the Secretary of State for public examination.
3. The report also provides a general update on Local Plan progress.
4. This paper was considered by Members of the Local Plan Working Group on 17<sup>th</sup> April 2014. An update on the outcomes of that meeting will be provided at Cabinet.

**Background**

5. The Local Plan will be the development plan for York over the 15 year period from 2015-2030. In addition it will set Green Belt boundaries that will endure beyond this period. It includes a vision for the future development of the city and a spatial strategy and covers both strategic policies and allocations, alongside detailed development management policies.
6. The preparation of the Local Plan follows on from the previous Local Development Framework (LDF) process. The Local Plan Preferred

Options document (June 2013) draws from the responses that were received during earlier consultations on the Core Strategy and other LDF documents. The preferred options consultation was subject to consultation between June - July 2013. As reported to Members in autumn last year approximately 5,000 responses were received including around 17,000 comments and a further 9,000 individuals signed petitions. The highest number ever received in York for a consultation of this type.

7. The responses from statutory bodies such as English Heritage, Natural England and the Environment Agency were released publicly at the end of October 2013.
8. With regard to the other responses following legal advice regarding data protection, it was deemed necessary to remove all personal data before making publically available. This is now substantially complete. In addition to aid anyone viewing this information, officers have been working on a summary to help identify responses. This information will be uploaded to the council's website and will be available before the end of April. It will be ensured that this is done before the consultation detailed below commences.
9. The majority of concerns/objections from respondents related to: the overall level of development proposed for York; specific housing sites; sites for Gypsies, Roma & Travellers and Showpeople; and wind turbines (concerns both about particular areas of search and the overall amount included in the plan).

### **Further Site Work**

10. During the preferred options consultation, additional information on sites was submitted by landowners and developers. This included the submission of new sites and further evidence on existing sites. In addition Officers have also been undertaking work with the agent and landowners of strategic sites. This is a key part of the process of assessing suitability and deliverability before progressing to the Local Plan's publication stage. The work undertaken is detailed below.
11. The sites included in the Local Plan Preferred Options Document were selected on the basis of a methodology relating to the plans spatial strategy. It aimed to ensure that through the site selection process the following was achieved by the Local Plan for York:

- **The City's unique heritage is protected** – it involved effectively ruling out sites deemed to be in areas important to the historic character and setting of York, such as, land forming 'Green Wedges' around the historic Strays and river corridors, areas preventing coalescence of villages between themselves and to the main urban area; and areas that retain the rural setting of the city providing views of key landmarks such as the Minster.
- **The protection of environmental assets** – The protection and management of York's Green Infrastructure is considered central to managing any future growth, whether it is publicly or privately owned, statutory or non statutory, identified for its nature conservation or recreational value. Any sites affecting such areas were ruled out of consideration to completely protect environmental assets.
- **Flood risk is appropriately managed** – The geography of the city and its surroundings are such that there are significant areas at risk of flooding. Areas that are considered at high risk of flooding were ruled out.
- **Achieving accessibility to sustainable modes of transport and a range of services** – York is a compact city with generally good public transport services. The relationship of potential sites to this network and ensuring that future sites are in proximity to basic service was a key factor in site selection. Although it was acknowledged that sites over a certain size would be big enough to create their own services and public transport.

12. All new sites put forward for housing and employment were evaluated on the basis of this methodology. In addition where sites had been previously rejected in terms of this methodology, but new evidence had been submitted then this has been reviewed.
13. In terms of Strategic Sites identified in the Local Plan Preferred Options document officers have been liaising with landowners and developers to assess site suitability, viability and deliverability. This is a key requirement of the National Planning Policy Framework (NPPF).
14. The approach taken has involved the application of a four step approach highlighted in Table 1 below. Understanding problems and issues with sites and seeking to resolve them is a key part of the process of developing a 'sound' Local Plan.

## **Further Sites**

15. The outcome of the work identified in paragraphs 10 to 14 above has been the identification of:
  - potential new sites;
  - the reconsideration of some sites that were previously rejected; and
  - potential boundary changes on some of the strategic allocations.
16. These three groups of sites are identified in the document attached as Annex A to this report – ‘City of York Local Plan – Further Sites Consultation’. Before making any final recommendations on sites to include in the Local Plan for publication and examination the Council would like to understand the public views on this additional information and associated work.
17. In addition the document also details the outcomes of further work that has been done in relation to sites for safeguarded land, Gypsy, Roma & Traveller and Travelling Showpeople, renewable energy, open space and transport. Again the views of the public are considered essential in taking this work forward.
18. Annex A is supported by a range of technical appendices which provide additional background information and analysis. It is proposed that they are made available alongside Annex A for public consultation. They are also provided as Annex C to this report and are listed as such at the end of the report.

**Table 1: Approach to Strategic Sites**

	Stage 1	Stage 2	Stage 3	Stage 4
	<b>Confirming the principle</b>	<b>Review</b>	<b>Pre-submission</b>	<b>Submission and beyond</b>
	<p>We need a general understanding of what your site will deliver and for you to confirm that this site should be included within the plan.</p> <p>We need to know that the landowner/developer is willing</p>	<p>We need to have confidence that the site can stay in the Local Plan.</p> <p>We need to understand and agree when the site can potentially be delivered</p> <p>We need to know how any 'showstoppers' can be dealt with</p>	<p>Where the site is to be delivered early on in the plan period, we will need to know the site is deliverable and viable. In other cases, we will need to know how we will work towards delivery</p> <p>We need to know when and what you are going to deliver</p>	<p>We need you to submit your evidence to prove deliverability. For early deliverable sites we will need to demonstrate site viability and for others, an indication of what issues are outstanding</p> <p>Preparation of an outline application / early delivery</p>
	<p>Checklist for this stage:</p> <ul style="list-style-type: none"> <li>✓ Set out the vision and aims for your site</li> <li>✓ Explain the relationship to the Local Plan Vision</li> <li>✓ Confirm that the Landowner/ developer is proved to be willing and working together for delivery</li> <li>✓ Demonstrate you are aware of any Potential 'showstoppers' or critical issues affecting deliverability, inc. viability</li> <li>✓ Set out potential levels and timescale of delivery; i.e. indicative numbers, phasing, density</li> </ul>	<p>Checklist for this stage:</p> <ul style="list-style-type: none"> <li>✓ Likely trajectory for delivery inc. phasing and delivery</li> <li>✓ An understanding of general, key infrastructure requirements for the site</li> <li>✓ An understanding of key constraints and potential 'showstoppers' and critical issues</li> <li>✓ Addressing issues raised through Local Plan Preferred Options Consultation</li> </ul>	<p>Checklist for this stage:</p> <ul style="list-style-type: none"> <li>✓ 'Showstoppers' are capable of being addressed within the timescales set out for delivery</li> <li>✓ Delivery trajectory and phasing is understood</li> <li>✓ Where sites are coming forward early in the plan period:                             <ul style="list-style-type: none"> <li>○ An indication of high level viability.</li> <li>○ An indicative concept plan</li> </ul> </li> <li>✓ For sites proposing delivery later in the period: we will need a general 'route map' to delivery of how key issues will be addressed</li> </ul>	<p>Checklist for this stage:</p> <ul style="list-style-type: none"> <li>✓ Evidence to include:                             <ul style="list-style-type: none"> <li>○ Aims and objectives</li> <li>○ Identification and mitigation of showstoppers</li> <li>○ Land-uses and proposals</li> <li>○ Infrastructure needs</li> <li>○ Phasing and delivery</li> <li>○ Implementation route map and key milestones</li> </ul> </li> </ul> <p>NB: the level of detail required in relation to the above will depend on when the site is likely to come forward.</p>

## Consultation

19. At this stage of plan preparation there is no regulatory framework to adhere to regarding consultation, however, the approach must be in accordance with the Council's adopted Statement of Community Involvement (2007).
20. There will be a 6 week period of consultation which will commence as soon as possible after Cabinet. All documents will be available online and to view in West Offices Reception and the libraries around York.
21. Statutory Consultees including organisations such as Natural England and English Heritage and General Consultees on the Local Plan database (approximately 8,000 individuals and organisations) will be sent an email/letter informing them of the opportunity to comment and details of the webpage and where to find additional information.
22. In order to conform with the Duty to Cooperate consultation with neighbouring authorities will also take place. Where possible this will use the existing established officer and member groups.
23. Parish Council's will be sent an email/letter informing them of the consultation. In addition officers intend to set up an event for all Parish Council's from the York area to ensure that they have the opportunity to be fully briefed on the current Local Plan position. If possible this will be done through existing organisations.
24. A press release will also be issued to publicise the consultation. Information will also be available via twitter/facebook and if possible through 'Your Voice'.

## Options

25. Officers request that Members consider the following options relating to the 'City of York Local Plan – Further Sites Consultation' document (attached as Annex A to this report):

**Option 1:** that Cabinet, subject to any identified amendments, approve the document attached as Annex A, along with supporting information for public consultation.

**Option 2:** that the Cabinet request that officers make changes to the document and produce a further report and draft for consideration.

### **Analysis**

26. National guidance currently indicates that for a plan to be 'sound' it must be 'justified'. This means a plan must be founded on a robust and credible evidence base. It also highlights the importance of undertaking and reflecting public consultation and indicates that a plan must be 'effective', that is to say, 'deliverable' and 'flexible'.
27. It is important to test any new sites and previously rejected sites with new evidence to enable the sites to be given equal consideration, when compared to sites included in the preferred options Local Plan. An important part of this exercise is public consultation. Furthermore and for the same reasons it is beneficial to test with the public any significant changes to sites proposed in the Local Plan at the preferred options stage, particularly strategic allocations.
28. It is important to carry out this additional consultation prior to the preparation of the submission document in order to demonstrate that all reasonable alternatives have been tested and that the Plan submitted for examination is fully justified. Not carrying it out risks both an unsound Plan at examination and legal challenge at adoption stage.
29. It should be noted that the final draft Local Plan will not be consulted on and submitted for public examination until later in the year. The 'City of York Local Plan – Further Sites Consultation' document (attached as Annex A to this report) is part of the development of the final Local Plan and there will be opportunities to consider comments and reflect on policy development. In addition there will also be opportunities to do further technical work and consider any legal and regulatory issues. Option 1 is therefore recommended as the most appropriate way forward.

### **Next Steps**

30. It is anticipated that a final draft of the Local Plan will be published for consultation mid-year and submitted for examination in autumn.

## Council Plan

31. The options outlined above accords with the following priorities from the Council Plan:

- Create jobs and grow the economy
- Get York moving
- Build strong communities
- Protect the environment

## Implications

32. The following implications have been assessed.

- **Financial** – *Work on the Local Plan is funded through the Local Plan Reserve.*
- **Human Resources (HR)** – *The production of a Local Plan and associated evidence base requires the continued implementation of a comprehensive work programme that will predominantly, although not exclusively, need to be resourced within CES.*
- **Community Impact Assessment** *A Community Impact Assessment has been carried out and highlights the positive impact on the following groups: age, disability and race. The full CIA is attached to this report in Annex B. To gather further evidence and additional feedback the following groups will be consulted directly as part of this consultation: Age UK York, York Racial Equality Network, York Travellers Trust and the Showmen's Guild.*
- **Legal** – *The Local Plan has been produced in a way that reflects legal and regulatory requirements. In due course Council will be asked to approve a publication draft Local Plan which will be subject to examination by a member of the Planning Inspectorate before being finally adopted. Members of Council must only finally make their mind up on whether particular sites should or should not be included with particular designations once that plan comes before them for approval.*
- **Crime and Disorder** - *None*
- **Information Technology (IT)** - *None*
- **Property** - *None*
- **Other** – *None*

## **Risk Management**

33. In compliance with the Council's risk management strategy, the main risks in producing a Local Plan for the City of York are:

- The potential damage to the Council's image and reputation if a development plan is not adopted in an appropriate timeframe.
- Risks arising from failure to comply with the laws and regulations relating to Planning and the Sustainability Appraisal and Strategic Environmental Assessment processes and not exercising Local control of developments.
- Risk associated with hindering the delivery of key projects for the Council and key stakeholders.
- Financial risk associated with the Council's ability to utilize planning gain and deliver strategic infrastructure.

34. Measured in terms of impact and likelihood, the risk associated with this report have been assessed as requiring frequent monitoring.

## **Recommendations**

35. In accordance with Option One, that Cabinet:

(i) approve the document attached as Annex A, along with supporting information for public consultation.

Reason: So that an NPPF compliant Local Plan can be progressed.

(ii) delegate to the Director of City and Environmental Services (CES) in consultation with the Cabinet Member the making of any incidental changes to the draft document that are necessary as a result of the recommendations of Cabinet.

Reason: So that changes recommended as a result of discussions at this meeting can be made.

(iii) delegate to the Director of CES in consultation with the Cabinet Member the approval of a Consultation Strategy and associated documents.

Reason: To ensure that the proposed methods of consultation are satisfactory to Members.

(iv) delegate to the Director of CES in consultation with the Cabinet Member the approval of supporting information and documentation to be published during public consultation.

Reason: To ensure that the proposed methods of consultation are satisfactory to Members.

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Assistant Director of CES  
Tel: 551300

**Cabinet Member Responsible for the Report:**

Cllr Dave Merrett  
Cabinet Member for Transport, Planning,  
and Sustainability

**Report  
Approved**



**Date** 9th April 2014

### Specialist Implications Officer(s)

Legal: Sandra Branigan, Senior Solicitor  
01904 551040

**Wards Affected:** *List wards or tick box to indicate all*

*All*



**For further information please contact the author of the report**

**Annex A: City of York Local Plan – Further Sites Consultation**

**Annex B: Community Impact Assessment**

**Annex C: City of York Local Plan – Further Sites Consultation**

**Technical Appendices** (*Available online only or on request owing to size of documents*)

1: Residential, Employment, Retail Methodology

2: Residential Site Assessment Proformas

- 3: Employment/Retail Site Assessment Proformas
- 4: Changes to Allocated Sites
- 5: Changes to Strategic Sites
- 6: Safeguarded Land Assessment
- 7: Openspace Site Assessment Proformas
- 8: Renewable Energy Methodology and Site Assessment Proformas
- 9: Gypsy, Roma & Traveller and Travelling Showpeople Accommodation Assessment
- 10: Education Site Assessment Proformas
- 11: Transport Site Assessment Proformas
- 12: Sustainability Appraisal Technical Note

**Annex D: Abbreviations**

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YORK

CITY OF YORK  
LOCAL PLAN  
ANNEX A  
Further Sites Consultation  
April 2014

**Contents:**

<b>1. INTRODUCTION.....</b>	<b>3</b>
1.1 CONSULTATION TIMETABLE.....	4
<b>2. NEW RESIDENTIAL, EMPLOYMENT AND RETAIL SITES CONSIDERED.....</b>	<b>5</b>
2.1 THE ASSESSMENT METHODOLOGY.....	5
2.2 RESIDENTIAL SITE OUTCOMES.....	6
2.3 EMPLOYMENT/RETAIL SITE OUTCOMES .....	15
<b>3. CHANGES TO ALLOCATED SITES .....</b>	<b>19</b>
<b>4. CHANGES TO STRATEGIC SITES.....</b>	<b>24</b>
4.1 INTRODUCTION.....	24
<b>5. NEW AND REVISED SAFEGUARDED LAND.....</b>	<b>33</b>
<b>6. NEW OPENSOURCE SITES .....</b>	<b>43</b>
6.1 METHODOLOGY.....	43
<b>7. NEW RENEWABLE ENERGY SITES.....</b>	<b>45</b>
<b>8. NEW AND REVISED SITES FOR GYPSIES, ROMA &amp; TRAVELLERS AND TRAVELLING SHOWPEOPLE .....</b>	<b>48</b>
8.1 INTRODUCTION.....	48
8.1.1 <i>National Planning Policy Context</i> .....	48
8.2 THE NEED FOR SITES .....	49
8.3 IDENTIFYING THE SUPPLY OF SITES .....	50
8.3.1 <i>New Sites</i> .....	59
8.3.2 <i>Existing sites assessed for expansion</i> .....	65
8.4 OPTIONS .....	66
<b>9. NEW EDUCATION SITES.....</b>	<b>68</b>
<b>10. NEW TRANSPORT SITES.....</b>	<b>71</b>

Note: the appendices below are separate documents

**APPENDIX 1: RESIDENTIAL, EMPLOYMENT AND RETAIL METHODOLOGY**

**APPENDIX 2: RESIDENTIAL SITE ASSESSMENT PROFORMAS**

**APPENDIX 3: EMPLOYMENT/RETAIL SITE ASSESSMENT PROFORMAS**

**APPENDIX 4: CHANGES TO ALLOCATED SITES**

**APPENDIX 5: CHANGES TO STRATEGIC SITES**

**APPENDIX 6: SAFEGUARDED LAND ASSESSMENT**

**APPENDIX 7 : OPENSOURCE SITE ASSESSMENT PROFORMAS**

**APPENDIX 8: RENEWABLE ENERGY METHODOLOGY AND SITE ASSESSMENT PROFORMAS**

**APPENDIX 9: GYPSY, ROMA, TRAVELLER AND TRAVELLING SHOWPEOPLE ACCOMMODATION ASSESSMENT**

**APPENDIX 10: EDUCATION SITE ASSESSMENT PROFORMAS**

**APPENDIX 11: TRANSPORT SITE ASSESSMENT PROFORMAS**

**APPENDIX 12: SUSTAINABILITY APPRAISAL TECHNICAL NOTE**

## 1. Introduction

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We consulted on the Preferred Options for the City of York Local Plan in summer of last year. We received a huge response to that consultation including some proposals for additional sites that we were asked to consider for a range of development possibilities - housing, employment, retail, education, gypsy and travellers and renewable energy generation. Proposals were also made for new open space around the city. In addition, we received some proposals to make significant changes to the boundaries of sites we had proposed in our Preferred Options consultation; along with additional evidence to support sites that we had previously considered but were not proposed as potential sites in the Preferred Options Consultation.

To help in deciding which sites we should include in the Submission Local Plan we are asking for your views on the merits of the additional sites and the major changes to the sites we consulted on last summer. **In this consultation we are only seeking your views on these specific new proposals and the changes to existing sites that have been suggested.**

Where sites are new or revised and were not included in the preferred options draft Local Plan the site references used are those used in the 'call for sites'. Where sites were included in the preferred options Local Plan the reference number from that document is used.

There will be opportunity to make a response to all the factors we have considered in deciding the final package of sites as part of the consultation on the publication draft Local Plan that will follow in summer 2014. The publication draft Local Plan will be informed by all your responses made last summer to the Preferred Options Local Plan as well as any responses made to this consultation on further sites and changes to sites.

Your responses to the current consultation will provide information which will help us make a fair comparison of all the possible sites that we could include in the submission Local Plan. This fair comparison of the merits of individual sites is important because it will help ensure that the decisions on which sites to include in the submission Local Plan are properly justified.

## 1.1 Consultation timetable

The consultation will last for **six weeks** with the final deadline for your comments being **XXXXX** .

You can respond to the consultation using a response form which is available from the City of York Council website, the Council reception at West Offices or in any of the libraries. Alternatively please contact the Forward Planning team using the contact details given below.

Further information is available on our website:

[www.york.gov.uk/NewLocalPlan](http://www.york.gov.uk/NewLocalPlan)

or please contact us:

FREEPOST RTEG-TYYU-KLTZ  
City of York Council  
West Offices  
Station Rise  
York  
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Email: [localplan@york.gov.uk](mailto:localplan@york.gov.uk)

## 2. New Residential, Employment and Retail Sites Considered

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### 2.1 The assessment methodology

The assessment methodology for new sites proposed for Housing, Employment and Retail that we have used is the same one that was used to test the sites that we included in the Preferred Options Local Plan last summer. This will enable a fair comparison of the results of this assessment and the earlier one. The flow diagram (**Appendix 1**) describes in detail the process of analysing sites.. In summary, there are 4 stages to this process, which is set out in the bullet points below.

- Criteria 1: Environmental Assets
- Criteria 2: Openspace
- Criteria 3: Flood Risk
- Criteria 4a: Access to facilities and services
- Criteria 4b: Access to Transport

The size threshold for sites is 0.2 hectares and above. Any site over 5 hectares is considered a Strategic Site.

Any sites which passed the criteria were then taken to our Technical Officer Group for more detailed consideration regarding their potential for development<sup>1</sup>. Further views were sought from City of York's Economic Development Unit regarding the potential of any employment sites. Additional comments regarding the potential retail sites were also gained from consultants White Young Green who have been employed by the Council to undertake an update to the York Retail Study.

As a result of the Technical Officer Group, several residential sites also had green space/ openspace suggested to provide recreation land for future occupiers, land for nature conservation purposes and / or a green edge to development. These areas are depicted on the maps set out in section 2.2.

