

APPENDIX 8

SUMMARY OF WRITTEN REPRESENTATIONS

General

Paragraph etc	Comments	Response Refs.
	<p>Stress the importance of considering now, how the issues and options will be developed into a preferred options document. Important is: - a coherent link between the developing policies, the Core Strategy and RSS; a clear trail of options generation, appraisal and rejection linked to sustainability appraisal and community engagement; and clear delivery, targets and milestones.</p> <p>Draw attention to consultation drafts of PPS4 and PPS12, the 2007 Housing Green Paper and RSS Proposed Changes.</p> <p>Need to give careful consideration to the length of the final document to ensure it is user friendly and accessible to the public. Policies which restate national or regional guidance or refer to minutiae of development control are either unnecessary or should be in SPD. PPS12 says that the LDF should contain a limited suite of development management policies setting out generic criteria that give clear, succinct and easily understood guidance for the assessment of planning applications. Need to ensure that policies meet the 'SMART' test. PINS has concluded from their early experience that a very limited number of development management policies are actually necessary. Due to the range of matters that need to be addressed in a sound spatial Core Strategy rather than delegated to lower tier DPDs.</p> <p>There is regular reference to 'York Central' site and 'British Sugar' site. If these are two distinct sites with separate sets of issues and options then perhaps it may be that there should be two separate AAPs. If committed to one AAP for the whole area, the document should be a coherent and networked plan for the site as a whole. A detailed key diagram showing the boundary of the area seeking consultation on should be produced as soon as possible.</p> <p>A firm evidence base will need to be produced to show the need and viability of the possible patterns of development, including evidence of the backing of the statutory undertakers for provision of infrastructure etc. and clearly unsuitable options should not be put forward for consultation.</p> <p>Options should have an element of flexibility to address changing or unforeseen circumstances, such as major investors pulling out. At submission will need to build in contingencies or identify the circumstances in which the document would need to be revised.</p>	<p>1/3805</p>

General continued

Paragraph etc	Comments	Response Refs.
	<p>The need for “general conformity” between the RSS and the Area Action Plan should be highlighted at the start of the document.</p> <p>The dates and status of the current and draft RSS should be explained. Should also note that the Secretary of State’s Proposed Changes to draft RSS has now been published. The Yorkshire and Humber Plan should be published early in 2008.</p> <p>At Preferred Options the AAP should provide more detail on the anticipated levels of growth, how these may be broadly phased and what infrastructure will need to be in place for different elements of the AAP to be delivered. The document does not attempt to detail how, for example, the delivery of one park and ride instead of two may impact upon the need/location of a district centre, appropriateness of office development and likely nature and scale of development in general.</p>	2/3819
	<p>More effort needed to ensure that the detailed requirements in the Action Plan match up to many of the statements on environmental sustainability in the introductory sections. Will not be possible to develop York Northwest sustainably without approaching it in the context of citywide developments, especially regarding transport.</p> <p>The Action Plan should include greater clarity as to why each type of land use has been included on the site i.e. is a particular land use type included to contribute to an environmentally sustainable development or for some other reason?</p> <p>The environmental impact of each option should be assessed, stated and included at the next stage.</p> <p>To justifiably claim to be environmentally sustainable needs to be mixed development throughout the two sites, avoiding the creation of ‘dormitory’ areas without a range of services & employment opportunities nearby.</p>	52/3848
	<p>Too much detail included. A strategic vision statement is required on which balanced comments could be made. For example, there is no reference to the infrastructure, roads, power supply and drainage that a development of this scale will demand. Some general indication of the type, style and detail of the infrastructure desired should be given.</p>	55/3882
	<p>Concern that the options of two mixed use developments is the wrong approach as it does not take into account the flooding issues within York Central or the land assembly issues associated with that area.</p> <p>Believe that York Central is unsuited to residential development and by making dwelling provision within that part of Action Area there are concerns that dwelling delivery would not occur.</p> <p>Consider that British Sugar is suited to be a housing site and has the capability of being promoted as an eco-village with sustainable transport links.</p>	162/3903

General continued

Paragraph etc	Comments	Response Refs.
	Whilst both sites are important to the future development of York and represent opportunities to go some way to providing for York's future housing and employment needs, neither will provide for these in full. Concerned if planning approval for other potential sites was held up pending development of either of these sites. Development elsewhere in the City should be considered on its own merits and not delayed because of a lack of determination of any part of the British Sugar or York Central Developments.	196/3917
	Welcome recognition that development of the site will need to ensure that those aspects, contributing to the special character and setting of the historic city, will be safeguarded. Essential that the future planning of the City is based upon an assessment of the capacity of its historic environment to accommodate change. Number of reservations about the impact, which the creation of an access point into the site from the area between the City Walls and the railway line, might have upon its character. In addition, essential that the height of new buildings in and around the Station are of a scale which will not harm the character or appearance of the Central Historic Core Conservation Area, or detract from the setting of either the Listed Buildings in and around the site or the City Walls. Keen to ensure that any tall buildings do not set a precedent for a general increase in the heights of buildings across the City as a whole.	242/3964
	Plans do not seem to grasp the opportunity to address the needs of more marginalised communities. Seems driven more by the corporate and top down model of planning.	251/4319
	Reminder to be aware of location of major accident hazard sites.	412/4013
	AAP should clearly state purposes of pursuing a joint approach, at the outset based on: - Comprehensively planning the range and distribution of future uses through the AAP area; Fairly allocating the costs of shared infrastructure and other associated development between the sites; and Presenting a comprehensive planning approach for the AAP area, to inform and co-ordinate the planning of wider initiatives. Whilst agreeing to participate in the proper planning of the regeneration of the British Sugar site, timetable should not be adversely affected by wider initiatives. The imperative for early regeneration of the British Sugar site should be recognised and built into the AAP preparation process. Programming of redevelopment for British Sugar should be recognised as a priority, which is distinct from other parts of the AAP area. Parts of the Issues and Options Report are overly detailed diverting the focus of the Report from the key planning issues. Strongly support the Preferred Options adopting greater focus on defining conceptual aspects for redevelopment, focusing on what is needed for the master planning process.	525/4044

General continued

Paragraph etc	Comments	Response Refs.
	While no specific proposals for new prison development, request consider inclusion of a criteria based policy to deal with firm prison proposal should it arise during the plan period.	544/4075
	Expression of interest in development of site.	2262/4304
	Additional proposal suggested - Royal Mall Sorting Office should be re-located to the outer ring road.	2335/4130
	Page 97 Option T27 should read Marble Arch. Page 3 Contents – all page numbers are out by two	2412/4337
	Expression of interest in development of site.	2477/4341

2.0 Area Context

Paragraph etc	Comments	Response Refs.
General	Welcomes references to RSS within the context for the role York plays. However, there are wider strong links between the vision for the DPD and both the current and draft RSS. Future drafts should provide more detail as to how it aligns with the RSS as a whole. Should also specifically address the role that York and the AAP may play in the wider York sub-area in line with RSS Policy Y1.	2/3820
	Important that the viability and feasibility of the redevelopment of York Northwest is taken into consideration through the preparation of the AAP. Must be sufficient flexibility within the action plan to enable it to deal with changing circumstances over a potential development period of 25 years.	479/4017
	Sites are very different in both nature and location, so more sensible and realistic to treat them as separate but complementary rather than as a single issue. York Central - central part of this (area bounded by Leeman Road to the north and the access railway for the NRM to the south – referred to as sector A by consultee) is already partially developed with houses and flats. Further development here is more complex than development elsewhere on the two sites. Rest of Site can be divided into the area bounded by the main railway line south of York Station and the freight avoidance line (FAL), and the NRM rail access line (referred to as sector B by consultee), and the area to the north between Leeman Road and the main railway line (referred to as sector C by consultee).	2028/4324
Para 2.1 – Baseline Report	There are substantial deficiencies in the evidence base. Notable that most of these documents listed in the paragraph are not yet completed. There is an absence of information on the existing transportation capacity to support potential on going and future uses of the British Sugar site. It is therefore important that the true baseline transportation capacity position is established as part of this AAP. If not incorporated into the process, danger that the regeneration programme will be delayed by wider initiatives. Early regeneration of the British Sugar site should not be delayed or inhibited unnecessarily by such initiatives.	525/4045
Para 2.4-2.10	The role of York in relation to the regional housing agenda should be mentioned. In response to the 2007 Housing Green Paper, the Leeds City Region authorities, including York, have submitted an expression of interest in New Growth Point status to CLG. York Northwest is one of four Principal New Growth Point locations in the package, which would deliver housing numbers above RSS. The bid considers that York Northwest would provide a significant opportunity to deliver up to 4,325 new homes and a mix of employment and commercial uses. The AAP is referred to as part of the delivery mechanism. If the bid is successful, this will form an important context for the AAP.	1/3806