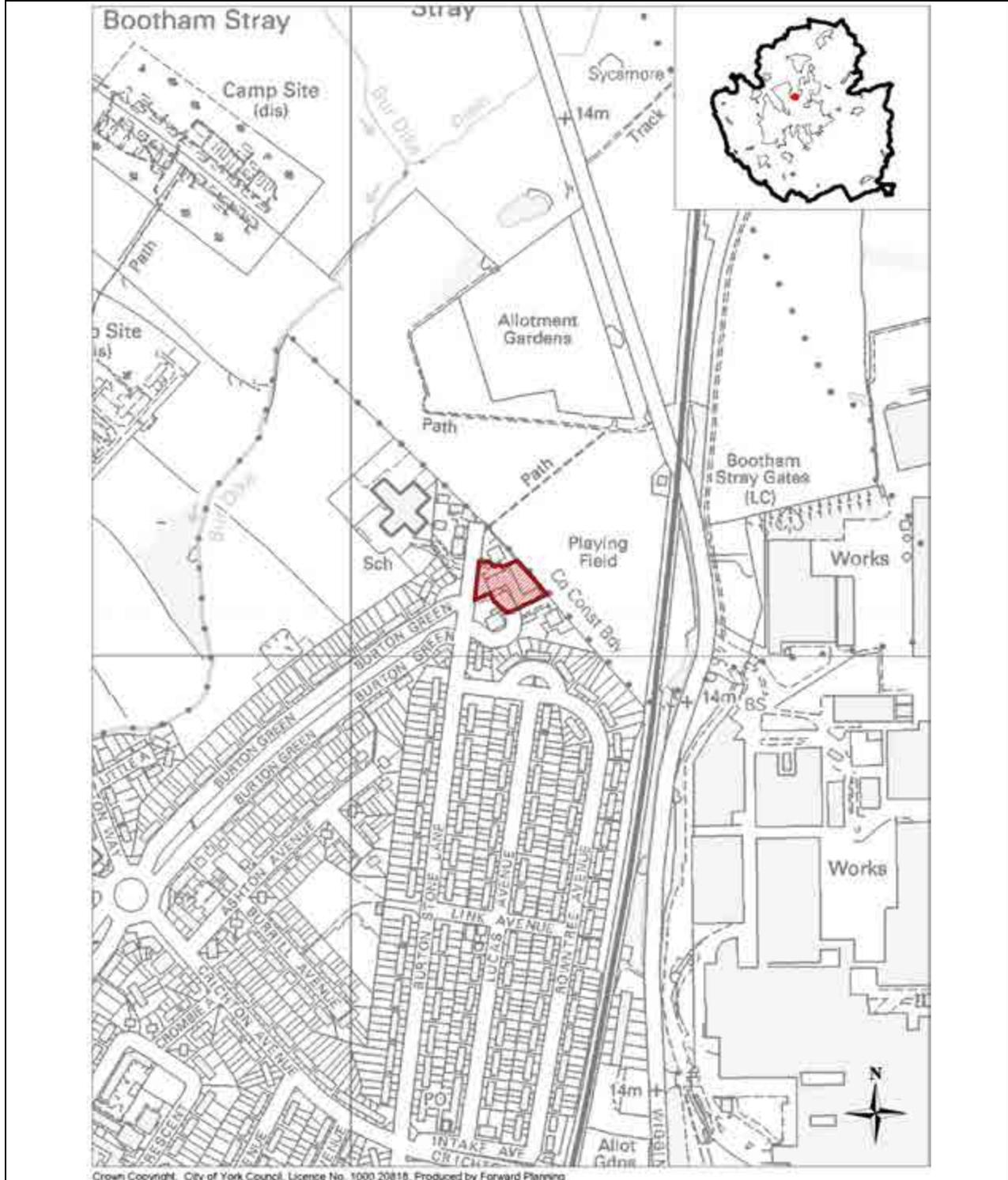
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<sup>1</sup> It should be noted that retail sites were not subject to Criteria 4 assessment given that a sequential test approach would be taken upon any application in line with the retail policy set out in the Local Plan.

## 2.2 Residential Site Outcomes

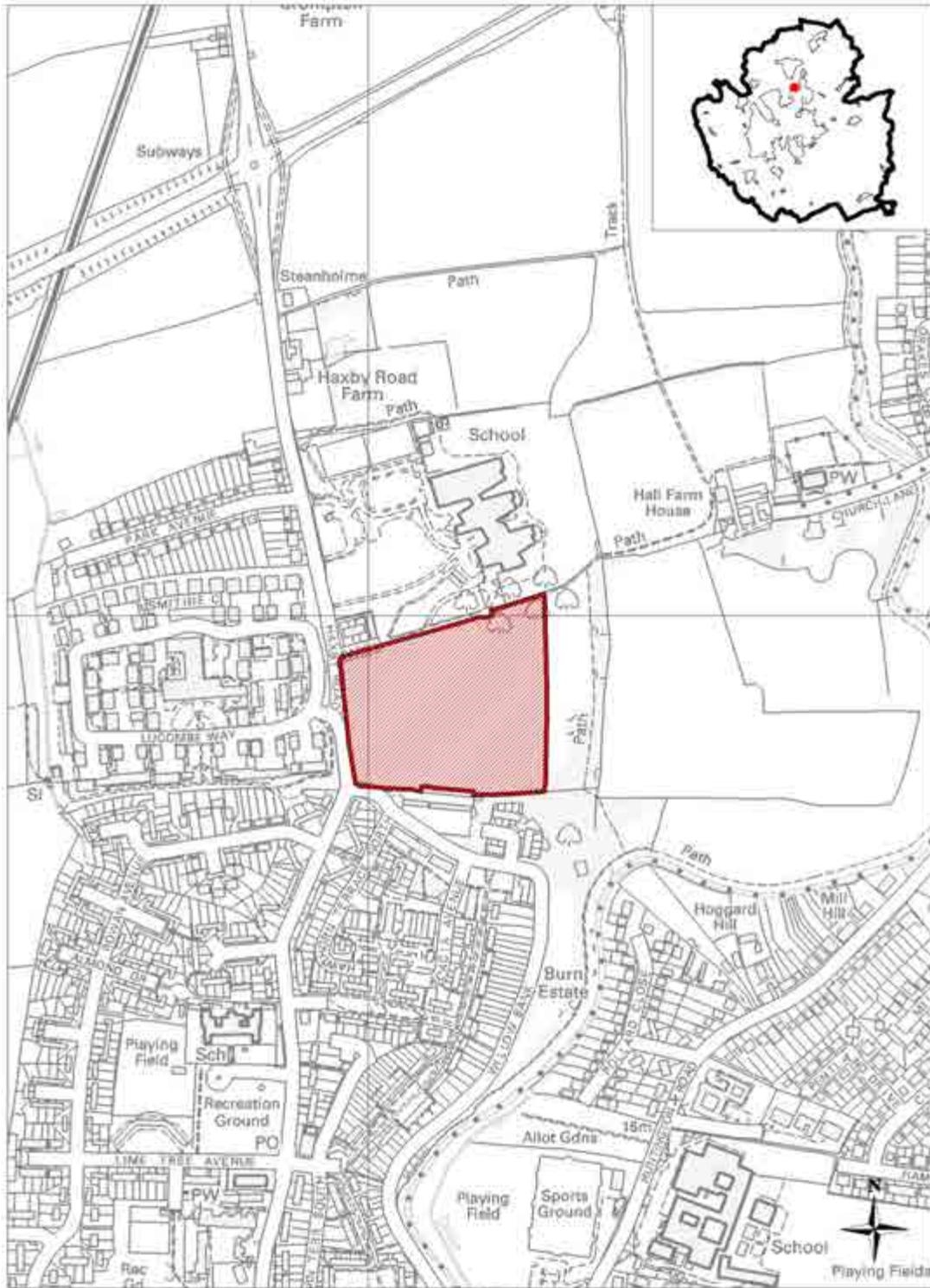
This section of the report details those sites which have been identified as having potential for residential development (further detail is provided in **Appendix 2** which also includes sites that were assessed as not having potential for residential development).

<b>Site ref:</b> 125	<b>Site Name:</b>
<b>Allocation Ref:</b> N/a	Morrell House Elderly Persons Home



<b>Site size:</b>	0.23 ha
<b>Recommendation:</b>	To include the site for residential development within the Local Plan

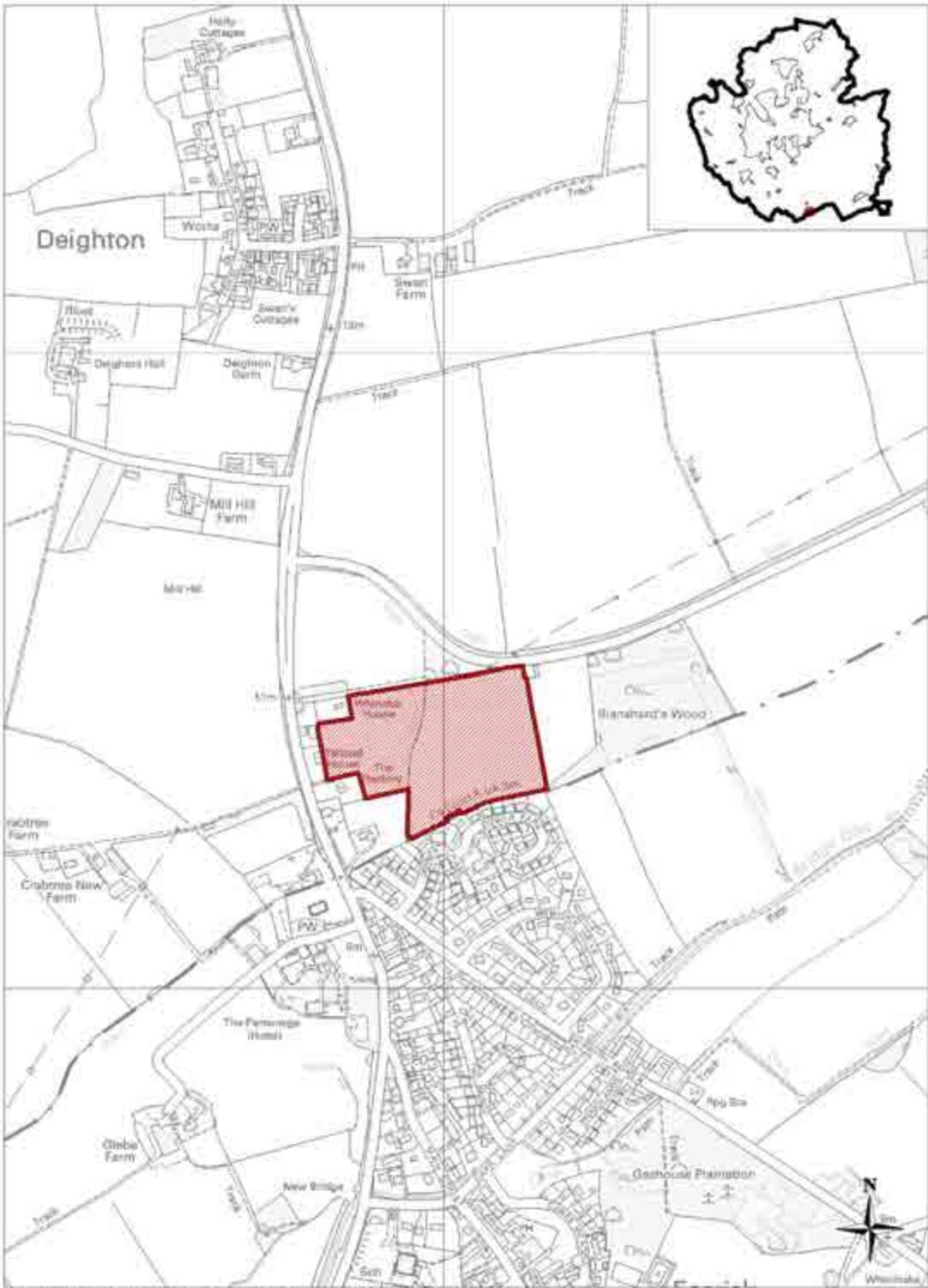
<b>Site ref:</b> 182	<b>Site Name:</b> Old School Playing Field, New Earswick
<b>Allocation Ref:</b> N/a	



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<b>Site size:</b>	4.2 ha
<b>Recommendation:</b>	To include the site for residential development within the Local Plan

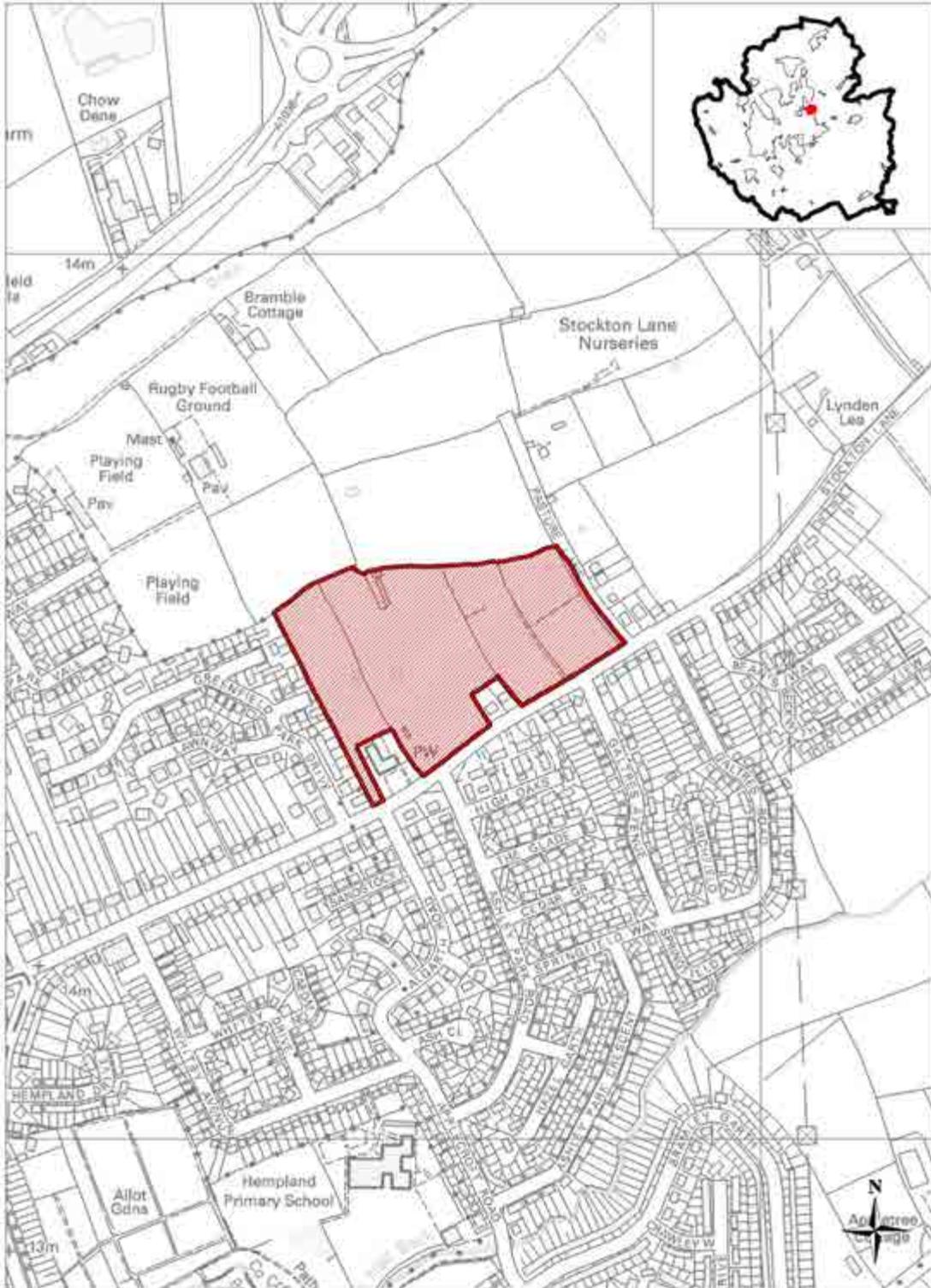
<b>Site ref:</b> 183	<b>Site Name:</b>
<b>Allocation Ref:</b> N/a	Land to the North of Escrick



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<b>Site size:</b>	6.1 ha
<b>Recommendation:</b>	To include the site as a strategic site for residential development within the Local Plan

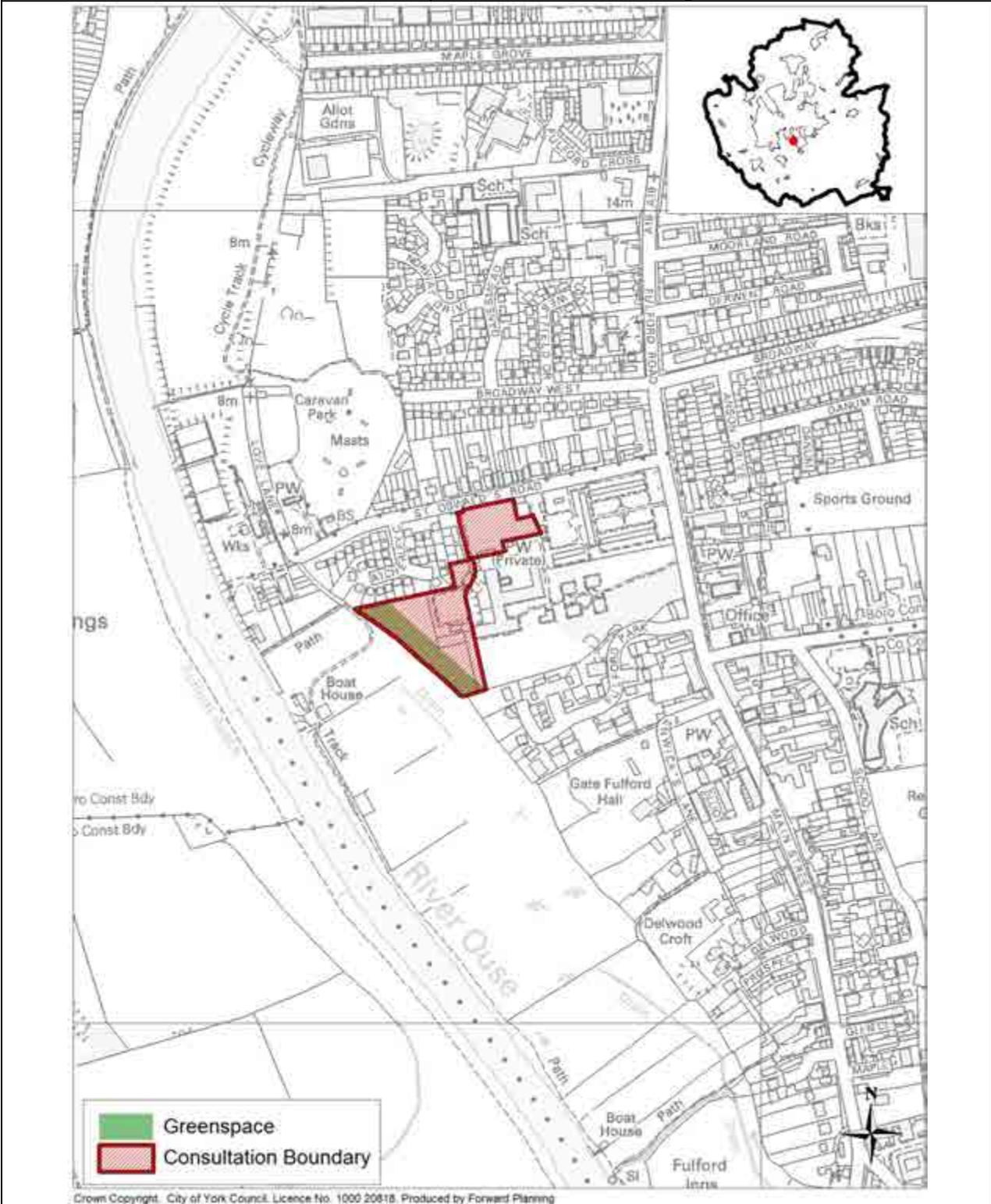
<b>Site ref:</b> 187	<b>Site Name:</b>
<b>Allocation Ref:</b> N/a	Land to the North of Stockton lane



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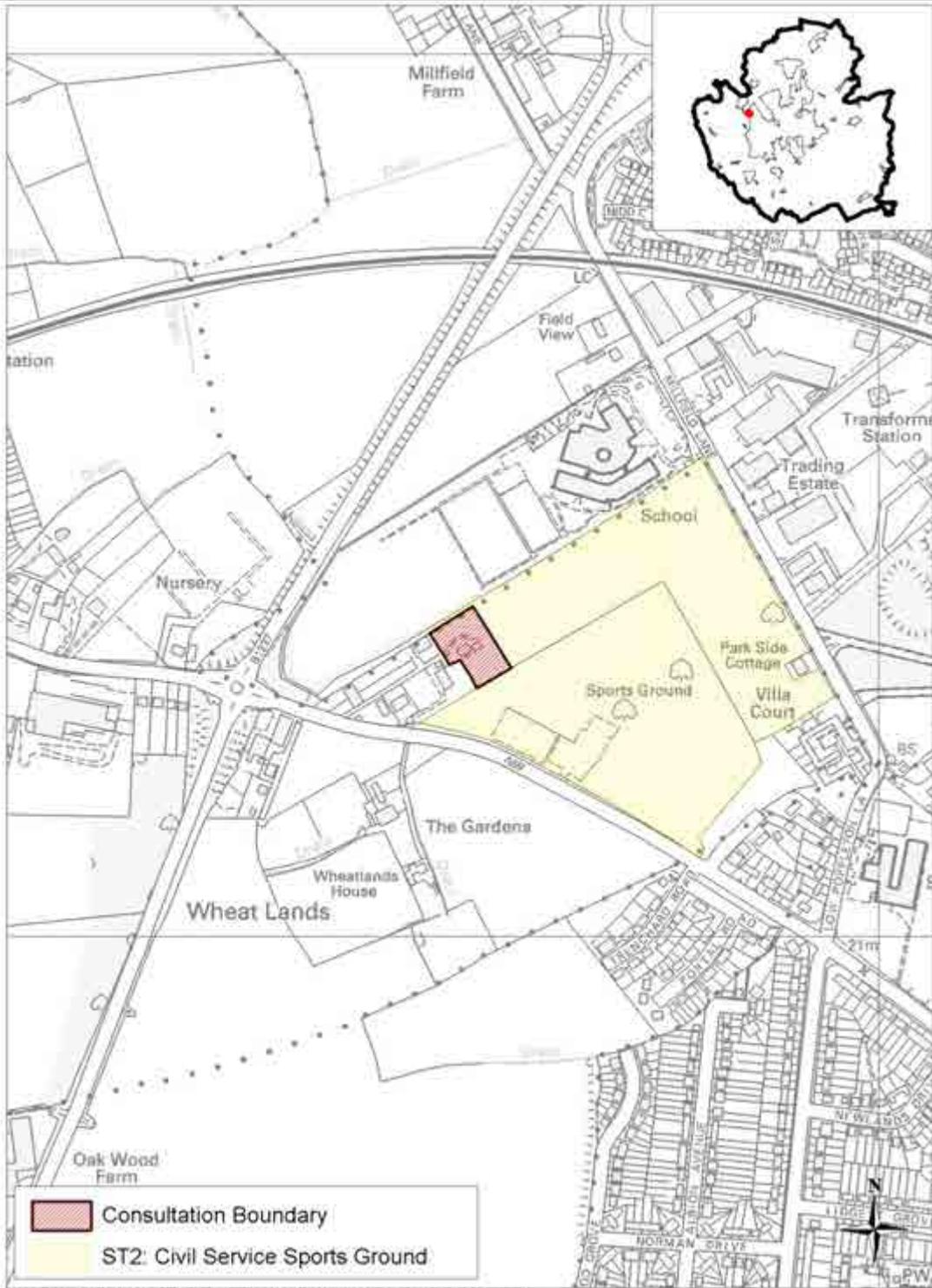
<b>Site size:</b>	5.9 ha
<b>Recommendation:</b>	To include the site as a strategic site for residential development within the Local Plan

<b>Site ref:</b> 298	<b>Site Name:</b>
<b>Allocation Ref:</b> N/a	<b>Sites at Connaught Court</b>



<b>Site size:</b>	1.6 ha
<b>Recommendation:</b>	To include the site for residential development within the Local Plan

<b>Site ref:</b> 733	<b>Site Name:</b>
<b>Allocation Ref:</b> N/a	The Old Vinery, Cinder Lane



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<b>Site size:</b>	0.4 ha
<b>Recommendation:</b>	To include the site as a potential extension to strategic allocation ST2: Civil Service Sports Ground

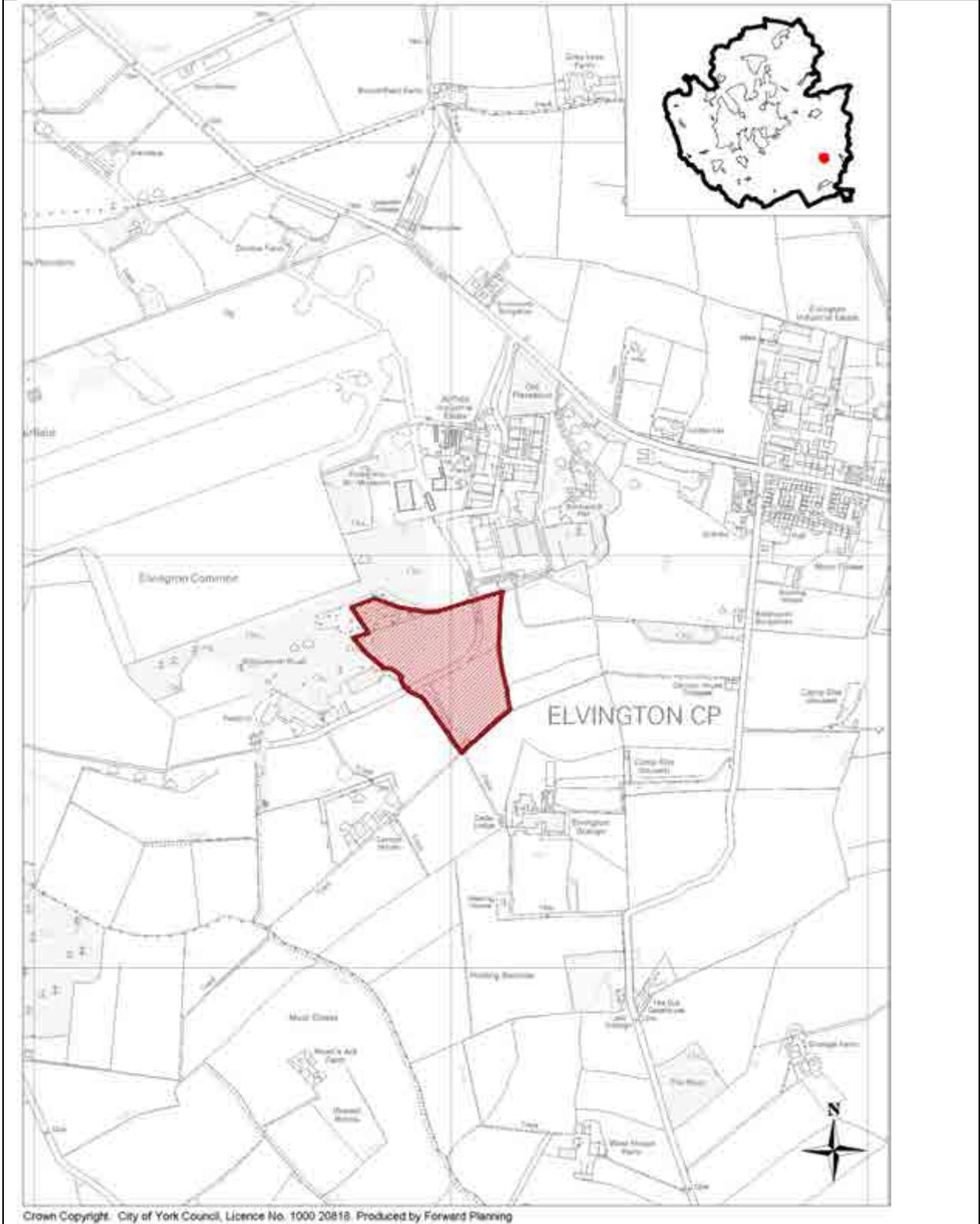
<p><b>Site ref:</b> 757</p>	<p><b>Site Name:</b></p>
<p><b>Allocation Ref:</b> N/a</p>	<p><b>Haxby Hall Elderly Persons Home</b></p>
<p>The map shows a residential area in Haxby, York. A red hatched area labeled '1' is located near the center of the map, adjacent to the Ethel Ward Memorial Playing Field. Other features include a school, a station, and various residential streets. An inset map in the top right corner shows the location of Haxby within the City of York. A north arrow and a scale bar are also present.</p>	
<p><b>Site size:</b></p>	<p>0.42 ha</p>
<p><b>Recommendation:</b></p>	<p>To include the site for residential development and/or community uses (including medical, education or local retail) within the Local Plan</p>

<p><b>Site ref:</b> 779</p>	<p><b>Site Name:</b> Land at Boroughbridge Road</p>
<p><b>Allocation Ref:</b> N/a</p>	
<p><small>Crown Copyright. City of York Council, Licence No. 1000 20910. Produced by Forward Planning</small></p>	
<p><b>Site size:</b></p>	<p>5.8 ha</p>
<p><b>Recommendation:</b></p>	<p>To include the site as a strategic site for residential development within the Local Plan</p>

## **2.3 Employment/Retail Site Outcomes**

This section of the report details those sites which have been identified as having potential for employment/retail development (Further details are provided in Appendices 1 and 3 which also includes sites which were assessed as not having potential for employment/retail development).

<b>Site ref: 97</b>	<b>Site Name:</b>
<b>Allocation Ref : N/a</b>	<b>Airfield Business Park</b>



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<b>Site Size:</b>	8.4 ha
<b>Recommendation:</b>	To include this site as a strategic site for employment use (B1b/B1c/B2/B8) within the Local Plan.

<p><b>Site ref:</b> 742</p>	<p><b>Site Name:</b></p>
<p><b>Allocation Ref :</b> N/a</p>	<p>Poppleton Garden Centre</p>
<p>The map shows a central site highlighted in red, labeled 'Poppleton Garden Centre'. It is situated near a 'Station' and several 'Nursery' sites. To the south are 'Wheat Lands', 'Wheatlands House', 'The Garden', 'Oak Wood Farm', and 'Pear Tree Farm'. To the west is 'Northminster Business Park'. A road labeled 'SOUTH FIELD LANE' runs vertically through the site. A scale bar indicates 21m. An inset map in the top right shows the site's location within the City of York. A north arrow is located in the bottom right corner.</p> <p><small>Crown Copyright. City of York Council. Licence No. 1000 20818. Produced by Forward Planning</small></p>	
<p><b>Site Size:</b></p>	<p>2.8 ha</p>
<p><b>Recommendation:</b></p>	<p>To include this site for employment use (B1b/B1c/B2/B8) within the Local Plan.</p>

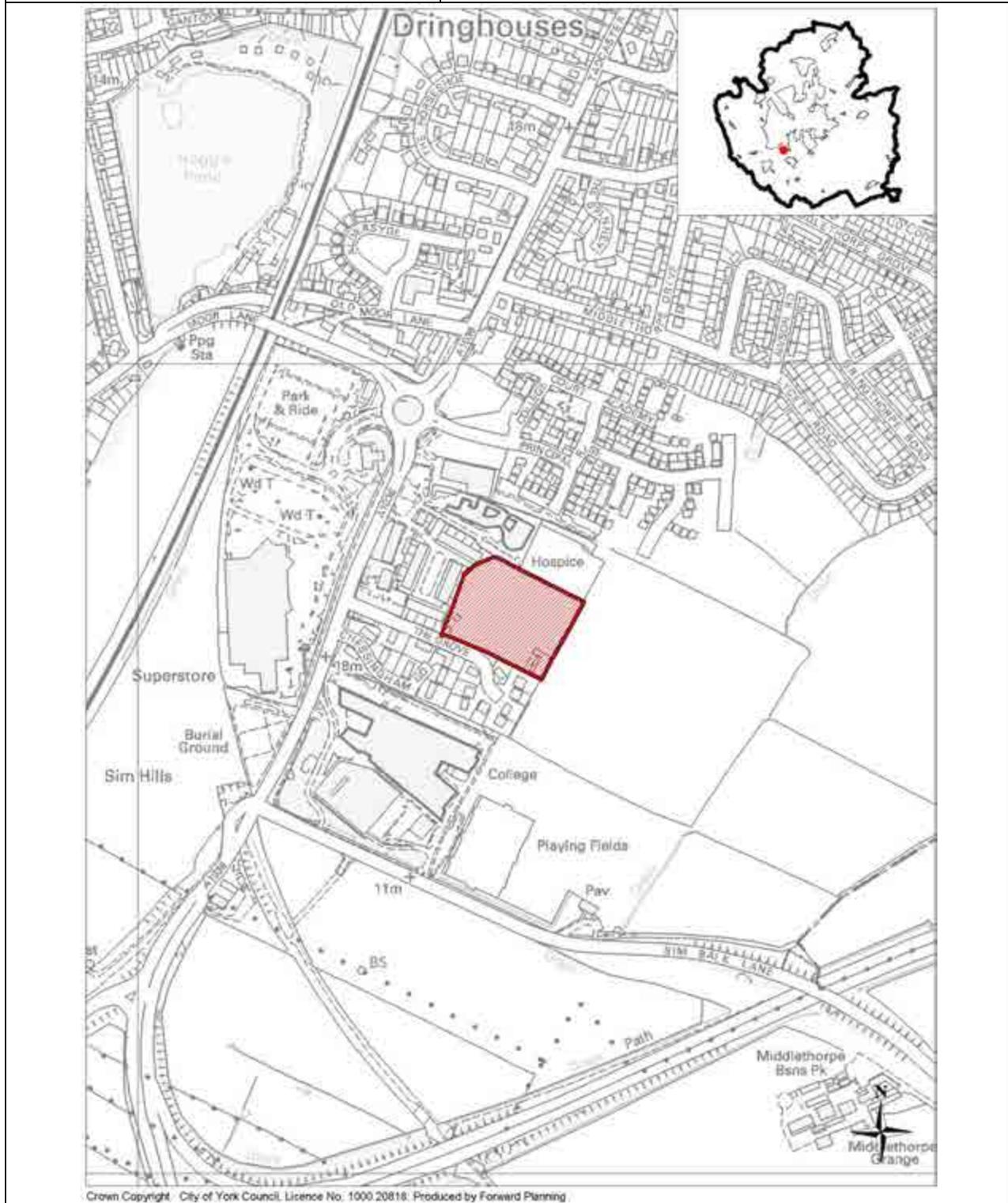
<p><b>Site ref:</b> 800</p>	<p><b>Site Name:</b></p>
<p><b>Allocation Ref :</b> SF7</p>	<p>Land to South of Designer Outlet</p>
<p>Crown Copyright. City of York Council. Licence No 1000 20518. Produced by Forward Planning</p>	
<p><b>Site Size:</b></p>	<p>15.1 ha</p>
<p><b>Recommendation:</b></p>	<p>To include this as a strategic site for employment use (B1b/B1c/B2/B8) within the Local Plan.</p>

### **3. Changes to Allocated Sites**

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This section of the report details those sites which have been submitted for alternative uses or a boundary change from their allocation in the Local Plan Preferred Options and this has been supported by technical work. Further details can be found in **Appendix 4**.

<b>Site ref:</b> 247	<b>Site Name:</b> Land Rear Of The Square, Tadcaster Rd
<b>Allocation Ref:</b> H6	



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<b>Site size:</b>	1.5 ha
<b>Recommendation:</b>	To reduce the site boundary for Site H6 previously allocated in the Preferred Options to protect the land adjacent to St Leonard's Hospice

<p><b>Site ref: 639</b></p>	<p><b>Site Name:</b></p>
<p><b>Allocation Ref : E11</b></p>	<p><b>Annamine Nurseries</b></p>
<p><b>Site Size:</b></p>	<p>1 ha</p>
<p><b>Recommendation:</b></p>	<p>To include this site for B1a Office Use as well as other employment within the Local Plan where this is connected to the adjacent use.</p>

<p><b>Site ref:</b> 627</p>	<p><b>Site Name:</b></p>
<p><b>Allocation Ref :</b> H11</p>	<p><b>Land at Fredrick House</b></p>
<p><b>Site Size:</b></p>	<p>0.8 ha</p>
<p><b>Recommendation:</b></p>	<p>To include the site for residential development and/or community uses (including medical, education or local retail) within the Local Plan</p>

<p><b>Site ref:</b> 654</p>	<p><b>Site Name:</b></p>
<p><b>Allocation Ref:</b> H19</p>	<p><b>Land at Mill Mount</b></p>
<p><b>Site size:</b></p>	<p>0.4 ha</p>
<p><b>Recommendation:</b></p>	<p>To include the site for residential development and/or community uses (including medical, education or local retail) within the Local Plan</p>

## 4. Changes to Strategic Sites

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### 4.1 Introduction

The Preferred Options Local Plan comprises twenty four strategic sites for a number of uses including, residential, employment and retail.

Following ongoing work on how development could be arranged on the site in relation to strategic sites delivery, a number of boundary revisions were submitted to the Council for consideration. Any proposed change has been considered by the Technical Officer Group, the detailed outcomes of which are set out in section 2.3 of this appendix. The strategic sites where changes have been requested are:

- ST1: British Sugar/Manor School
- ST2: Former Civil Service Sports Ground, Millfield Lane
- ST6: Land East of Grimston Bar
- ST7: Land to the East of Metcalfe Lane
- ST9: Land North of Haxby
- ST10: Land at Moor Lane, Woodthorpe
- ST11: New Lane, Huntington
- ST12: Manor Heath Road, Copmanthorpe
- ST14: Land North of Clifton Moor
- ST15: Whinthorpe
- ST19: Northminster Business Park

The following maps highlight where changes are proposed for comment.

Some of the sites presented include ideas for the arrangement of strategic green space within the site. At present these are suggested arrangements and do not describe the full extent of all open space and landscaping that will be required in the development.

<p><b>Site Reference:</b> ST1</p>	<p><b>Site Name</b> British Sugar/ Manor School</p>
<p><b>Site Size:</b></p>	<p>40.7ha (Strategic green space – 5.2ha)</p>
<p><b>Recommendation:</b></p>	<p>To include the revised boundary for ST1 within the Local Plan to reflect the comprehensive masterplan approach which includes the former Manor School site and the existing and former open spaces.</p>

<p><b>Site Reference:</b> ST2</p>	<p><b>Site Name</b> Former Civil Service Sports Ground, Millfield Lane</p>
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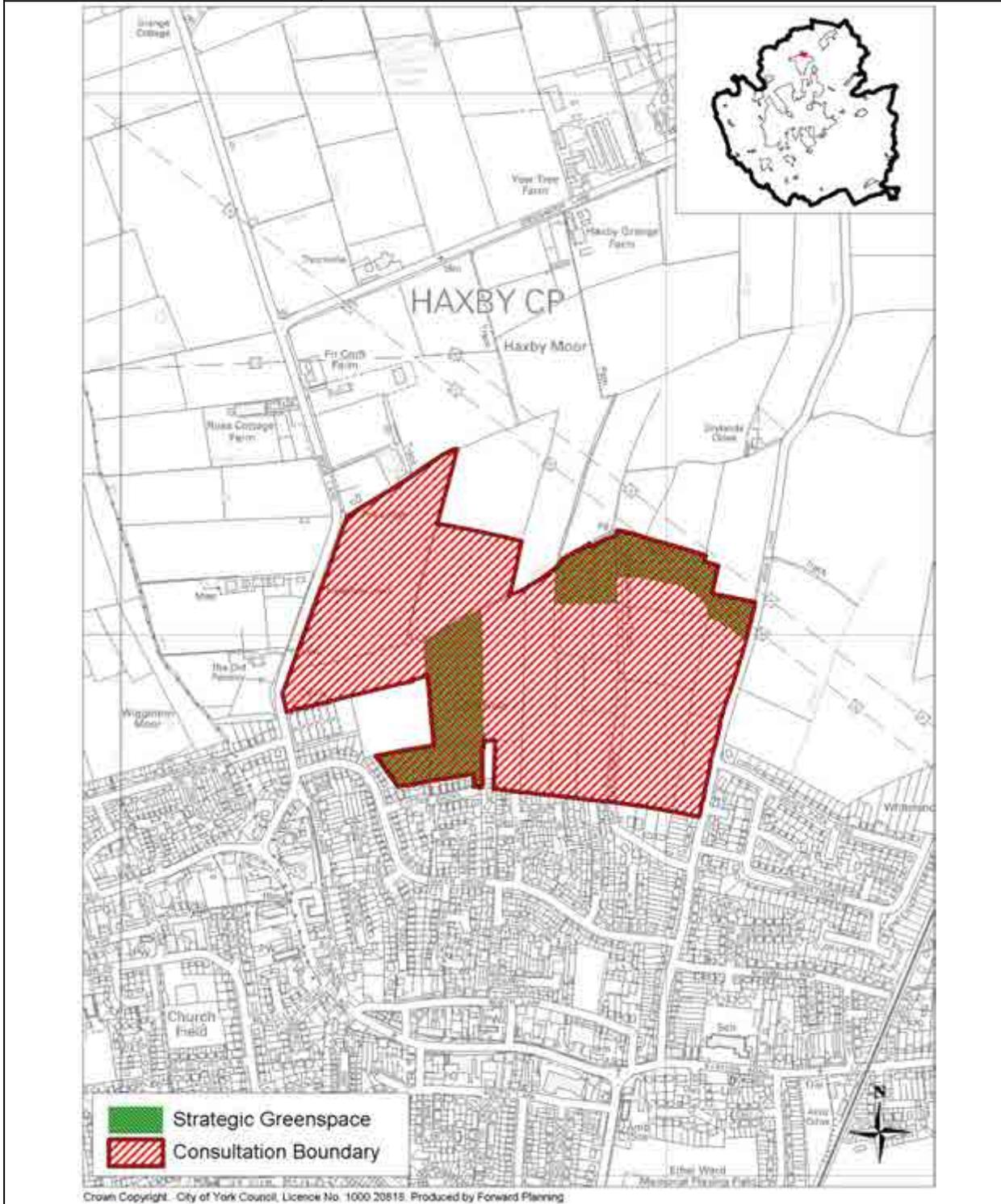


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<p><b>Site Size:</b></p>	<p>10.9ha ( Strategic green space – 2.3ha</p>
<p><b>Recommendation:</b></p>	<p>To include the revised boundary to ST2 to exclude land within the planning consent now granted at Westview Close and additional land submitted in the north west corner for inclusion within the Local Plan.</p>

<p><b>Site Reference:</b> ST7</p>	<p><b>Site Name</b> Land to the East of Metcalfe Lane</p>
<p>The map displays the site boundary in red and strategic greenspace in green. The site is located to the east of Metcalfe Lane. An inset map shows the site's location within the City of York. A legend in the bottom left corner identifies the green areas as 'Strategic Greenspace' and the red outline as 'Consultation Boundary'. A north arrow is located in the bottom right corner of the map area.</p>	
<p><b>Site Size:</b></p>	<p>Site boundary: 113.3ha (Strategic green space 34ha)</p>
<p><b>Recommendation:</b></p>	<p>To include the revised boundary to ST7 to reflect the need for appropriate greenspace to provide a setting to Osbaldwick village and create a green wedge and ensure appropriate options for highways access are safeguarded within the Local Plan.</p>