2.0 Area Context continued

Paragraph etc	Comments	Response Refs.
Plan 2 – Key Plan	Support allocations shown. In particular the area bounded by the River Ouse and the train line. This is split into two zones, Green Space and Business Park. Will shortly be undertaking some improvements to Acomb Water Treatment Works, which will result in an area of land becoming surplus. The exact boundary of this surplus land is unknown at this time, but is likely to be a similar sized area to that highlighted for Business Park use on the Key Plan.	320/3988
Para 2.15	Agree that further detailed and up to date survey work should be carried out. Fundamental decisions about redevelopment of any site should be based on a sound assessment of its biodiversity interest, reflecting Key Principle 1 (i) of PPS9. Recommend very close liaison with Natural England.	5/3832
Para 2.18	Given the increasing probability of climate change and sea levels rising and the historic regularity of flooding in York, it would be useful if City of York and / or Environment Agency proposals in this area were included.	55/3883
Para 2.25	The site is the location of existing lagoons and landfill, and there may be significant landfill gas issues, which will require full assessment.	5/3833
	The site has been in use for about eighty years, not 100 years. Inappropriate to refer to the contamination potential as "highly likely" - should say that there is potential for contamination. It is premature to provide any more detailed comment on the potential contamination at this stage.	525/4046
Para 2.26	Designation as a Site of Important Nature Conservation is noted. Suggest a plan should be included to define the relevant area. Not necessary to define a buffer zone in the context of this Report.	525/4047
Para 2.26-2.28	Whilst agreeing site is ideal for redevelopment, number of aspects that need careful consideration. Includes protection of some aspects that could be used as open/green spaces. RSPB red listed species are found on site as well as other protected species. Research has shown British Sugar as a key base for sparrowhawk repopulation. Also proximity to Rawcliffe lngs shows close link between bird populations. Impact on Rawcliffe lngs needs careful consideration. British Sugar site has played a part in success at re-establishing tree sparrows. Seed Eaters also known to use British Sugar.	2472/4313
Para 2.28	Statement that Little Ringed Plovers have previously been identified within the site is misleading. There appears to be no such formal record. This reference should be deleted.	525/4048
Para 2.29	Although only part of the site falls within flood zone, there will still be significant surface water issues to be dealt with when redeveloping such a large site.	5/3834

3.0 Vision and Development Objectives

Paragraph etc	Comments	Response Refs.
Para 3.1-3.17	This part is useful but presumably will be replaced by more succinct coverage at the Preferred Options stage.	525/4049
Para 3.6-3.7	Reference should be made to the 2007 Housing Green Paper and the current Leeds City Region expression of interest in New Growth Point status. The LDF should be in general conformity with RSS, which is currently at Proposed Changes. PPS12 makes it clear that, where the proposed changes have been published, considerable weight may be attached to that strategy.	1/3807
Para 3.8-3.12	Attention is drawn to GOYH's comments on the Core Strategy Issues and Options 2. Should present a succinct and realistic word picture of how the LPA sees the District developing over the next 20 years. The strategic objectives in the Core Strategy should be developed from the vision to provide the broad direction for more detailed strategy and policies in lower level DPDs.	1/3808
Para 3.13-3.15	The layout and format should make clear links with the Core Strategy. It should be clear that the starting point is the spatial vision and that policies flow from the Core Strategy. Should also add local distinctiveness to the Core Strategy. The soundness of the DPD will be dependent on the spatial strategy in the Core Strategy being declared sound. Should build up alternative spatial pictures for the area and show these diagrammatically. At the moment a series of parallel approaches to key themes in two separate areas are set out, with insufficient explanation of how each would relate to each other. Is not helpful to deal with York Central and the British Sugar sites separately in the options.	1/3809
	Development of York Central should take a balanced approach with a focus on community, transport, social infrastructure and green spaces.	2193/4108
Para 3.18-3.21 – Area Action Plan Boundary	It would be helpful to establish specific alternative boundaries linked to alternative options as early as possible in the process.	1/3810
	Suggestions for boundary and assessment of areas of land for possible changes of use. – see plan attached to representation. Area A - Landscape buffer zone could be part of the York Woodland strategy. Area B - Landscape buffer zone along A59 corridor, which is to be improved under the "Access York" transport proposals. Area C - Part of the lngs to guarantee public access to the river and to a potential cycle/footbridge across the Ouse to form part of an off-road lateral link as part of a North York strategic cycle network.	52/4318

3.0 Vision and Development Objectives continued

Paragraph etc	Comments	Response Refs.
Para 3.18-3.21 – Area Action Plan Boundary continued	Believe a decision has to be taken on: - Traffic (road & rail) / personnel movement; Land to form a transport corridor is offered; More detail on the reality of providing a rail link from the A1237 and the main railway station; The possibility of a dedicated rail link through and connection into both sites; Also no mention of developing existing Poppleton / A59 road from Holgate through to the A1237 as an arterial road incorporating a tram/train service.	55/3884
	The area of British Sugar within the Nether and Upper Poppleton parished area to be considered as an extension to Millfield Lane Business Park.	79/3895 86/3899
	AAP boundary should be sufficiently extended to permit connectivity between York Central and the City Centre, to achieve a physical and social link and therefore integration between the planned developments and the existing City Centre. AAP boundary needs to be broader than simply the two development sites illustrated on Plan 1 within the consultation document, to take account of such issues as transport infrastructure requirements, and the possibility of the incorporation of adjacent parcels of land into the development proposals, such as the Post Office building. The boundary should also be considered in the context of the definition of the boundary for the adjacent York City Centre AAP in due course.	214/3925 621/3944
	Should be extended to include the areas on the eastern side of the river where a proposed footbridge might fall, the areas from which it is proposed to gain access to the site, and the existing open spaces adjacent to the site on the western side of the Ouse.	242/3965
	The Baseline Report demonstrates that the railway station and land east of the railway lines is considered a town centre site. When progressing the development of the York City Centre AAP should look at the opportunities for the city centre to grow beyond the currently identified boundaries in the future as a result of the development of York Central. This would further support the redevelopment of the York Central site into a high density mixed use development including a Central Business District (CBD). Extending the boundary of the AAP to include the site of the post office sorting depot would enable York Northwest to be redeveloped in a comprehensive way. It is important that any future redevelopment of the post office sorting depot supports the objectives and vision of the AAP. Therefore, the boundary of York Central, as identified on pages 6 and 13, should be extended to include this area.	479/4018
	Suggest site at Low Poppleton Lane for inclusion in the AAP boundary. Inclusion will help to secure the area’s comprehensive development and the realisation of the vision and objectives for York Northwest.	516/4032