<p><b>Site Reference:</b> ST9</p>	<p><b>Site Name:</b> Land North of Haxby</p>
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<p><b>Site Size:</b></p>	<p>Site boundary: 33.5ha (Strategic green space 6.4ha)</p>
<p><b>Recommendation:</b></p>	<p>To include this revised boundary to reflect the need to build at lower densities and to accommodate drainage arrangements for inclusion within the Local Plan.</p>

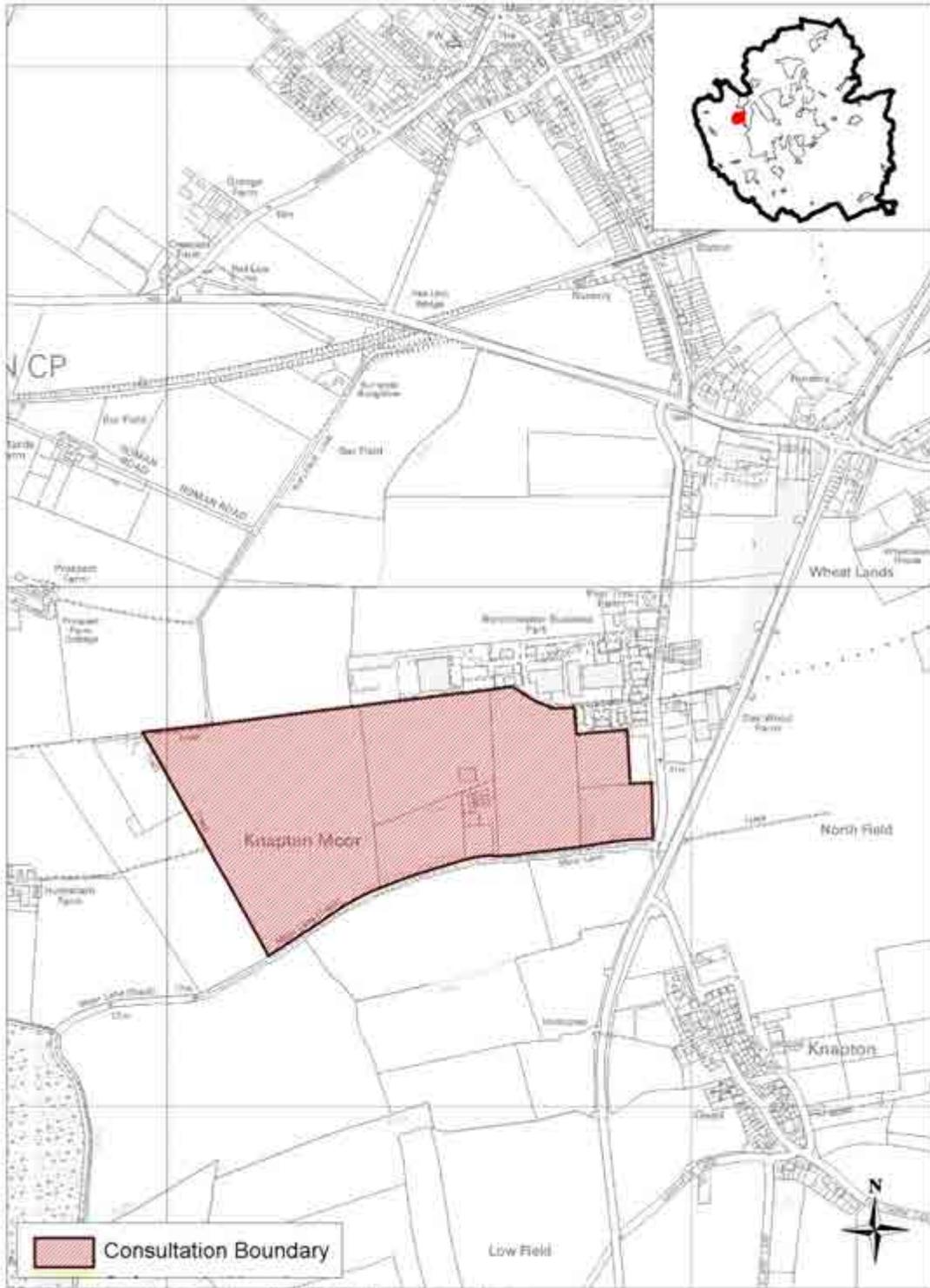
<p><b>Site Reference:</b> ST11</p>	<p><b>Site Name:</b> Land at New Lane, Huntington</p>
<p><b>Site Size:</b></p>	<p>Site boundary: ha (Strategic green space 2.4ha)</p>
<p><b>Recommendation:</b></p>	<p>To include within the boundary of ST11 green space to protect the setting of the Scheduled Ancient Monument within the Local Plan.</p>

<p><b>Site Reference:</b> ST14</p>	<p><b>Site Name:</b> Land to the North of Clifton Moor</p>
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<p><b>Site Size:</b></p>	<p>Site boundary 157ha (Strategic green space 47.3ha)</p>
<p><b>Recommendation:</b></p>	<p>To include the revised boundary to ST14 to reflect the need for a strategic landscape buffer around the site for inclusion within the Local Plan.</p>

<p><b>Site Reference:</b> ST15</p>	<p><b>Site Name:</b> Whinthorpe</p>
<p>The map displays the Whinthorpe site with a red outline indicating the consultation boundary and green areas representing strategic greenspace. A legend in the bottom left corner identifies these features. An inset map in the top right corner shows the site's location within the City of York. A north arrow is located in the bottom right corner of the map area.</p>	
<p><b>Site Size:</b></p>	<p>Site boundary 301.5ha (Strategic green space 132.4ha)</p>
<p><b>Recommendation:</b></p>	<p>To include the revised boundaries to ST15 to reflect the need for appropriate levels of Strategic Greenspace in proximity to the Tillmire and create a more deliverable site</p>

**Site ref:**  
ST19

**Site Name:**  
Northminster Business Park



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**Site Size:** Site boundary 28.5ha

**Recommendation:** To include this revised boundary to ST19 for employment use (B1b/B1c/B2/B8) for inclusion within the Local Plan.

## 5. New and Revised Safeguarded Land

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Safeguarded land is a term used in the National Planning Policy Framework (NPPF) for land which is excluded from the green belt to provide a reserve of sites that can be considered for development when a Plan is reviewed. Such sites help to ensure that the green belt endures beyond the Plan period and is not subject to incremental change each time the Plan is reviewed. Sites identified as Safeguarded Land can only be considered for development through a Plan review. The designation of a site as safeguarded land should not be assumed to mean that the site will be brought forward for development at plan review. The deliverability and suitability of the site for development will be judged in detail at that time.

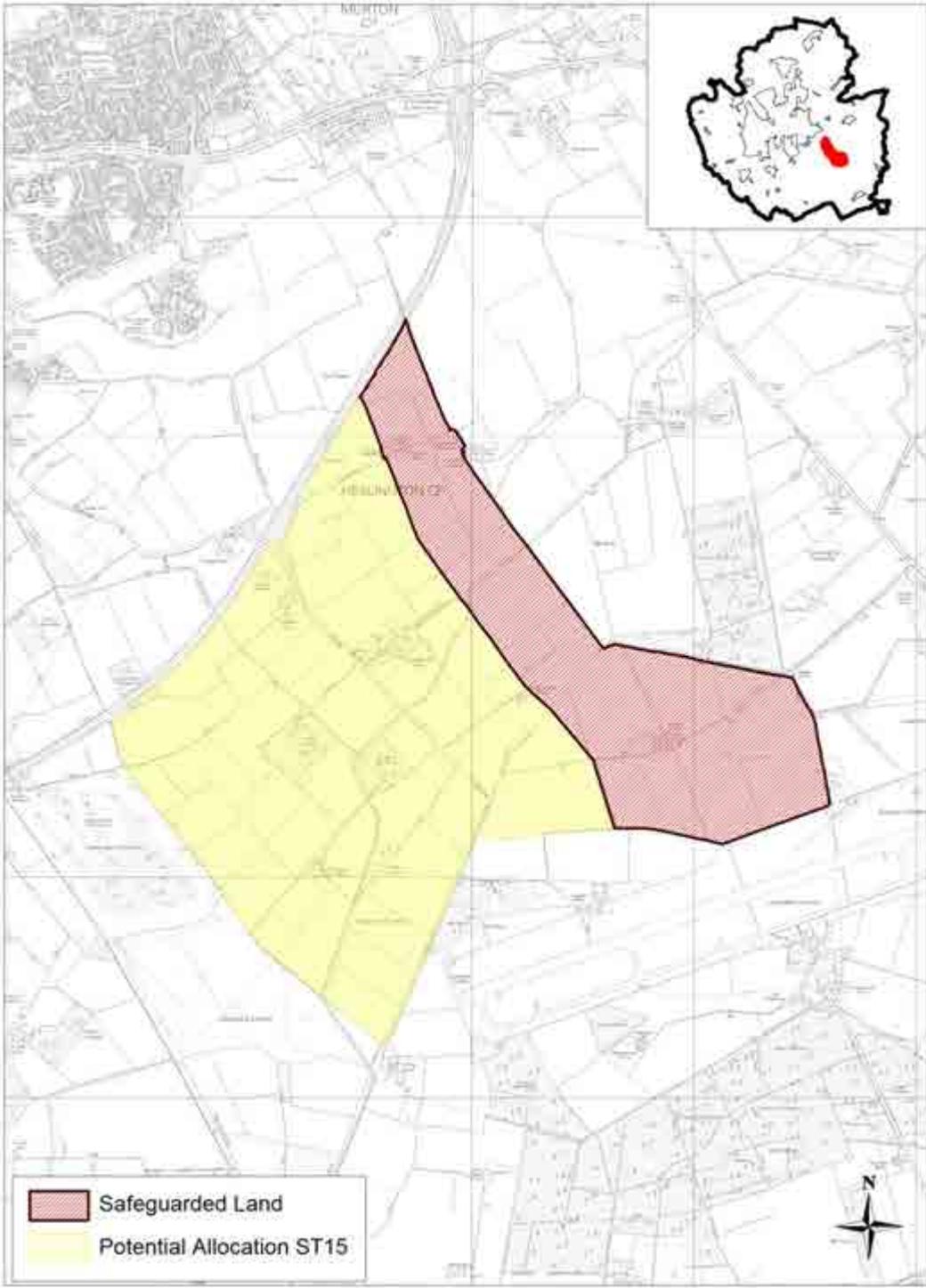
The Local Plan preferred options consultation identified a number of sites that were designated as safeguarded land. There have been a number of boundary changes proposed to several Strategic Sites put forward in the Local Plan preferred options document. These changes have reduced the amount of safeguarded land which will need to be replaced to ensure flexibility.

The preferred options consultation responses included a number of suggestions for new sites that we consider could be designated as safeguarded land. These sites have been tested in the same way as the sites that were included in the preferred options consultation Local Plan. This process assessed sites against the primary constraints used in the selection of sites for development. These criteria are designed to; protect the City's heritage and environmental assets, and ensure flood risk is properly managed.

The Local Plan preferred options document included 397 ha of safeguarded land, 97 ha of safeguarded land would be lost if revised site boundaries proposed in other sections of this document relating to previously safeguarded are taken forward.

Sites with potential for inclusion in the Local Plan for safeguarded land are set out below. These include boundary changes to existing areas of safeguarded land. In these cases the full site areas are shown. Further details are provided in Appendix 6.

<b>Site ref:</b> 813	<b>Site Name:</b> Whinthorpe
<b>Allocation ref:</b> SF3	



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<b>Site Size:</b>	141ha
<b>Recommendation:</b>	To include the revised boundary as safeguarded land within the Local Plan.

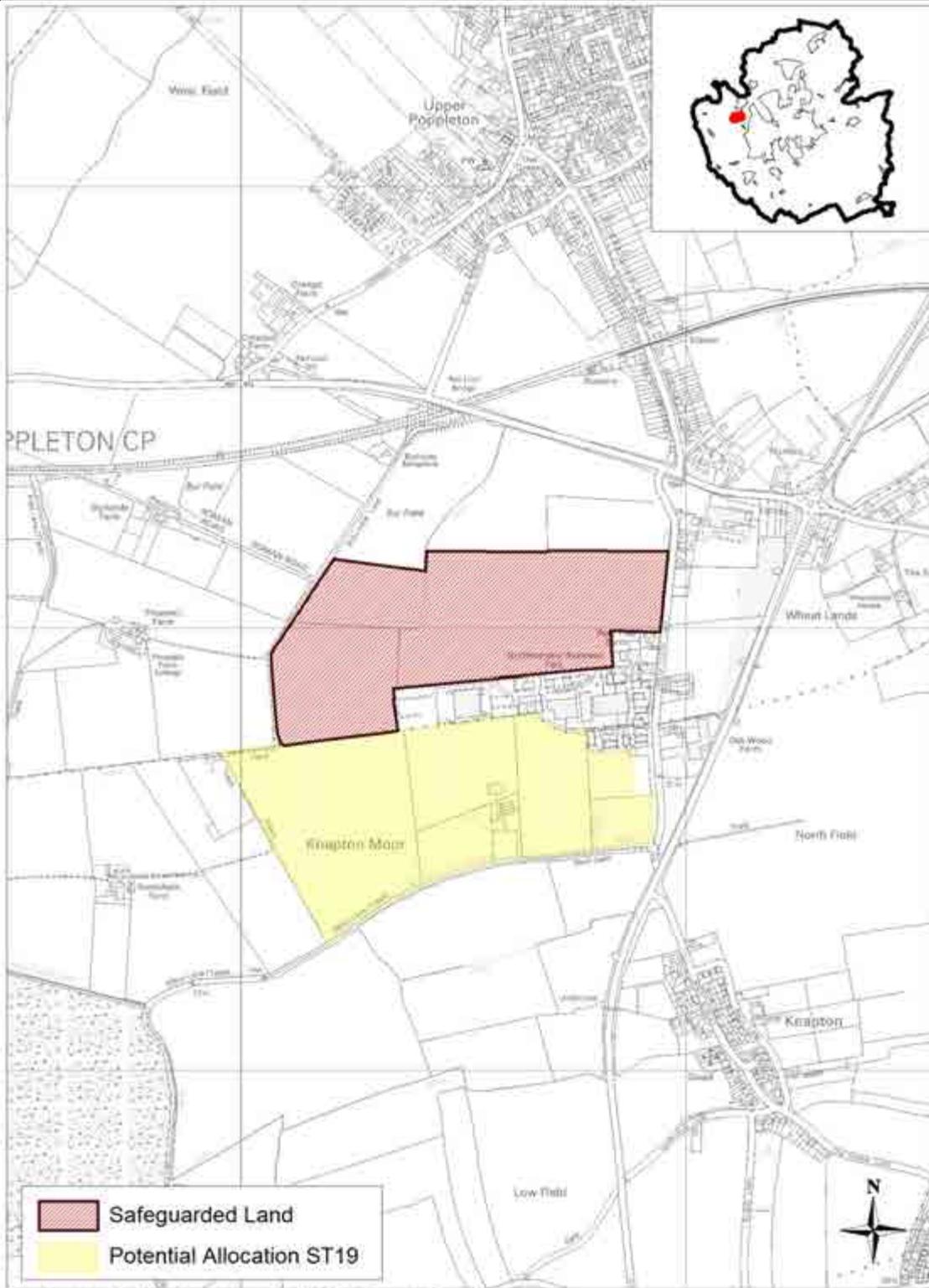
<p><b>Site ref:</b> 814</p>	<p><b>Site Name:</b></p>
<p><b>Allocation ref:</b> SF4</p>	<p>Land North of Haxby</p>
<p><b>Site Size:</b></p>	<p>30ha</p>
<p><b>Recommendation:</b></p>	<p>To include the revised boundary as safeguarded land within the Local Plan.</p>

**Site ref: 793**

**Site Name:**

**Allocation ref: SF8**

Land at Northminster Business Park



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**Site Size:**

25ha

**Recommendation:**

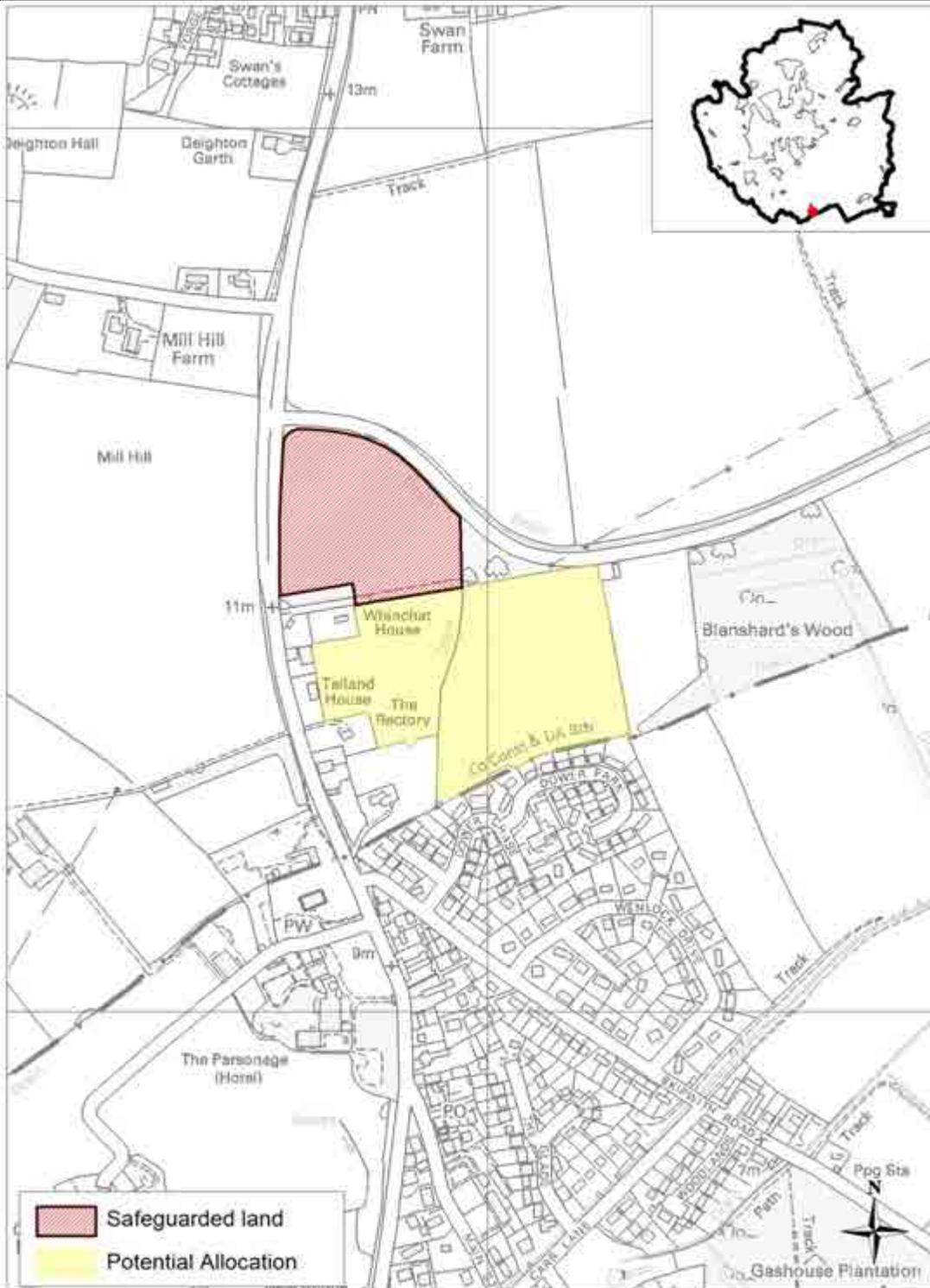
To include the site as safeguarded land within the Local Plan.

**Site ref:** 183

**Site Name:**

**Allocation ref:**

Land to the North of Escrick



**Site Size:**

3ha

**Recommendation:**

To include this site as safeguarded land within the Local Plan.

<p><b>Site ref: 811</b></p>	<p><b>Site Name:</b></p>
<p><b>Allocation ref:</b></p>	<p>Land at Intake Lane, East of Dunnington</p>
<p>The map displays the site at Intake Lane, East of Dunnington. The site is divided into two zones: a red-shaded 'Safeguarded Land' area and a yellow-shaded 'Potential Allocation' area. The site is situated east of the town of Dunnington, near the A1030 road. Key landmarks include Providence Farm, Mill Hill, Hunter's Lodge, Dunnington Hall, and Gardener's Cottage. The map also shows various tracks, paths, and a watercourse. An inset map in the top right corner shows the site's location within the City of York. A north arrow and a scale bar are included in the map area.</p>	
<p><b>Site Size:</b></p>	<p>5ha</p>
<p><b>Recommendation:</b></p>	<p>To include this site as safeguarded land within the Local Plan.</p>

<p><b>Site ref: 802</b></p>	<p><b>Site Name:</b></p>
<p><b>Allocation ref:</b></p>	<p>Land at Elvington Village</p>
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<p><b>Site Size:</b></p>	<p>4ha</p>
<p><b>Recommendation:</b></p>	<p>To include this site as safeguarded land within the Local Plan.</p>

<p><b>Site ref: 815</b></p>	<p><b>Site Name:</b></p>
<p><b>Allocation ref:</b></p>	<p>Elvington Industrial Estate</p>
<p>Gray Lays</p> <p>Chrove Farm</p> <p>140</p> <p>141</p> <p>142</p> <p>143</p> <p>144</p> <p>145</p> <p>146</p> <p>147</p> <p>148</p> <p>149</p> <p>150</p> <p>151</p> <p>152</p> <p>153</p> <p>154</p> <p>155</p> <p>156</p> <p>157</p> <p>158</p> <p>159</p> <p>160</p> <p>161</p> <p>162</p> <p>163</p> <p>164</p> <p>165</p> <p>166</p> <p>167</p> <p>168</p> <p>169</p> <p>170</p> <p>171</p> <p>172</p> <p>173</p> <p>174</p> <p>175</p> <p>176</p> <p>177</p> <p>178</p> <p>179</p> <p>180</p> <p>181</p> <p>182</p> <p>183</p> <p>184</p> <p>185</p> <p>186</p> <p>187</p> <p>188</p> <p>189</p> <p>190</p> <p>191</p> <p>192</p> <p>193</p> <p>194</p> <p>195</p> <p>196</p> <p>197</p> <p>198</p> <p>199</p> <p>200</p> <p>201</p> <p>202</p> <p>203</p> <p>204</p> <p>205</p> <p>206</p> <p>207</p> <p>208</p> <p>209</p> <p>210</p> <p>211</p> <p>212</p> <p>213</p> <p>214</p> <p>215</p> <p>216</p> <p>217</p> <p>218</p> <p>219</p> <p>220</p> <p>221</p> <p>222</p> <p>223</p> <p>224</p> <p>225</p> <p>226</p> 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<p><b>Site ref:</b> 810</p>	<p><b>Site Name:</b></p>	
<p><b>Allocation ref:</b> N/a</p>	<p>Earswick</p>	
<p>The map shows the Earswick area in the City of York. A large, irregularly shaped area is highlighted in red, representing the site. The map includes labels for 'EARSWICK CP' and 'HUNTINGTON CP'. An inset map in the top right corner shows the location of the site within the City of York. A north arrow is located in the bottom right corner of the map area.</p>		
<p><b>Site Size:</b></p>	<p>88ha</p>	
<p><b>Recommendation:</b></p>	<p>To include this site as safeguarded land within the Local Plan. This reflects concerns over access and the creation of a sustainable neighbourhood. If these concerns can be overcome part of this land could potentially be considered as an allocation for years 1-15 of the Plan.</p>	



## **6. New Openspace Sites**

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### **6.1 Methodology**

The sites that were submitted specifically for open space uses through the preferred options consultation have been assessed for their suitability. This assessment has been undertaken through the technical officer assessment which included officers from the Council's Sport and Active Leisure team.

The following sites have potential for open space use (further details are provided in Annex 6). This section does not include potential new strategic open space in conjunction with strategic site allocations.

<b>Site Ref:</b>	206
<b>Site Name:</b>	Temple Road, Copmanthorpe
<b>Submitted for:</b>	Sport and Recreation/Open Space
<b>Site Size</b>	13 ha
<b>Recommendation:</b>	To include as new openspace in the Local Plan (this open space is linked to the delivery of Site ST12).

## **7. New Renewable Energy Sites**

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City of York Council is undertaking further work, in conjunction with consultants, on renewable energy to assess the potential of sites for renewable energy use.

Depending on the type of renewable energy proposed different assessment criteria are used. In addition all sites were considered by the Technical Officer Group. Both of these are detailed in Appendix 8.

The following sites are considered to have potential for renewable energy use.

<b>Site Ref:</b>	<b>772</b>
<b>Site Name:</b>	<b>Knapton Moor, Wetherby Road</b>
<b>Submitted for:</b>	Renewable Energy – Solar
<b>Site Size:</b>	2.4 ha
<b>Potential Capacity:</b>	1.3 MWp
<b>Estimated Annual Energy Output:</b>	1,103 MWh
<b>Recommendation:</b>	To include the site in the Local Plan for solar renewable energy generation.

<b>Site Ref:</b>	750
<b>Site Name:</b>	Land Northwest of Hermitage farmland
<b>Submitted for:</b>	Renewable Energy – Solar
<b>Site Size:</b>	9.7 Ha
<b>Potential Capacity:</b>	6 MWp
<b>Estimated Annual Energy Output:</b>	5,110 MWh
<b>Recommendation:</b>	To include the site in the Local Plan for solar renewable energy generation.

## **8. New and Revised sites for Gypsies, Roma & Travellers and Travelling Showpeople**

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### **8.1 Introduction**

The Local Plan Preferred Options identified need and sites for Gypsy, Roma & Traveller and Travelling Showpeople for the plan period. Following this consultation the council employed specialist consultants to look at this further. These consultants carried out further work on the need for sites and on the suitability, viability and deliverability of sites.

Both sets of consultants were provided with summaries of comments submitted during the consultation period which relate to the proposed Gypsy, Roma & Travellers and Travelling Showpeople policies in the Local Plan Preferred Options.

A summary and explanation of the work undertaken relating to future demand for and supply of sites along with potential future approaches are provided below for comment. The full accommodation assessment study is provided in Appendix 9. Work on the site selection is still emerging but the consultants work to date is presented below for comment. The Council will use the comments from this consultation before coming to a final view.

#### **8.1.1 National Planning Policy Context**

The National Planning Policy Framework (NPPF) was published in March 2012 and has replaced the suite of Planning Policy Guidance notes and Planning Policy Statements.

The importance of allocating sites for the travelling community is reflected in the fact that this topic is specifically referred to in the NPPF. Paragraph 4 makes reference to planning for travellers, which reads that the NPPF

“should be read in conjunction with the Government’s planning policy for traveller sites. Local planning authorities preparing plans for and taking

decisions on traveller sites should also have regard to the policies in this Framework as far as relevant.”

The further importance of this issue is reflected in the publishing of a supplementary document specifically dedicated to Gypsies, Travellers and Showpeople: Planning Policy for Traveller Sites (March 2012). Available to download from <https://www.gov.uk/government/publications/planning-policy-for-traveller-sites>

## **8.2 The need for sites**

The Local Plan Preferred Options identified need for 68 Gypsy, Roma & Traveller pitches and 22 Travelling Showpeople plots over the 15 years plan period. This was an update based on the North Yorkshire Gypsy and Traveller Accommodation Assessment (2008) and Accommodation Requirements of Showmen (2009).

The work undertaken by Opinion Research Services (ORS) reviewed this position and subsequent work for the study has identified that 66 Gypsy, Roma & Traveller pitches and 8 Travelling Showpeople plots are needed over the 15 year plan period.

ORS were able to undertake significantly more primary research than Council officers when seeking to understand the need and where it originates. ORS conducted an extensive survey which sought to speak to Gypsy and Traveller families, both living in caravans or in bricks and mortar accommodation. This provided a clearer picture of the preference families have to their living arrangements. ORS held a drop in session with York Travellers Trust to encourage families to come forward to discuss their preference for sites or bricks and mortar.

The main difference in predicting the forecasted growth between the Local Plan Preferred Options and the ORS report is the formula used to calculate the New Household Formations and Population Growth. The recognised formula used in the past has been a 3% growth per annum of the travelling population, however, an average of the growth over the past 34 years is 2.5% and this is the number ORS have used to predicted the population growth.

**Recommendation 8a: To use the figures produced by ORS as the basis for defining the need for accommodation when progressing the Local Plan**

### **8.3 Identifying the supply of sites**

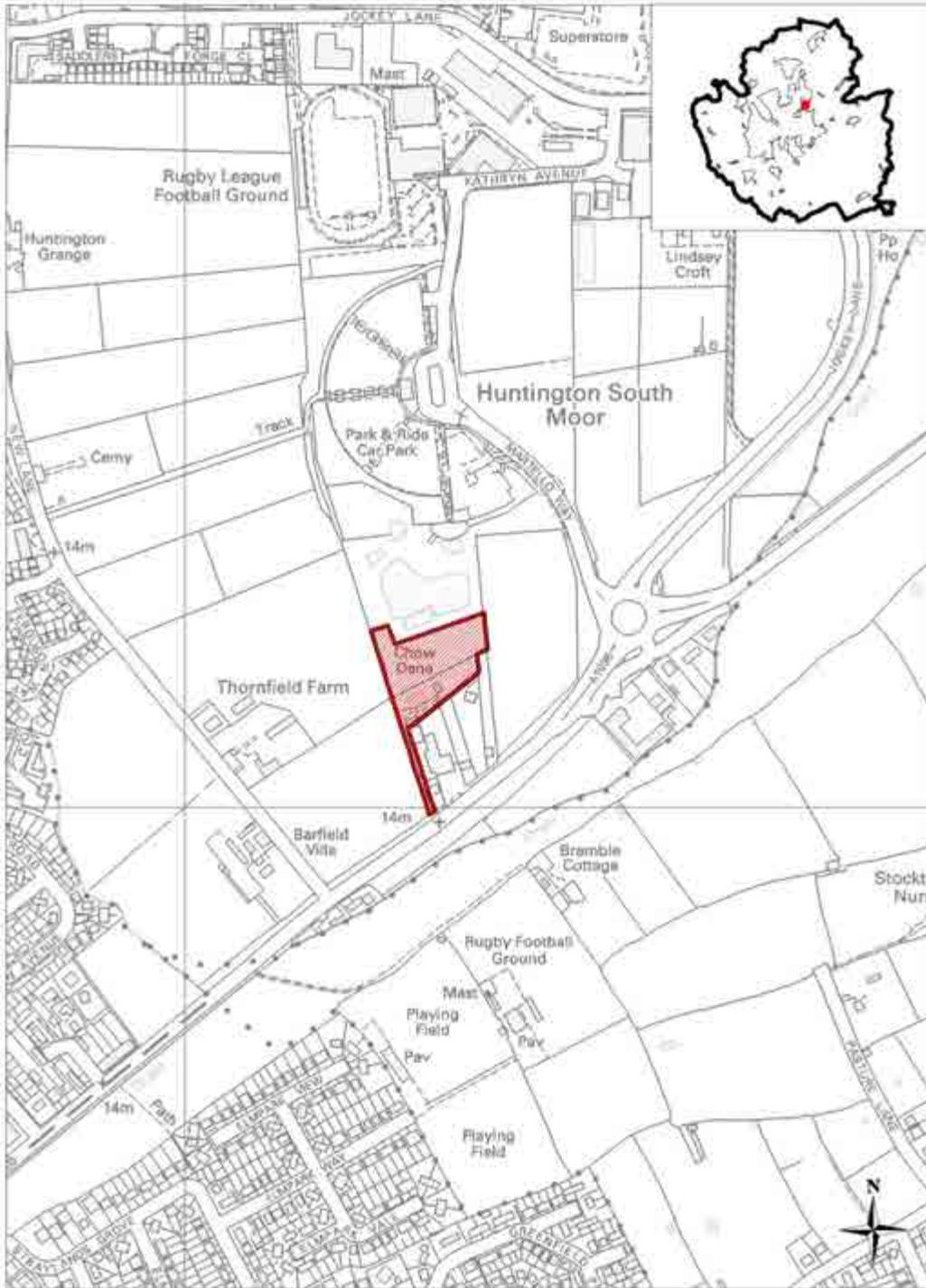
Peter Brett Associates (PBA) have been employed by the Council to consider future supply and their work to date is presented below for comment. They considered:

- the suitability of sites put forward in the Local Plan Preferred Options;
- an assessment of the suitability of new sites put to the council by landowners and developers during the Preferred Options consultation; and
- the possibility of increased provision on existing sites.

At Local Plan Preferred Options the following sites were identified as areas of search for Gypsy, Roma & Travellers and Travelling Showpeople:

- Chowdene, Malton Road
- Land at Common Road, Dunnington
- Land at Outgang Lane, Osbaldwick
- Land at Wetherby Road, Knapton (withdrawn by landowner)
- The Stables, Elvington

<p><b>Site Ref:</b> 3 <b>PBA Ref:</b> YORK001</p>	<p><b>Site Name:</b> Chowdene, Malton Road Dunnington – Area of Search for Gypsy, Roma and Travellers site</p>
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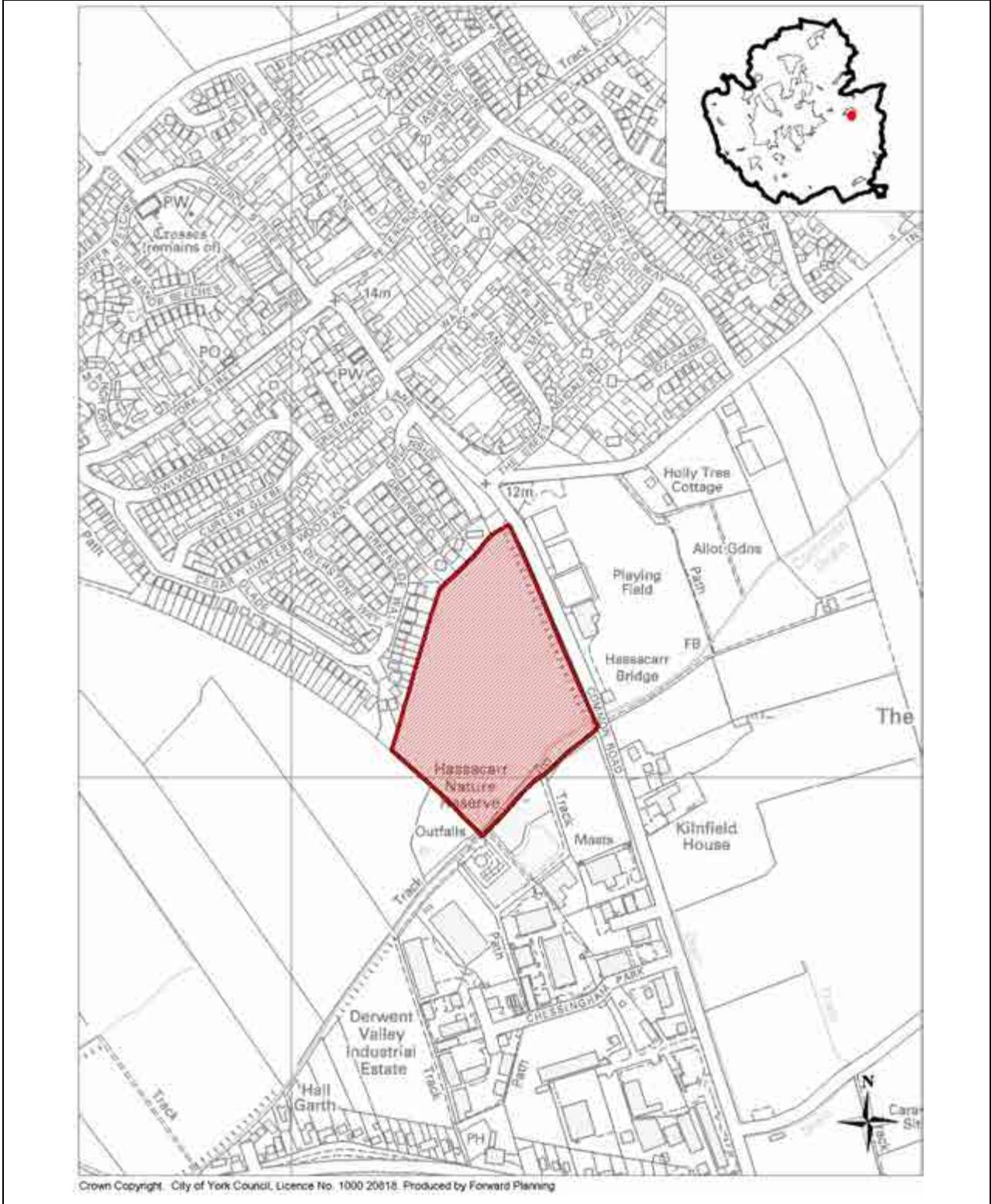


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<p><b>Summary of Analysis:</b></p>	<p>Development could be accommodated in landscape terms, but it would impact on the openness of the draft Green Belt in an area where the draft Green Belt</p>
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	<p>is becoming very limited in extent and where it is vulnerable to further erosion (loss of openness) from piecemeal development. Access currently is single carriage but there is capacity to improve the access working with the neighbouring landowner. However the existing access currently serves a caravan park and therefore already provides an access for a similar development use. The site is potentially available for Gypsy, Roma &amp; Traveller use. However, the current asking price would be too high to make the site viable.</p>
<p><b>Recommendation:</b></p>	<p>The site is therefore not considered viable for Gypsy, Roma &amp; Traveller development and should not be included in the next stage of the Local Plan.</p>

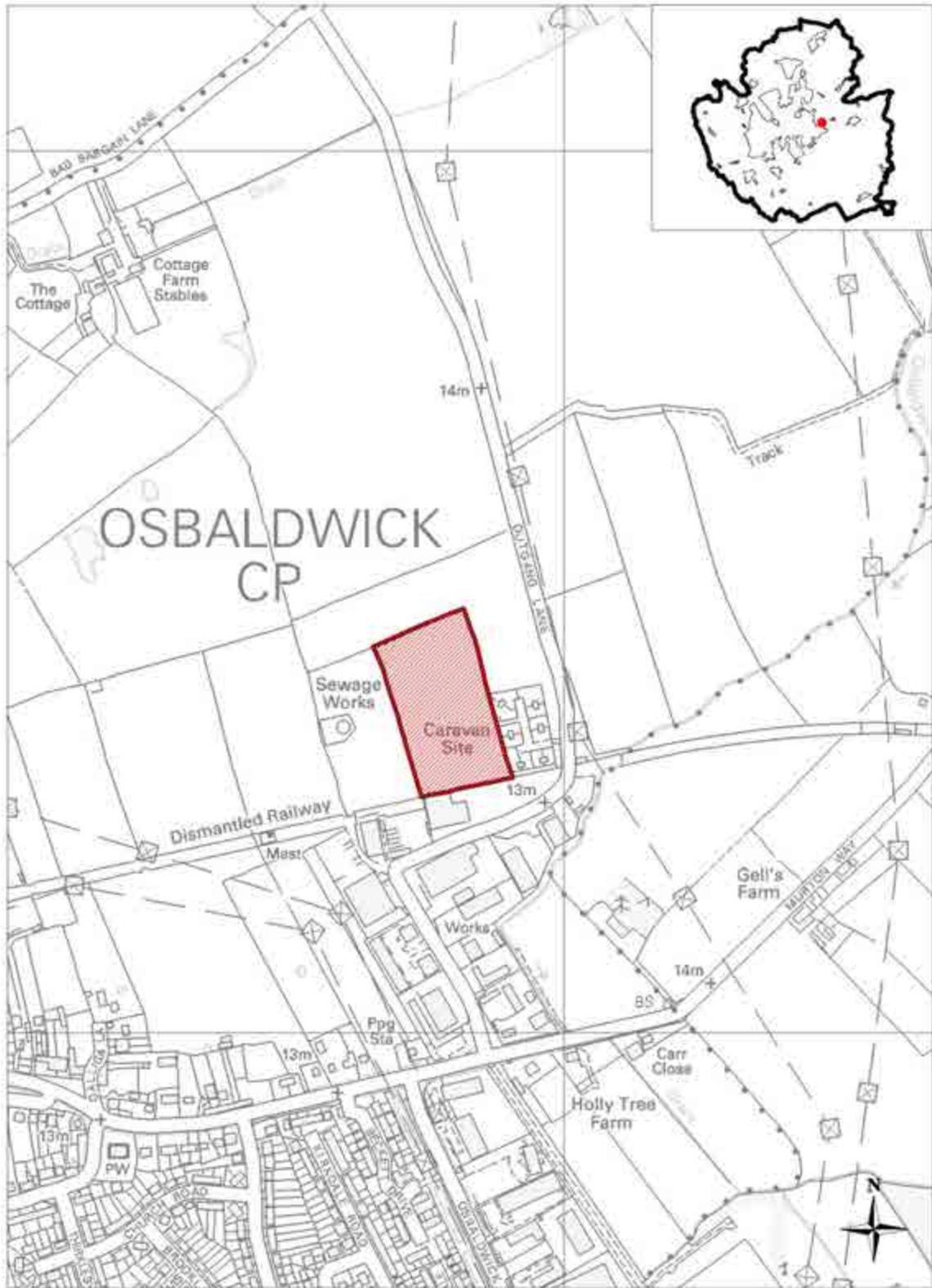
<p><b>Site Ref:</b> Ref 9</p>	<p><b>Site Name:</b> Land at Common Road and Hassacarr Road, Dunnington – Area of Search for Gypsy, Roma and Travellers site</p>
<p><b>PBA Ref:</b> YORK002</p>	



<p><b>Summary of</b></p>	<p>The majority of the site is within flood zone 3 and</p>
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<b>Analysis</b>	unsuitable for Gypsy, Roma & Traveller use. The remaining northern corner is outside flood zone 3. However it is considered that development in this location would have a significant adverse effect on the village's approach and setting. Development would conflict with the purposes of the draft Green Belt, would appear as an obvious encroachment into the open countryside, and would reduce the openness that exists in the small area of open draft Green Belt.
<b>Recommendation:</b>	The significant screening and landscaping required would impact on the character and setting of the area and therefore the site is not considered suitable for Gypsy, Roma & Traveller development. This site should not be included in the next stage of the Local Plan.