3.0 Vision and Development Objectives continued

Paragraph etc	Comments	Response Refs.
Para 3.18-3.21 – Area Action Plan Boundary continued	Holgate Park site, which is adjacent to York Central allows for the regeneration of the wider area to be considered as part of the AAP process. The opportunity to look exactly where the boundaries of the AAP should be drawn to allow the development of Holgate Park to be considered within the context of the wider area should be taken.	2209/4120
	Take in all undeveloped areas south west of freight avoidance line and railway land through to British Sugar Site to allow for provision of separate lines for proposed light rail and road. Triangle of land between East Coast Main Line and Scarborough Branch Access could be obtained by going under the railway from the Royal Mail Site. Royal Mail Site to provide access to River Ouse and proposed new bridge over the river.	2412/4338
Question 1 - Draft Vision	Supported	2/3821
	Suggest vision should read: 'To create an exemplar environmentally sustainable community, which contributes as much as possible to meeting York's housing needs through mixed use development across the site, minimises the need to travel and protects and improves existing green infrastructure. Incorporating innovative, contemporary design of the highest quality and fully integrated with the city and the wider region, York North West will be a place where people want to live and work.'	52/3849
	Truly idealistic and offers little to the debate.	55/3885
	Draft vision should be expanded to refer to "...a development which is fully integrated with <i>York City Centre</i> , the <i>wider</i> city, and the wider region; where people will want to live, work, <i>shop and enjoy leisure time</i> , and where business will thrive". Amendments suggested relate to an emphasis on achieving connectivity, particularly with regard to linkages to York City Centre and beyond.	214/3926 621/3945
	Vision might more closely reflect the fact that, for both the York Central and British Sugar, the development of these areas presents an opportunity to design a "quarter" which has its own, distinct identity. In view of the fact that these major redevelopments will be taking place within the heart of one of the most important historic cities in the country, the Vision should include some reference to the relationship of York Northwest to the remainder of the historic city.	242/3966
	Development on any green open spaces should be avoided and Brownfield sites should be developed first. Agree with the draft vision.	352/3994
	Agree with draft vision.	516/4033

3.0 Vision and Development Objectives continued

Paragraph etc	Comments	Response Refs.
<p>Question 1 - Draft Vision continued</p>	<p>Aspiration of providing innovative, contemporary design of the highest quality supported. References to creating a sustainable community and integration with the City are unnecessary. The vision should set out the special aspects of the vision. Inclusion of the word “exemplar” does not assist in creating a vision. Not a land-use planning objective. Provision should focus more on the key issues of: - Contributing to the existing community in the local area, particularly through accessibility, the environment and community facilities; Integration with the local area, focusing particularly on accessibility and permeability; and Bringing forward redundant parts of the area for regeneration at the earliest possibility, whilst contributing to a comprehensive regeneration of the whole AAP area.</p> <p>For the purposes of the British Sugar site, the following vision is suggested: - To maximise the enhancement of the environment, community facilities and accessibility for the existing local community through: - A sustainable residential-led mixed-use regeneration scheme; Optimal integration with, and accessibility for adjoining areas; Forming part of a compatible comprehensive scheme for the whole AAP area; and Providing innovative, contemporary design of the highest quality.</p>	<p>525/4050</p>
	<p>Strongly support.</p>	<p>2193/4109</p>
	<p>Commended.</p>	<p>2335/4131</p>
<p>Question 2 - Objectives</p>	<p>Agrees with the sustainability statement that the following need to be reflected in the objectives, by either adding new objectives or amending the existing ones: maximising the use of brownfield land, conserving and enhancing the natural environment and biodiversity, reducing waste and increasing levels of reuse and recycling, maintaining and enhancing water quality and reducing the impact of flooding to people and property. The proposed objectives appear to strongly cover social and economic objectives but are lacking in environmental protection and enhancement objectives.</p>	<p>5/3835</p>
	<p>Primary objective should be 7. Others: - 8 - The provision of on-site and good access to nearby employment opportunities could be included here. Retail provision should be solely to provide for the new & nearby communities; 4; 12 - Could be expanded by adding ‘and that the development of York Central has no negative impacts on the existing city centre or surrounding areas’ at the end; and a combination of 10, 11 and 13 - To ensure the development of the site based on an environmentally sustainable transport plan which absolutely minimises private car use, and is set firmly in the context of a city-wide transport policy committed to traffic reduction.</p>	<p>52/3850</p>

3.0 Vision and Development Objectives continued

Paragraph etc	Comments	Response Refs.
Question 2 – Objectives continued	<p>Additional objective: - ‘Ensuring the integrity and improvement of existing wildlife corridors will be a priority. Detailed environmental impact assessments will be carried upon existing wildlife sites within the NW area prior to any design or construction of features that may damage such corridors (including cycle tracks and bridges). This will include reviewing the present and future floodplains and how floodwaters behave in the area.’ Disagree with 9 as a headline measure.</p>	52/3850 continued
	<p>Would give priority to objectives 4,5,7,11 & 13. The list is 'idealistic' but in reality presents somewhat of a conflict.</p>	55/3886
	<p>Several of the objectives should be revised/clarified: Objective 1 - suggest insert "and well connected to" after “adjacent to”. Objective 4 - acknowledge principle of carbon neutrality and consider this a target to work towards, subject to realistic commercial constraints including the impact of committing to such a concept in terms of the financial deliverability of the York Central scheme. Objective 5 - Should specifically refer to economic development covering a wide range of uses, including retail, leisure and office, both in town centres and elsewhere, in accordance with the recently published draft PPS4. Objective 6 – Agree, however should be extended, or even include an Objective 6(b), to encourage a wide range of leisure activities within the York Northwest area. This should not be confined solely to York Central, but should equally apply to the British Sugar site. Objective 8 – Re retail element, a distinction should be made between facilities that meet the day to day needs of employees, residents and visitors to York Northwest, and those which could meet the wider retail needs of the City of York, thus complementing the existing City Centre offer. There is a need to examine the suitability, availability and viability of areas which are in close proximity to the Central Shopping Area and which will ultimately enable its future expansion. The York Central site would be the ideal candidate to provide a complementary offer to the City Centre in terms of retail provision. Objective 11 - should be amended to reflect commercial reality. A balance is needed between the quantum of car parking necessary to create a successful Central Business District together with residential accommodation on York Central, and limiting the number of parking spaces to ensure journeys are made by "clean" modes of transport. Whilst agree that commuting by car into the city should be discouraged, believe that the level of car parking proposed must be sufficient so that it does not compromise the delivery of a mixed-use scheme on the York Central site. The level of parking provision across the area may be influenced if public transport alternatives, for example the tram-train, become available.</p>	214/3927 621/3946

3.0 Vision and Development Objectives continued

Paragraph etc	Comments	Response Refs.
Question 2 – Objectives continued	Objective 12 – suggest insert, " <i>where appropriate</i> ," before “preserved and enhanced”. In no particular order, Objectives 1, 5, 7, 8 and 9 (as amended above) are of the highest priority for York Central.	214/3927 621/3946 continued
	Objective 12 is one, which should be given highest priority. Objective 3 – amend to <i>'To provide a distinctive, high-quality exemplar development, both in terms of building design and the treatment of the spaces between them'</i> . Objective 12 - the end of this might be amended to read “...and that the development of the York Northwest area is wholly integrated into the historic city without prejudicing its character, setting, vibrancy and sustainability”	242/3967
	The objectives outlined should all have the highest priority from, creating a new sustainable and inclusive community to ensuring the history and archaeology in York is recognised, preserved and enhanced. Development should provide high quality of life opportunities, affordable housing to help meet York's growing housing needs and acute need for affordable homes, provide a range of jobs opportunities for all York residents, be environmentally aware and friendly and ensure a sustainable economy.	352/3995
	Welcomes the use of the Future York Group Report to formulate Vision for AAP, in particular, welcome Objectives 4, 5, and 9. Support general thrust of Objective 11, but extremely unlikely that Action Plan will be able to achieve a car free dependency environment over the whole of York Northwest. Not consistent with national planning policy, RSS, RES or Leeds City Region Development Programme. Therefore, suggest objective is amended to: - “To promote accessibility by sustainable modes of transport through walking, cycling and the development of high quality public transport solutions.” Objectives should also take appropriate account of the Objectives of the Council's emerging Core Strategy. In response to the Core Strategy Issues and Options 2 suggested the following objectives, which may be relevant: - “Support the development of Science City York, positioning York as an international world class centre of excellence and strengthening Science City York Clusters; and bring forward strategic sites to create a competitive city centre and meet the specific needs of the bioscience, IT & digital, creative technology and tourism industries”.	479/4019
	Objectives 1, 5, 7, 8 and 13 should have highest priority. The distribution of development to the York Northwest area, will promote sustainability. Promotion of mixed-use development will encourage sustainable communities. Also support the RSS recommendation that identification of development sites should promote re-use of previous developed land before other infill sites and urban extensions.	516/4034