<p><b>Site Ref:</b> Ref 36</p>	<p><b>Site Name:</b> Land at Outgang Lane, Osbaldwick – Area of Search for Gypsy, Roma &amp; Traveller Site</p>
<p><b>PBA Ref:</b> YORK005</p>	



<p><b>Summary of</b></p>	<p>The site gained planning permission for 6 pitches in</p>
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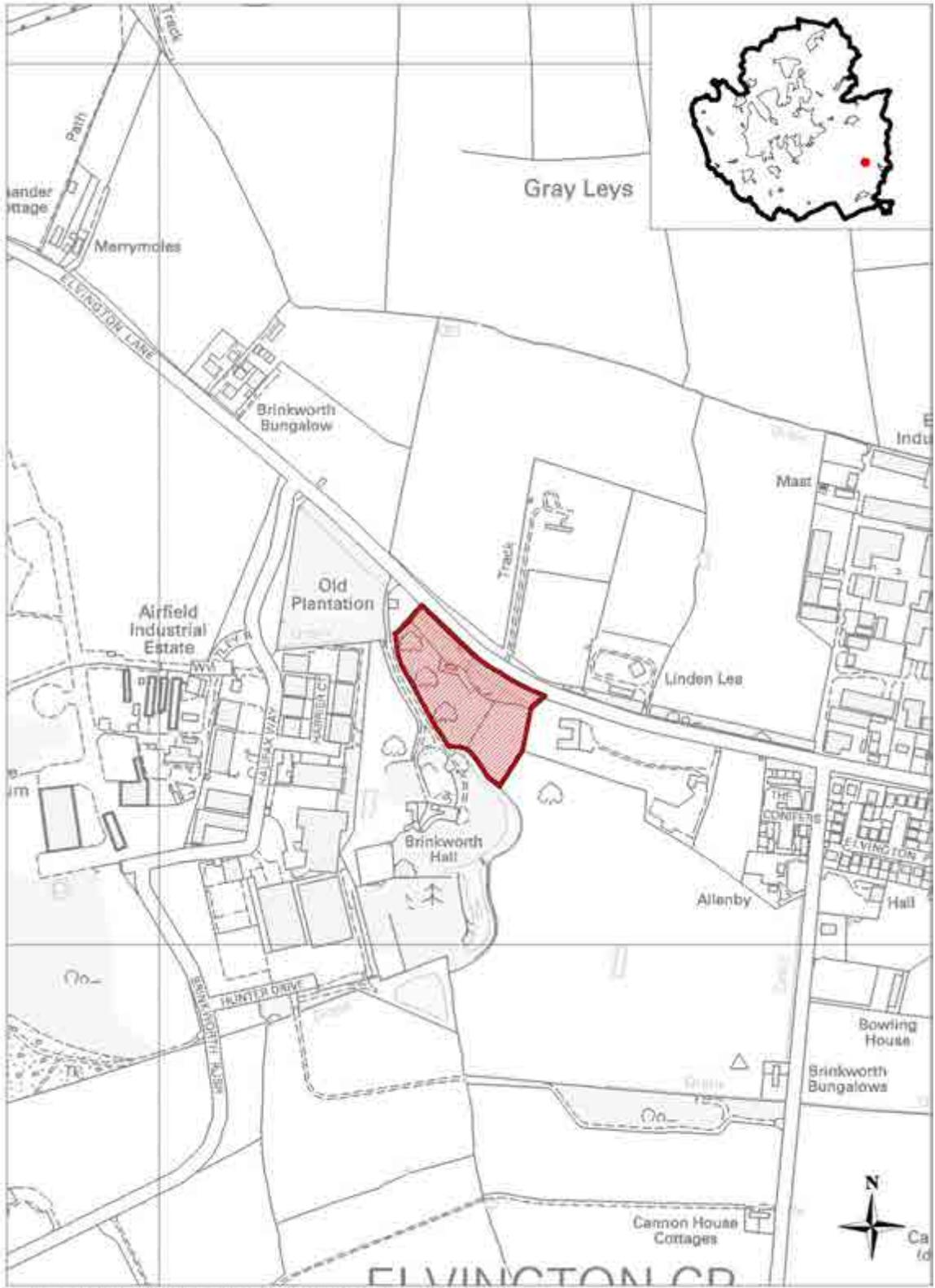
<b>Analysis</b>	October 2013 (13/02704/GRG3), which was after the base date of the study (1 April 2013), and therefore contributes towards the identified need in the GTAA. The 6 pitches are an extension to the existing Gypsy, Roma and Traveller site to the east. Together the 2 parcels of land provide 18 pitches. These pitches need to be safeguarded for Gypsy, Roma and Traveller use in the Local Plan.
<b>Recommendation:</b>	Given the number of pitches once the planning application is implemented the site is not considered suitable for further intensification or expansion, beyond what is already permitted but should be designated for this use in the Local Plan.

<p><b>Site Ref:</b> Ref 220  <b>PBA Ref:</b> YORK007</p>	<p><b>Site Name:</b> Land at Wetherby Road, Knapton (withdrawn) - Travelling Showpeople</p>
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<p><b>Recommendation</b></p>	<p>The landowner has withdrawn the land for the use of Travelling Showpeople. As such this site is unavailable and should not be included at the next stage of the Local Plan.</p>
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<p><b>Site Ref:</b> Ref 22</p>	<p><b>Site Name:</b> The Stables, Elvington – Area</p>
<p><b>PBA Ref:</b> YORK008</p>	<p>of Search for Travelling Showpeople</p>



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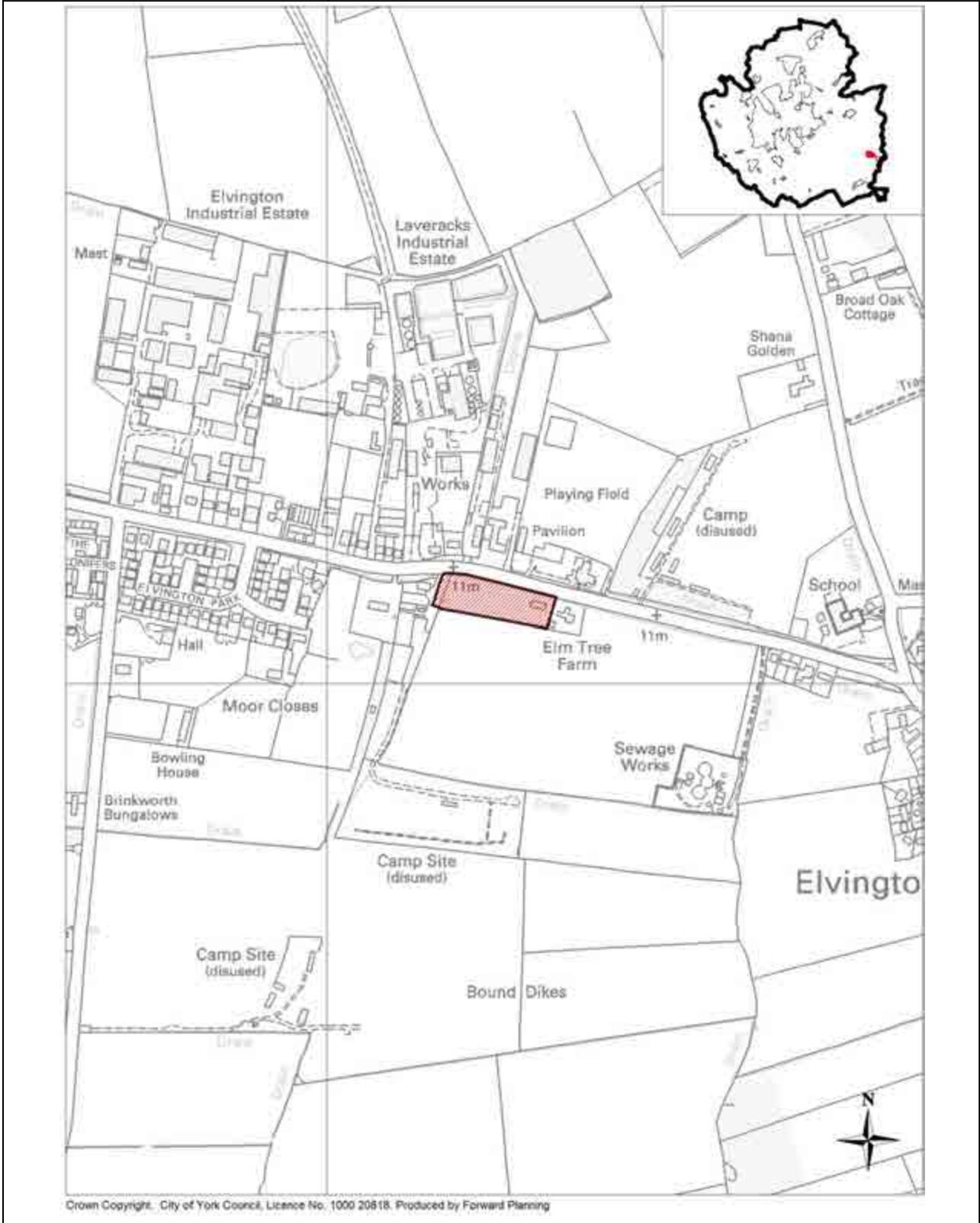
<p><b>Summary of Analysis</b></p>	<p>This is an existing Travelling Showpeople site with temporary permission for 1 plot until March 2016</p>
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	<p>(APP/C2741/A/10/2142093). The site can accommodate the plot with temporary permission presently and in the long-term has capacity for a further 2 plots. There is a Yorkshire Water easement crossing the site, however this is to the north west of the site, approximately 25 meters from the currently occupied plot and should not restrict the development of 2 further plots which should be developed on the existing hard standing of the site. The site offers the potential for living and working on site given the existing mixed use of the site. This area will allow for on-site provision of facilities for parking, storage, play and residential amenity.</p>
<p><b>Recommendation:</b></p>	<p>The site is suitable for the plot presently on the site and a further 2 plots subject to suitable landscape mitigation measures. Therefore it is recommended that this site is included in the next stage of the Local Plan for 3 pitches for Travelling Showpeople.</p>

### 8.3.1 New Sites

The following new sites were submitted through the Local Plan Preferred Options Consultation for consideration as Gypsy, Roma & Travellers and Travelling Showpeople sites.

<b>Site Ref:</b> Ref 747	<b>Site Name:</b>
<b>PBA Ref:</b> YORK016	Land at Elvington Lane, Elvington



<b>Summary of Analysis</b>	The site is potentially suitable and available for Gypsy and Traveller use. Whilst suitable in principle, any proposal for this site would require mitigation
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	measures relating to ecology, flooding, landscape and highway access. The site is considered capable of appropriate mitigation to ensure development for Gypsy and Traveller use is suitable.
<b>Recommendation:</b>	<p>The site is potentially available for up to 7 pitches, for Gypsy, Roma &amp; Traveller use and should be included in the next stage of the Local Plan.</p> <p>It should be noted the site is not considered suitable for Travelling Showpeople use due to their operational requirements.</p>

<p><b>Site Ref:</b> Ref 772</p>	<p><b>Site Name:</b> Land at Wetherby Road/Knapton Moor, Knapton</p>
<p><b>PBA Ref:</b> YORK013</p>	



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<p><b>Summary of Analysis</b></p>	<p>Development in this location is likely to be out of character with the surrounding area and it would represent a clear encroachment into open</p>
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	<p>countryside. In addition there is also a large landfill site to the north west of the site, which would have a negative impact on residential amenity of site occupiers.</p>
<b>Recommendation:</b>	<p>The site is not suitable for Gypsy, Roma &amp; Traveller use or for Travelling Showpeople as it would have an unacceptable impact on the landscape. Therefore this site should not be included in the next stage of the Local Plan</p>

**Site Ref:** 253  
**PBA Ref:** YORK017

**Site Name:**  
 Site adjacent A1237/A64, Askham Bryan



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**Summary of Analysis**

The site is not accessible to local services and lies in close proximity to a sewage works which could create residential amenity issues.

	Development on this site would also have some impact on landscape character and on the draft Green Belt. The Council are also considering the site for other uses please see the Transport section of the document.
<b>Recommendation:</b>	This site is not suitable for Gypsy, Roma and Traveller or Travelling Showpeople due to its proximity to the sewage works and lack of access to services and impact on the landscape. In balance it is recommended that this site should not be included in the next stage of the Local Plan.

### 8.3.2 Existing sites assessed for expansion

PBA considered the existing Gypsy, Roma & Travellers sites in York to see if they would be suitable for further expansion or intensification:

Council sites at:

- James Street City Traveller Site, James Street, York
- Water Lane caravan park, Clifton, York
- Osbaldwick Caravan Site, Outgang Lane, Osbaldwick

Private site at:

- New Walk Orchard Caravan Site, Love Lane, St Oswald's Road, York

It was concluded that the sites above are not suitable for further intensification or expansion, however, they should be designated as Gypsy, Roma & Traveller sites in the Local Plan to protect their current use.

In addition PBA also considered two informal sites next to the existing Osbaldwick Site. Again both were considered unsuitable.

## 8.4 Options

The most up to date Gypsy, Roma and Traveller Accommodation Assessment, carried out by ORS estimates that 66 Gypsy and Traveller Pitches are required over the Plan Period. This takes account of the extension at Land at Outgang Lane, Osbaldwick (ref 36/PBA Ref YORK005) which granted planning permission for 6 further pitches. In addition PBA's work outlined above has identified land for 7 pitches which leaves a shortfall of 59 pitches which need to be identified during the 15 year plan period.

ORS estimates that 8 Travelling Showpeople plots are required over the Plan Period. Land has been identified for an additional 2 plots in addition to the permanent permission of one plot which currently has temporary permission (The Stables, Elvington Ref22/RBA Ref YORK008) that currently exists. This leaves a shortfall of 5 plots during the 15 year plan period.

In considering which sites are suitable the policy advice in Planning policy for Traveller Sites published by DCLG will provide our start point.

'Planning Policy for Traveller Sites' set out government policy in that Local planning authorities should ensure that traveller sites are sustainable economically, socially and environmentally. Paragraph 4 of the 'Planning Policy for Traveller Sites' sets out that Local Planning Authorities should:

- promote more private traveller site provision whilst recognising that there will always be those travellers who cannot provide their own sites;
- ensure that their Local Plan includes fair, realistic and inclusive policies;
- endeavour to increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply;
- aim to reduce tensions between the settled and traveller communities in plan-making and planning decisions;

- enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure; and
- have due regard to the protection of local amenity and local environment.

**Recommendation 8b:**

To consider further site or policy options to meet the demand for Gypsy, Roma and Travellers and Travelling Showpeople including reviewing existing site information.

## **9. New Education Sites**

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The Council received sites for consideration for educational purposes through the Preferred Options Local Plan. These sites have been subject to technical analysis (for further details please see Appendix10).

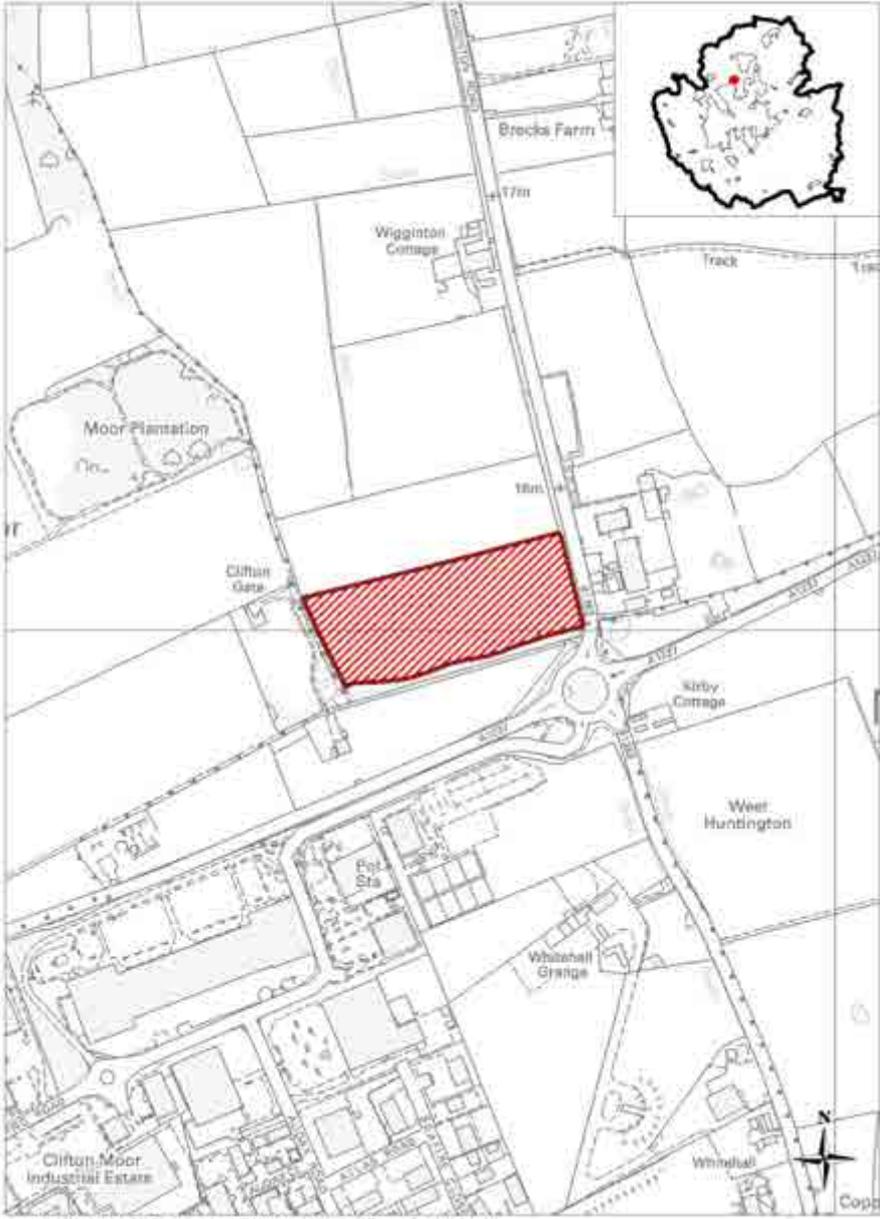
The following sites are considered to have potential for educational use.

<b>Site Ref:</b>	794
<b>Site Name:</b>	University Expansion
<p>The map displays the University of York campus and surrounding areas. A large purple area represents the University site. A red-shaded area indicates the 'Potential Allocation' for expansion. A green area represents 'Greenspace'. A yellow area represents 'Potential Allocation ST4'. The map also shows surrounding residential areas labeled as OSSALDWICK CP, MURTON CP, and HESLINGTON CP. An inset map in the top right corner shows the location of the site within the City of York. A north arrow is located in the bottom right corner of the map area.</p>	
<b>Submitted for:</b>	Education
<b>Site Submitted:</b>	28 ha
<b>Recommendation:</b>	To include this site for expansion at the University of York and for related Science City uses. Existing Strategic Site ST4 is also shown on the map and is considered to have potential for student housing linked to the University of York.

<b>Site Ref:</b>	230
<b>Site Name:</b>	Land to the North of Manor School
<p>The map displays the site area around Manor Secondary School. The school building is highlighted in yellow, and the land immediately to its north is highlighted in green. Surrounding areas include Millfield Farm, Field View, Nursery, Sports Ground, The Gardens, and Wheatlands. Roads shown include Millfield Lane, Park Side, and Wheatlands Road. An inset map in the top right corner shows the location of the site within the City of York.</p>	
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<b>Submitted for:</b>	Education
<b>Site Size:</b>	3.3 ha
<b>Recommendation:</b>	To link the site currently identified as openspace with the existing Manor School designation.

## 10. New Transport Sites

The following sites were submitted to us for consideration for different transport functions. The full suitability appraisal is set out in full in Appendix 11.

<b>Site Ref:</b>	241
<b>Site Name:</b>	Land North & West of A1237/Wigginton Rd roundabout
	
<b>Submitted for:</b>	Potential New P & R
<b>Site Size:</b>	3.6Ha
<b>Recommendation:</b>	Include the site in the Local Plan as a potential Park and Ride site subject to addressing landscape concerns.

<b>Site Ref:</b>	800
<b>Site Name:</b>	Land to the south of Designer Outlet.
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<b>Submitted for:</b>	Potential Relocation of existing P&R
<b>Site Size:</b>	15.1Ha
<b>Recommendation:</b>	To include the site in the Local Plan as a potential Park and Ride Site subject to addressing landscape concerns.

<b>Site Ref:</b>	<b>253</b>
<b>Site Name:</b>	<b>Site near Askham Bryan</b>
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<b>Submitted for:</b>	Compressed Natural Gas (CNG) Station (and B8 Freight Consolidation Centre).
<b>Site Size:</b>	4.5 Ha
<b>Recommendation:</b>	To include the site in the Local Plan for a Compressed Natural Gas (CNG) refuelling Station and Freight Transhipment Centre (B8)

**Annex B: Community Impact Assessment**

**SECTION 1: CIA SUMMARY**
**Community Impact Assessment: Summary**
**1. Name of service, policy, function or criteria being assessed:**

City of York Local Plan Further Sites Consultation

**2. What are the main objectives or aims of the service/policy/function/criteria?**

The Local Plan is a strategy for the future development of the City of York area. It will set out the opportunities for development in the City of York area and include clear policies on what will or will not be permitted and where.

The vision is that: *In the City of York area over the next fifteen years the Local Plan will deliver sustainable patterns and forms of development. These will support the delivery of the city's economic and social ambitions, whilst conserving and enhancing its unique historic and natural environmental assets.*

*The plan will ensure that the vision and outcomes are delivered in a way that recognises the challenges of climate change, protects residents from environmental impacts and promotes social inclusivity.*

The vision and outcomes are based on the following interconnected priorities: Create Jobs and Grow the Economy; Get York Moving; Build Strong Communities; and Protect the Environment.

The broad priorities of social inclusion and sustainability cut across all four of these themes.

**3. Name and Job Title of person completing assessment:**

Anna Pawson, Assistant Development Officer (Forward Planning)

**4. Have any impacts been Identified? (Yes/No)**
**Community of Identity affected:**
**Summary of impact:**

Age

Older people's housing needs

Disability

Housing needs

	Race	Gypsy, Roma, Traveller and Travelling Showpeople's accommodation needs
<b>5. Date CIA completed:</b> 07.04.2014		
<b>6. Signed off by:</b>		
<b>7. I am satisfied that this service/policy/function has been successfully impact assessed.</b> <b>Name:</b> Martin Grainger <b>Position:</b> Head of Planning and Environmental Management <b>Date:</b> 09.04.2014		
<b>8. Decision-making body:</b> Cabinet	<b>Date:</b> 23 <sup>rd</sup> April 2014	<b>Decision Details:</b>
Send the completed signed off document to <a href="mailto:equalities@york.gov.uk">equalities@york.gov.uk</a> . It will be published on the intranet, as well as on the council website. Actions arising from the Assessments will be logged on Verto and progress updates will be required		

## Community Impact Assessment (CIA)

**Community Impact Assessment Title:** City of York Local Plan Further Sites Analysis and Consultation

What evidence is available **to suggest that the proposed service, policy, function or criteria could have a negative (N), positive (P) or no (None) effect** on quality of life outcomes? (Refer to guidance for further details)

Can negative impacts be justified? **For example: improving community cohesion; complying with other legislation or enforcement duties; taking positive action to address imbalances or under-representation; needing to target a particular community or group e.g. older people.** NB. Lack of financial resources alone is NOT justification!

### Community of Identity: Age

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Local Plan Further Sites Consultation document and associated Appendices (April 2014)	Standard of Living	P	None
Local Plan Preferred Options document (June 2013)			

Details of Impact	Can negative impacts be justified?	Reason/Action	Lead Officer	Completion Date
The document under consideration will have a positive impact on housing for older people through allocating sites for housing. The plan will require all new homes to be built to the Lifetime Homes Standard and take into account Building for Life Recommendations.	N/A	N/A	N/A	N/A

**Community of Identity: Carers of Older or Disabled People**

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)	
N/A	N/A	N/A	N/A	
Details of Impact	Can negative impacts be justified?	Reason/Action	Lead Officer	Completion Date
N/A	N/A	N/A	N/A	N/A

### Community of Identity: Disability

Evidence		Quality of Life Indicators		Customer Impact (N/P/None)	Staff Impact (N/P/None)
Local Plan Further Sites Consultation document and associated Appendices (April 2014)		Standard of Living		P	None
Local Plan Preferred Options document (June 2013)					
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date	
The document under consideration will have a positive impact on people with disabilities through allocating new sites for housing. All strategic housing sites (over 5 hectares) will be expected to undertake an assessment of need for appropriate accommodation for those with severe learning disabilities, physical disabilities and dementia and	N/A	N/A	N/A	N/A	

integrate this provision within the development.				
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**Community of Identity: Gender**

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
N/A		N/A	N/A	N/A
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
N/A	N/A	N/A	N/A	N/A

**Community of Identity: Gender Reassignment**

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
N/A		N/A	N/A	N/A
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

N/A	N/A	N/A	N/A	N/A
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**Community of Identity: Marriage & Civil Partnership**

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
N/A		N/A	N/A	N/A
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
N/A	N/A	N/A	N/A	N/A

**Community of Identity: Pregnancy / Maternity**

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
N/A		N/A	N/A	N/A
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

N/A	N/A	N/A	N/A	N/A

**Community of Identity: Race**

<b>Evidence</b>	<b>Quality of Life Indicators</b>	<b>Customer Impact (N/P/None)</b>	<b>Staff Impact (N/P/None)</b>
<p>Local Plan Further Sites Consultation document and associated Appendices (April 2014)</p> <p>Local Plan Preferred Options document (June 2013)</p> <p>City of York Council Gypsy ,Roma, Traveller and Travelling Showpeople Accommodation Assessment by Opinion Research Services (April 2014)</p>	<p>Standard of Living</p>	<p>P</p>	<p>None</p>

Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
<p>Need for 66 pitches for Gypsy, Roma and Travellers and 8 plots for Travelling Showpeople up to 2030 are identified in the Opinion Research Services report.</p> <p>The document under consideration is part of the process to meet the needs of these groups and allocates the sites to meet this identified need.</p>	N/A	N/A	N/A	N/ A

**Community of Identity: Religion / Spirituality / Belief**

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)	
N/A	N/A	N/A	N/A	
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
N/A	N/A	N/A	N/A	N/A

**Community of Identity: Sexual Orientation**

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
N/A		N/A	N/A	N/A
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
N/A	N/A	N/A	N/A	N/A

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## Abbreviations

CES – City and Environmental Services

LDF – Local Development Framework

NPPF – National Planning Policy Framework

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**Cabinet**

**23 April 2014**

Report of the Director of City and Environmental Services

## **HIGH SPEED RAIL COLLEGE**

### **Summary**

1. On 7 March, Government launched a consultation on possible locations for the main site of a new High Speed Rail College, to concentrate on designing and delivering the high level skills needed for high speed rail and other major engineering projects of the future, including High Speed 2 (HS2).
2. Cabinet is asked to confirm City of York Council support for the response for York Central to be considered as a location for the college hub, and delegate authority for the finalisation and submission of a response to officers, working with Network Rail as the landowners.
3. This is an urgent item due to the deadline for submission of 30 April 2014.

### **Background**

4. Responses have been invited by the Government to a consultation on the possible location of a new elite institution, focussed on designing and delivering the high level skills needed for high speed rail and other major engineering projects of the future. The college is expected to open its doors to students in 2017, and train the next generation of world class engineers for the construction of HS2, and future projects.
5. The college aims to deliver a tangible skills legacy that will serve the UK for the next century and continue the proud tradition the UK has for worldwide demand for its engineering expertise. It is expected that HS2 will create up to 2,000 apprentices during the

lifetime of construction. Once open, it is predicted that HS2 will underpin the delivery of 400,000 jobs.

6. The new college will have strong links to the national rail industry as well as a broader mix of construction and engineering firms, ensuring that students will have the skills employers are looking for when seeking to deliver big infrastructure projects such as HS2. It will provide the specialist training and qualifications needed for high speed rail and other future infrastructure projects across the country.
7. There are 7 criteria on which a decision about the college location will be based:
  - Ability to establish links with employers delivering to the rail industry in the locality
  - Ability to establish links with other providers in the locality
  - Ease of access for students
  - Supports the objective for HS2 to rebalance the economy
  - Size and availability of suitable site
  - Affordability and value for money
  - Support of partner bodies
8. Responses are made by landowners on a site basis, supported by industry, education providers and public sector bodies, rather than on a Local Enterprise Partnership or a Local Authority basis.
9. Network Rail is intending to put forward land at York Central as part of the consultation process which concludes on 30 April 2014.
10. Competition from other cities is expected to be intense; however, the case for locating the college in York is strong as it is already a national hub for employment and research in the rail industry. Within York, York Central provides the strongest site option available for the college, offering an outstanding and distinctive site for rail-related activity with excellent access and public transport connectivity. No other sites in York are being put forward.
11. The location of the site is expected to be announced in summer 2014.

## **Consultation**

12. Businesses and education providers in the city have been consulted on the location, and there is extensive support and momentum to back the York Central bid as a location and bring the college to York.
13. The Press are running a campaign to bring the college to York, engaging a range of stakeholders from secondary heads to business groups. Some examples of the support being received include Trevor Burton, head of Millthorpe School: “It will mean many opportunities for the young people of York to join the nation’s push for future prosperity and bring jobs and wealth to our city,” and Adam Sinclair, chairman of City Team York: “Anything that anchors the rail industry and its associated skills employment and future in the City of York has my unqualified backing and that of City Team York. It will also deliver focus and inspiration to thousands of young people in the coming years.”
14. There is also support from businesses and local authorities across the region, including Tata Steel, Henry Williams and Darlington Borough Council, and discussions underway with Doncaster Metropolitan Borough Council and Durham City Council. There is further work being undertaken with businesses and skills providers in the region to support the hub and spoke model of the proposed college, in collaboration with partner authorities along the East Coast Mainline and into West Yorkshire, and an engagement event has taken place at the National Railway Museum on 22 April.
15. In addition to this, there has also been public support from Local Enterprise Partnerships and MPs in the region. The weight of backing across sectors is significant, and will be a consideration in assessing bids.

## **Options**

- A) Support the submission of the York Central site for consideration as a location for the high speed college hub, and delegate authority for the finalisation and submission of a response to officers working with Network Rail

- B) Not provide Council support for York Central being put forward as a location for the high speed college hub.

### **Analysis**

16. York is ideally placed to compete and create not only local but also regional and national benefit from the opportunity arising for the location of a new high speed rail college. Not only does the city have a rich heritage within the rail sector, its current industry, connections and skills expertise, alongside the strengths of the proposed site, set it in an extremely competitive position against the criteria:
- a) **York is the largest city for the rail industry outside of London:** 10% of the national rail industry is in York itself, with 5,000 employees, more than double that of any other local authority area, and with major businesses such as Network Rail, Siemens, the National Railway Museum, Tata Steel on or adjacent to the proposed site. All aspects of the rail industry are featured in York, from Network Rail who provide the track infrastructure, to major train operators like East Coast and Northern Rail, and innovative engineering companies such as Omnicom and Trapeze Rail Group.
  - b) **Through its rail connections, York is also functions a hub for the largest connected rail cluster in the UK.** Within 45 minutes from York there is 14% of the UK's rail industry, including major businesses like Hitachi, Wabtec, DB Schenker, Henry Williams, Unipart and Trackwork.
  - c) **The strength of the site:** The York Central site is uniquely positioned and integrated with rail industry and infrastructure. The Network Rail owned site is unique in its location directly next to a railway station as connected as York. But not only this, the site also includes Network Rail headquarters, its largest training centre in the UK and the National Railway Museum as well as being located close to many other major rail companies.
  - d) **Connecting to existing regional rail skills expertise:** There are at least 12 leading skills providers with an engineering and/or rail specialism within 1 hour of York which could act as spokes for the college bringing capacity, niche expertise and progression opportunities. These include University of York, with specialism's

in safety and complex systems in rail, York College's Yorkshire Rail Academy, University of Leeds, University of Huddersfield Institute of Rail Research and Innovation Centre, Teesside University and Darlington College to name but a few.

- e) **A proven attractor of talent and a great place to study:** York is regarded the place Britons most want to live, which means it has a proven track record of attracting talent, and for people relocating to study, learn and work. With its rail strong connections, it also means that the travel to learn reach across a number of major cities is considerable.
  - f) **A strong choice for rebalancing the economy:** The college would act as a major catalyst for wider development of York's flagship development site and due to its position at the heart of the UK, the site would bring significant economic impact to both the city and the wider region, contributing significantly to the rebalancing of the economy in the North. It would also support identified issues of underemployment and productivity gaps within York's economy.
17. All this supports a strong pitch for York Central to be a compelling option for the new high speed rail college.
18. In relation to the benefits for the city, there are good reasons for Cabinet to support a York location for the new high speed rail college, most notably:
- a) **High level skills opportunities, and therefore job opportunities, for local people:** The new high speed rail elite institution will provide level 4 and level 5 qualifications with the aim of setting industry standards in rail and related engineering, delivered with the very best in teaching and specialist equipment. Given its direct link with industry, this institution will also provide a direct route into quality jobs in the construction of HS2, and longer term within the broader rail and engineering industries.
  - b) **Strong supply of talent for key rail businesses:** With an output of over 2,000 apprenticeships around HS2, and other industry specific skills providers, this would provide competitive advantage for local employers, such as Network Rail and Siemens, and a consistent supply chain of talent. Being located next to this source of talent would strengthen employers' ability to compete,

innovative and grow, bringing further jobs and economic growth to the city.

**c) An attractor of inward investment to the region:** The new high speed rail institution will have the investment, profile and supply of talent to be a significant attractor to potential inward investors. In competing on a national and international scale, the supply of high level skills from an elite institution would provide comparative advantage for businesses looking to locate in York, and further opportunities to create jobs and grow the economy.

**d) Growth and integration of a regional rail sector:** Bringing together the bid, and subsequent work in developing the college were it successful, provides a platform and focus for further synergies across businesses, skills providers and public sector partners with an interest in the rail industry in the region. This is an industry with a strong history and significant presence and employment within the city, so the college provides a further opportunity for developing this sector and maximising its growth. Given the industry by its very nature needs to have strong rail connections, the quick travel times between East Coast mainline hubs also provides the potential for further collaboration for mutual benefit and economic growth with other connected cities. Working together on this bid would be a good way of exploring this.

19. Locating the college on the York Central site will complement the commercial development ambitions for the site as set out in York's draft Local Plan, notwithstanding further consideration of full planning and site implications were the site shortlisted or submitted for planning permission.

### **Council Plan**

20. The high speed college being located in York is ideally positioned within Council Plan priorities. Were the bid successful, the college would help create jobs and grow the economy both directly and indirectly, as well as potentially contribute to getting development moving on York Central.

## Implications

21.

- **Financial** There are no financial implications at this stage of the process.
- **Human Resources (HR)** Officer time for supporting the bid will be managed within existing resources and responsibilities.
- **Equalities** There are no equalities implications.
- **Legal** There are no legal implications.
- **Crime and Disorder** There are no crime and disorder implications.
- **Information Technology (IT)** There are no IT implications
- **Property** There are no property implications.

## Risk Management

22. In supporting York Central at this stage, there is a risk of future discussions with government on the details of how the college will be funding or run, or in considering planning permission that locating the new high speed rail college at York Central is no longer seen as beneficial for City of York Council. However, this is low risk in terms of impact, as these considerations are likely to be taken forward through any discussions were the bid shortlisted, with implications highlighted with Cabinet as necessary, and firm business cases explored when further detail is released by the Government.
23. Were the response not to be supported, given the widespread support from businesses and education providers, there is the risk of the perceptions of City of York Council and the York Central site being detrimental to development and economic growth in the city going forward.

## Recommendations

24. Members are asked to consider:

- 1) supporting for the response for York Central to be considered as a location for the hub of the new High Speed Rail college, and delegate authority for the finalisation and submission of a response to officers, working with Network Rail as the landowners.

Reason: It supports the potential creation of jobs and growth of one of the city's key economic sectors.

## Contact Details

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01904 554421

**Chief Officer Responsible for the report:**

***Darren Richardson***

***Director of City and Environmental  
Services***

**Report  
Approved**



**Date** *16 April 2014*

**Wards Affected:** *List wards or tick box to indicate all*

**All**  *tick*

### **Annex A:**

The high speed rail college: consultation on possible location of main site (Department for Business, Innovation and Skills)

### **Annex B:**

Business Register and Employment Survey data on rail related industry along HS2 line

**For further information please contact the author of the report**

**THE HIGH SPEED RAIL COLLEGE**

Consultation on possible  
location of main site

MARCH 2014

# Contents

<b>Contents</b> .....	<b>2</b>
<b>The high speed rail college: consultation on possible location of main site</b> .....	<b>3</b>
1. Introduction .....	4
2. Purpose of the consultation .....	5
3. The vision for High Speed 2 and the high speed rail college.....	5
The vision for High Speed 2.....	5
The vision for the high speed rail college.....	6
4. Site Selection Criteria .....	7
5. How to respond.....	9
6. Confidentiality & Data Protection .....	10
7. Help with queries .....	10
8. What happens next?.....	10
<b>Annex 1: Consultation principles</b> .....	<b>11</b>
Comments or complaints on the conduct of this consultation.....	11
<b>Annex 2: Respondent information</b> .....	<b>12</b>

# The high speed rail college: consultation on possible location of main site

Plans for a new college to train the next generation of world class engineers to work on High Speed Rail were unveiled on 14 January 2014.

The new college will be an integral part of the Government's strategy for delivering a national high speed rail network for Britain. It will be an elite institution, focused on designing and delivering the high level skills needed for high speed rail and other major engineering projects of the future.

The college is expected to open its doors to students in 2017.

The intention is for the college to work on a 'hub and spoke' model, as part of a network across the UK. The purpose of this consultation is to seek information which will support a decision on where the main site or hub of the new college might be best located.

Issued: 7 March 2014

Respond by: 30 April 2014

Enquiries to: [highspeedrailcollegeconsultation@bis.gsi.gov.uk](mailto:highspeedrailcollegeconsultation@bis.gsi.gov.uk)

This consultation is relevant to: Local Economic Partnerships, local authorities and employers and providers operating in the rail industry.

## 1. Introduction

High Speed 2 (HS2) presents both a major opportunity for economic growth in the UK and a significant challenge in terms of creating unprecedented demand for skills in rail engineering. BIS and HS2 Ltd are excited by the opportunity of meeting this challenge by developing the facilities that will support the highly skilled workforce of the future, trained in state of the art technology and techniques.

Plans for a new college to train the next generation of world class engineers to work on the construction of HS2 were unveiled on 14 January 2014.

The new college will be an integral part of the Government's strategy for delivering a national high speed rail network for Britain. It is proposed that the HS2 project will be taken forward in 2 phases: London to Birmingham (Phase One), and Birmingham to Manchester and Leeds (Phase Two). Construction along the Phase One line is due to start in 2017 and be completed by 2025, with the first train services expected to run between London and Birmingham from 2026. The full HS2 network is expected to become operational in 2032. Further details and maps of the line are available on [www.gov.uk](http://www.gov.uk).

The college will be an elite institution, focused on designing and delivering the high level skills needed for high speed rail, and other major engineering projects of the future. The college is expected to open its doors to students in 2017.

The intention is for the college to work on a 'hub and spoke' model, with links to a range of skills providers, forming a network for railway and engineering skills across the UK. We envisage it acting as a centre for excellence that other providers can also learn from. Selecting a site for the new college's main hub will be the first important step in its creation, and we are looking for information which will support a decision on where the main site of the college would be best located in order to meet its objectives.

## 2. Purpose of the consultation

1. The purpose of this consultation is to gather information about potential locations for the main site of the college. The information gathered through this consultation will then enable a decision to be taken on this.
2. Locations will be assessed against the following criteria: ability to establish links with employers delivering to the rail industry, and with a network of other education and training providers; ease of access for students; the extent to which it will help rebalance the economy; size and availability of a suitable site; affordability and value for money; and support of partner bodies.
3. The full selection criteria are set out in more detail in section 4.
4. Responses should include relevant information under each of these criteria. Where necessary, we may come back to you with a request for more detailed information or clarification.

## 3. The vision for High Speed 2 and the high speed rail college

### The vision for High Speed 2

5. High Speed 2 (HS2) is a planned new high-speed railway between London, Birmingham, Manchester and Leeds. High Speed 2 will bring the UK's Victorian railway infrastructure into the 21st century, speeding up journeys, releasing space on crowded lines and bringing Britain closer together.
6. HS2 will generate jobs, help rebalance the economy between north and south, and provide a platform for the country's future prosperity. It will connect people and businesses, enhancing productivity and commercial activity, and act as a catalyst for city centre regeneration and major development schemes.
7. It is proposed that HS2 will be built in two phases. The first phase will link London Euston with a new station at Birmingham Curzon Street and will include a station at Old Oak Common in west London and another near Birmingham Airport. The second phase will see the route divide into two lines, one continuing to Manchester Piccadilly via Crewe and Manchester Airport and the other to Leeds via the East Midlands and Sheffield Meadowhall.
8. HS2 will be integrated with the existing national railway network and HS2 trains will be compatible with existing railway lines, so that cities and towns beyond the new network – such as Liverpool, Glasgow, Edinburgh, Newcastle, York, Preston, Warrington, Lancaster, Carlisle, Durham and Darlington - will also benefit from direct HS2 services.
9. Construction of HS2 is due to begin in 2017 with an opening date of 2026 for Phase One and 2032 for Phase Two.

## The vision for the high speed rail college

10. The high speed rail college will be an elite institution. An elite institution is defined by its focus on progression to a higher level of study (Level 3 and above, with a focus on Level 4 and 5); by its employer leadership; by its role in setting industry standards in its area; and by the quality of its provision, delivered with the very best in teaching and specialist equipment.
11. Employers are expected to have a central leadership role in all elite institutions. The high speed rail college will have strong employer representation on its Governing Body, and employers will play a strong role in supporting delivery, for example by offering placements, and providing real life work challenges for courses. Strong links and proximity to employers in the rail industry supply chain will therefore be important to the college.
12. The initial focus of the high speed rail college will be on developing and delivering training for high speed rail. As well as rail engineering, the core offer will include skills in new technologies associated with engineering design, construction and management, including Building Information Modelling<sup>1</sup>. The college will also meet the wider economic need for an increased supply in engineers, delivering engineering courses which are not explicitly focussed on the rail industry. The college will therefore have a purpose beyond the timeframes of HS2.
13. The high speed rail college will operate a 'hub and spoke' model, forming partnerships with schools, University Technical Colleges, other FE Colleges, universities and employers, and working as part of a network across the UK, to provide a clear progression pathway for learners from school through to higher vocational training at the college, including Apprenticeships, and on to further study and career progression. The college will also offer training to the existing workforce so that they can up-skill to meet the requirements of HS2. Under this hub and spoke model the specialist, higher level vocational training (Level 4 and 5 and some Level 3) will take place at the college, but other providers will also be expected to deliver some higher level training, as well as the less specialist and lower level training required for HS2, on an affiliated basis.
14. The higher level of study, and the national status of elite institutions, will mean that in some cases learners will be willing to relocate to study there and we would expect the high speed rail college to include residential facilities. As the college will operate as part of a network, we would also expect study opportunities to be available across a range of locations.
15. The main site or hub for the new college, whether a new build or conversion of part of an existing facility, will be a modern, fit for purpose building. It will demonstrate a high standard of design that provides an effective learning environment, as well as meeting high efficiency and environmental standards. The college must be able to open its doors to students for the start of the 2017-18 Academic Year.

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<sup>1</sup> Summary information from the skills demand analysis for HS2 carried out by HS2 Ltd is available, on request, on a confidential basis.

## 4. Site Selection Criteria

16. We have identified 7 criteria on which a decision about the college location will be based. Responses will be assessed on how strongly they meet these criteria. A decision will then be taken on the basis of fit against these criteria and overall strategic fit with the vision for the high speed rail college.
17. You do not need to provide detailed procurement or building proposals, or information about the future staffing and management of the college.

	<b>Criteria</b>	<b>Description</b>
1	Ability to establish links with employers delivering to the rail industry in the locality	<p>The ability of the college to develop close linkages with employers delivering to the rail industry, and other engineering and construction firms, will be crucial.</p> <p>The response should detail the extent to which there are existing rail industry supply chain employers in the locality with which the college could develop formal linkages.</p>
2	Ability to establish links with other providers in the locality	<p>The college will operate a hub and spoke model, with close links to existing providers, including those supplying to the rail industry. Whilst it is expected that some of the 'spokes' with which the college makes linkages will be distributed nationally, there are likely to be advantages from having strong linkages with some providers in the immediate locality.</p> <p>The response should indicate the extent to which it is believed there are suitable existing providers within the locality, including existing colleges, private training providers, HE institutions and schools with which the college could make linkages to enable progression.</p>
3	Ease of access for students	The response must set out how accessible, within a reasonable travel time, the site is by public transport, including linkages with other prospective 'spoke' providers and employers (see criteria 1 and 2).
4	Supports the objective for HS2 to rebalance the economy	HS2 represents a key opportunity to re-balance the economic geography of the country. Responses should therefore set out the extent to which this location will help to achieve this objective.

	<b>Criteria</b>	<b>Description</b>
5	Size and availability of suitable site	<p>We require a site between 2-5 acres in size, with no restrictive covenants on it, which is currently in the ownership of the respondent; or on which the respondent has an unfettered option to purchase. This assumes a building of more than one storey for classroom facilities and office space, plus single storey workshop facilities, and space for some on-site parking; but it is recognised that the size of the site required will vary according to building design.</p> <p>The respondent must be able to guarantee that planning can be achieved, with use of Local Development Orders if necessary. By 2016 the site will have an infrastructure in place (utilities, access road, etc) to enable construction to commence and there must be no co-dependency on other projects progressing in order to deliver the site.</p> <p>If the respondent is offering a pre-existing facility then it must be a flexible structure which is suitable for use predominantly as workshop space (potential ratio of 70:30 workshop:classroom).</p>
6	Affordability and value for money	<p>The respondent should detail the forecast costs associated with any land assembly and infrastructure works required to enable construction to commence in 2016. The degree to which the respondent will meet these and contribute towards the capital build costs should also be detailed. Where appropriate the respondent should indicate where they believe there are strong opportunities in the local area to secure private investment into the project.</p> <p>Any other value for money considerations can also be provided, including how the college would contribute to wider development and regeneration objectives.</p>
7	Support of partner bodies	<p>The response should set out the extent to which the proposed site has the support of prospective partner bodies, including employers, other providers, local authorities, LEPs and rail industry bodies.</p>

## 5. How to respond

18. Those wishing to respond must provide information against the criteria set out in section 4. The respondent must be the organisation which is (or will be) in ownership of the site being proposed.
19. Requests for consideration of more than one site should not be merged into one submission. Each location should be submitted as a separate response.
20. Responses must be signed and dated by an appropriate signatory/authorised person.
21. Submissions should be no more than 7 sides of A4, with one accompanying site plan.
22. The deadline for submitting responses is 30 April 2014.
23. Please state whether you are responding as an individual or representing the views of an organisation. If you are responding on behalf of an organisation, please make it clear who the organisation represents and, where applicable, how the views of members were assembled. This information should be outside of your formal submission.
24. You may make printed copies of this document without seeking permission.
25. Hard copies of this consultation document are available on request. You should write or email your request to the address below. Copies of the document can also be made available in other formats, for example, in braille, or in other languages, on request.
26. Responses should be submitted by email or by letter to:

[highspeedrailcollegeconsultation@bis.gsi.gov.uk](mailto:highspeedrailcollegeconsultation@bis.gsi.gov.uk), or

High Speed Rail College Team  
Skills Strategy Division  
Department for Business, Innovation and Skills  
2nd Floor  
2 St Pauls Place  
125 Norfolk Street  
Sheffield  
S1 2FJ

## 6. Confidentiality & Data Protection

27. Information provided in response to this consultation, including personal information, may be subject to publication or release to other parties or to disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004). If you want information, including personal data, that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.
28. In view of this it would be helpful if you could explain to us why you regard the information you provide as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department.

## 7. Help with queries

29. Questions about the issues raised in the document can be addressed to:

[highspeedrailcollegeconsultation@bis.gsi.gov.uk](mailto:highspeedrailcollegeconsultation@bis.gsi.gov.uk), or

High Speed Rail College Team  
Skills Strategy Division  
Department for Business, Innovation and Skills  
2nd Floor  
2 St Pauls Place  
125 Norfolk Street  
Sheffield  
S1 2FJ

## 8. What happens next?

30. A short summary of responses will be published after the consultation has closed.
31. Responses will be assessed on how strongly they meet the criteria set out in this document. A decision will then be taken on the most appropriate site, on the basis of fit against these criteria and overall strategic fit with the vision for high speed rail college.
32. A final decision on the preferred location is expected to be made in June 2014. Feedback on individual responses will be provided on request.

## **Annex 1: Consultation principles**

The principles that Government departments and other public bodies should adopt for engaging stakeholders when developing policy and legislation are set out in the consultation principles.

<http://www.cabinetoffice.gov.uk/sites/default/files/resources/Consultation-Principles.pdf>

### **Comments or complaints on the conduct of this consultation**

If you wish to comment on the conduct of this consultation or make a complaint about the way this consultation has been conducted, please write to:

John Conway,  
BIS Consultation Co-ordinator,  
1 Victoria Street,  
London  
SW1H 0ET

Telephone John on 020 7215 6402  
or e-mail to: [john.conway@bis.gsi.gov.uk](mailto:john.conway@bis.gsi.gov.uk)

## Annex 2: Respondent information

The closing date for this consultation is 30 April 2014

Please provide the following information when submitting your response:

Name:

Organisation (if applicable):

Address:

Please tick a box from a list of options below that best describes you as a respondent.

<input type="checkbox"/>	Business representative organisation/trade body
<input type="checkbox"/>	Central government
<input type="checkbox"/>	Charity or social enterprise
<input type="checkbox"/>	Individual
<input type="checkbox"/>	Large business (over 250 staff)
<input type="checkbox"/>	Legal representative
<input type="checkbox"/>	Local Government
<input type="checkbox"/>	Medium business (50 to 250 staff)
<input type="checkbox"/>	Micro business (up to 9 staff)
<input type="checkbox"/>	Small business (10 to 49 staff)
<input type="checkbox"/>	Trade union or staff association
<input type="checkbox"/>	Other (please describe)

Thank you for taking the time to let us have your views. We do not intend to acknowledge receipt of individual responses unless you tick the box below.

Please acknowledge this reply

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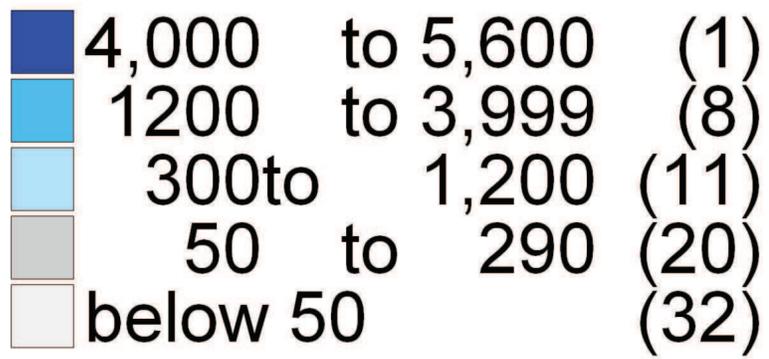
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London SW1H 0ET  
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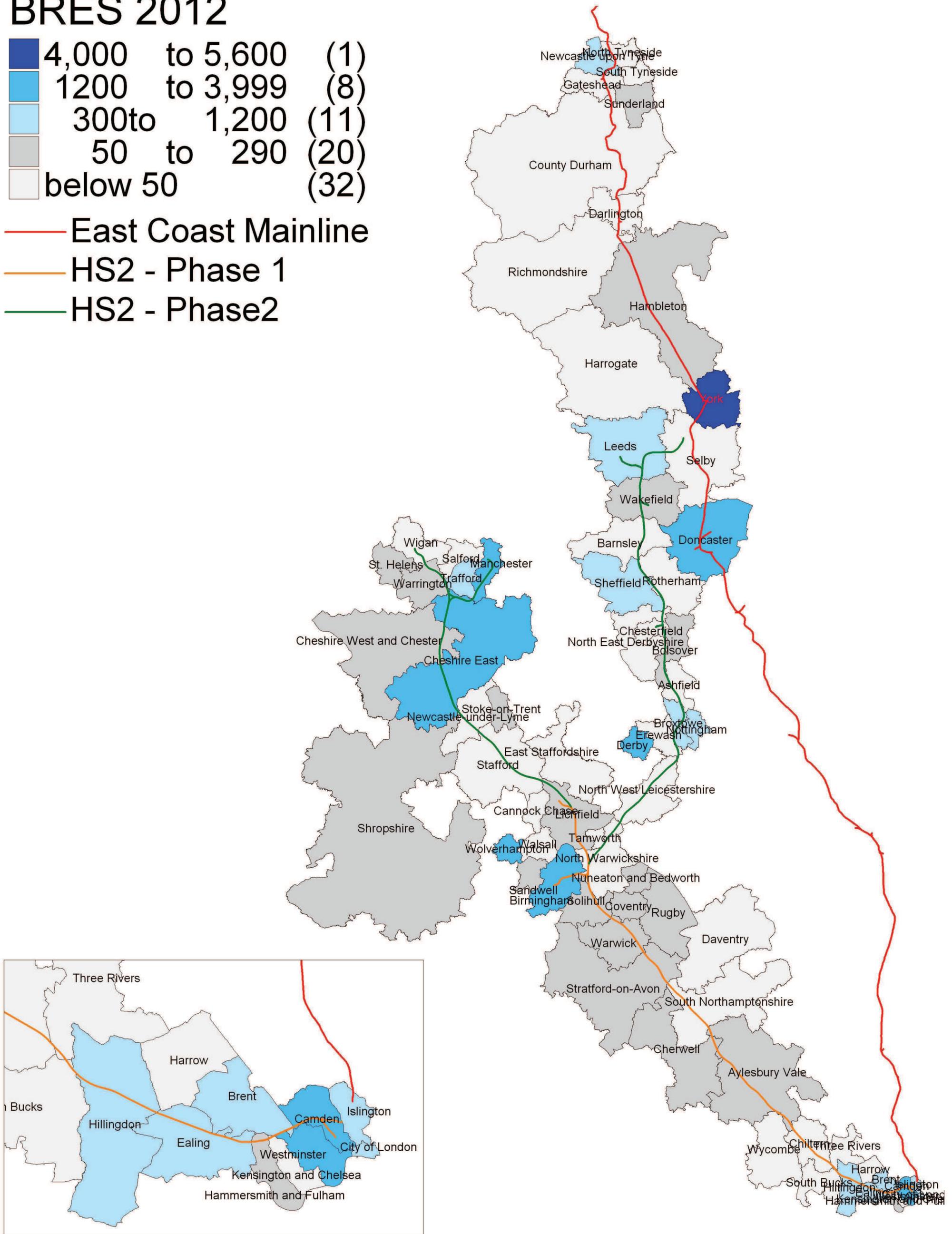
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# Total In Employment Rail Related Industries BRES 2012



- East Coast Mainline
- HS2 - Phase 1
- HS2 - Phase 2



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**Cabinet**

**23 April 2014**

**Report of the Leader and Cabinet Member for Transport**

**Improving City Centre Competitiveness**

**Executive Summary**

1. This report seeks to implement changes to parking charges, **as a pilot**, and thus on a temporary basis, for the financial year 2014/15, thus providing an incentive to residents and visitors to encourage daytime use of the city centre car parks.
2. This proposal has been developed over the last six months by City Team York (CTY) in conjunction with CYC officers in consultation with the Federation for Small Business and Retail Forum representatives as part of a range of potential measures that would strengthen city centre resilience by incentivising access to the city centre as a destination for business and retail purposes. This report has been brought forward for urgent consideration to enable the changes to be brought in at an early date to complement the opening of the Vangarde Retail Park at Monks Cross.
3. The proposal is to introduce these parking changes in two phases: initially from **8am to 11am Thursdays through Saturdays for residents and visitors in selected Council-controlled car parks**. These car parks are located at various points around the city centre, thereby reducing the need to travel through the centre to access them. Following review of the success of phase 1 and subject to the development of a potential Business Improvement District (BID), it would be proposed to sustain this or any further parking incentive from the BID funding generated.
4. The cost of the trial in terms of loss of income to parking revenue will be met through variation of provisions in the Section 106 (s106) agreement associated with the Monks Cross South development (planning approval reference 11/02581/OUTM), in particular

Schedule 3 (3) that deals with a contribution towards transport, highway and access mitigation measures.

## **Background**

5. As identified in the *York Economic Strategy 2011-15*, the city centre is critical to York's economic performance and ability to attract investment – whether from visitors, residents or businesses.
6. Recognising this importance, the Council and a number of businesses from within the city centre established City Team York (CTY) in April 2012, with Cllr James Alexander chairing the group in its initial period up to end of 2013. In his time with the City Team, Cllr Alexander made a commitment to CTY representatives that he would review the opportunity to maximise the value of city centre car parks for city centre business.
7. Recently, the team has undergone a refresh, with a private sector chair being elected – Adam Sinclair, Owner and MD of Mulberry Hall – and a private sector-led Executive Committee for the Team put in place – creating the basis for a strong partnership between business and the authority in the process.
8. Since this refresh, CTY has restated its commitment to be proactive in promoting the city centre and in developing a more competitive city centre offer to visitors, residents and businesses alike.
9. CTY are keen to progress a number of priority projects to ensure that the city centre is as competitive as possible, with the principal aim of generating more footfall in the city centre, with the indirect aim of generating more spend in the city centre by visitors, residents and business alike.

## **Supporting development of a more competitive city centre**

10. As an initial step to creating a more competitive offer for visitors and residents alike, CTY and Council officers have developed, over the last six months, a proposed offer of **free parking 8am to 11am Thursday to Saturday in selected Council car parks for a trial period**. These car parks are located at various points around the city centre, thereby reducing the need to travel through the centre to access them. Selected car parks for the discount are as follows:
  - Bishopthorpe Road car park
  - Castle Mills car park

- Foss Bank car park
  - Marygate car park
  - Monk Bar car park
  - Nunnery Lane car park
  - St George's Field car park
  - Union Terrace car park
11. This trial period would start as soon as the machines in the car parks can be re-programmed, with estimated starting date of 26<sup>th</sup> May 2014 to coincide with Spring Bank Holiday, and a review date with option to stop the discount at 31<sup>st</sup> March 2015.
  12. As parking income through the Council's car parks is a critical source of revenue for the local authority in providing public services, there is a need to supplement the income that is lost as a result of the discount.
  13. Based on data from 2013/14 the council collected income totalling £324k from its car parks relating to charges between 8am and 11am. For 10 months of the year the potential lost income equates to c£275k. This does not however take into account any changes in behaviour that become likely when parking becomes free.
  14. There is a **commitment from the CTY to generate this revenue from the private sector**, initially through the sale of a set of parking permits for the Council's car parks – targeting a business audience – and in due course, through exploration of the development of a Business Improvement District (BID). These more sustainable models would see the private sector raising finance and having greater say in spend of raised income in the delivery of city centre initiatives.
  15. However, there is a need to pump-prime this discount in the short term, particularly if it is to be introduced in sufficient time to complement the opening of new stores at Monks Cross South that were part of the enabling development for the Community Stadium.
  16. It is thus **proposed that this initial funding for the discount comes primarily from the contribution towards mitigation measures in the s106 for Monks Cross South** following agreement with the relevant landowners and chief planning officer, to vary the use of a proportion of that income to enable it to be used to facilitate access to the city centre. Specifically, it has been

agreed that there will be a variation of provisions in the Section 106 (s106) agreement associated with the Monks Cross South development (planning approval reference 11/02581/OUTM), in particular Schedule 3 (3) that deals with a contribution towards transport, highway and access mitigation measures.

17. This pump-priming funding would be used to fund the discount from 26<sup>th</sup> May 2014 to 31<sup>st</sup> Mar 2015, at which point, Cabinet would be asked to review the discounted scheme and impact on revenue and whether CTY have successfully managed to attract sufficient funding through sale of parking permits or other model to fund the discount.
18. The impact of the discount on parking revenue and behaviour will be monitored via general city centre footfall measures as well as parking revenue. Given that the discount could lead to a change in behaviour by residents and visitors above and beyond the simple reduction in income estimated at paragraph 13, then it is proposed that should any negative impact on the Council's revenue account be significantly greater than this estimate, members reserve a right to review and make changes to the discount mid-year.
19. There will also be a need to monitor the impact of the discount on the wider transport network – including especially Park and Ride and other bus services, as well as any impact on congestion and/or air pollution that may result indirectly from the discount. This monitoring will be undertaken existing ATCs supplemented by manual check if added congestion in or around the car parks and/or junctions causes concern.
20. Thus, following review of the success of phase 1 of the above parking proposals and subject to (a) revenue generated from the sale of parking permits, and (b) the development of a potential BID, it would be proposed to sustain this and/or any further parking incentive from the BID funding generated.

## **Council Plan**

21. The proposals contribute to the Council's delivery of Council Plan Priority to **Create Jobs Grow the Economy** by enabling the Council to work in partnership with the private and third sectors to develop a more sustainable approach to a more competitive city centre.

## Implications

22. **Financial:** Based on data from 2013/14 the council collected income totalling £324k from its car parks relating to charges between 8am and 11am. For 10 months of the year the potential lost income equates to c£275k. This does not however take into account any changes in behaviour that become likely when parking becomes free.
23. **Legal:** As identified in para 16, it has been agreed that there will be a variation of provisions in the s106 agreement associated with the Monks Cross South development (planning approval reference 11/02581/OUTM), in particular Schedule 3 (3) that deals with a contribution towards transport, highway and access mitigation measures – specifically, that approximately £300k of these monies will be used to mitigate against detrimental impacts to the businesses of York resulting from this development.

## Risk Management

24. The principal risk is that there is a chance that city centre business is unable or unwilling to finance this discount and other city centre initiatives in future – meaning that this trial may simply end in March 2015 with no continuation. However, CTY are working to garner business support through sale of parking permits for further such initiatives, and through exploration of the potential development of a BID.
25. The other main risk with the proposals is that the scheme does not achieve the outcome of generating a direct increase in footfall. However, if utilised in conjunction with other proposals, this risk should be mitigated.
26. The estimate for the cost of the pilot is based on past parking habits and income streams this is a best guide to what the losses might be; however this figure may vary from this estimate when the pilot is complete. This risk will be monitored by officers and a right reserved by members to review and/or change the offer as necessary before the end of the trial.

## Recommendations

27. It is recommended that Cabinet:

- Agree to changing parking charges in Council-controlled car parks to provide for free car parking 8am to 11am from Thursday to Saturday, to start as soon as the machines can be altered, and up to 31<sup>st</sup> March 2015
- Agree that the initial funding for the proposed trial comes from the contribution towards mitigation measures in the s106 for Monks Cross South and potentially other city centre access initiatives should there be enough spare capacity in the funding pot
- Agree that should the impact on the Council's revenue account be significantly greater than this estimate, members reserve a right to review and make changes to the discount mid-year.

**Reason:** To support the attraction of an increased number of visitors and residents to the city centre, which in turn will provide a platform for generating private sector contributions and other sources of funding to support further such initiatives.

**Contact details:**

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	<b>Report Approved</b>	√	<b>Date</b> 16 April 2014
<b>Specialist Implications Officer(s)</b> None			
<b>Wards Affected:</b> All			√
<b>For further information please contact the authors of the report</b>			