3.0 Vision and Development Objectives continued

Paragraph etc	Comments	Response Refs.
<p>Question 2 – Objectives continued</p>	<p>The 13 listed objectives should be reformulated to distinguish between the broad conceptual objectives for the whole AAP area and those objectives, which are either more specific or are specific to only part of the area. There is little relevance in listing objectives, which simply state fundamental planning requirements. Reducing the list will make it more manageable and understandable. Prioritising by ranking, might not provide a balanced view taking account of the inter relationships between objectives.</p>	<p>525/4051</p>
	<p>Concerned that they fail to raise the topic of flood risk. The issue of 'Avoiding Flood Risk' should be one of the main five objectives.</p>	<p>601/4076</p>
	<p>Supports Options 1, 2, 5, 6 and 7</p>	<p>607/4103</p>

4.0 Key Themes, Ideas and Spatial Options – Creating a Sustainable Community

Paragraph etc	Comments	Response Refs.
General	<p>York Central - Sector A is already pretty fully developed as a residential quarter. The eastern part currently used as overflow parking for the NRM could be utilised either for housing or as the main NRM car park, while the western end could be used for more housing. The remaining two areas of the Site, which offer more scope for radical development, could have a mix of facilities. Sector C would be suitable for a shopping precinct with parking and light, rail-related industry. Sector B, the part closest to York Station would seem to offer an excellent location for a hotel, offices and community facilities, including perhaps an information centre, small retail outlets and places to eat. This primarily commercial area would be served by the new access road and perhaps too by a new pedestrian access to the station itself, linking up with the existing pedestrian access to the back of the station and with a possible tram service. The part of Sector B further to the west could have offices and light industry as well as some housing and, if one is needed, a primary school to serve the development.</p> <p>British Sugar Site - If whole site is available should have its own strategic blueprint with designated areas for housing, community facilities including perhaps a primary school if one is needed, a shopping area and a community centre, and some light industry. Would also be more suitable than York Central for storage and warehousing facilities because of its location close to the A1237 ring road. Would seem to be less suitable than the Teardrop Site for offices, because of its greater distance from the centre of York.</p>	2028/4325
Para 4.14 & 4.15	Strongly support aims.	55/3887
Para 4.18	A full evaluation to be carried out of the historical and architectural importance of all existing buildings on the York Central Site. This Site includes examples of railway and industrial development of York over approaching 150 years.	2412/4339
Para 4.19-4.22 – Protection and Enhancement of the Environment	Support the ideas set out, providing there is no detrimental harm to the environment. Agree with sustainability statement, which suggests that at preferred options this should be investigated further.	5/3836
	Would be useful to indicate what measures would be acceptable.	55/3888
	Why is the allotment site on Poppleton Road not included?	2334/4123
Para 4.21	Concerned that major development over and around Holgate Beck may increase the flood risk in the area of Holgate Park Drive. Interested in better understanding the flood risk mitigation process that will form part of the AAP.	2193/4110
Para 4.22	Much of York Central is likely to be contaminated land. Interested in better understanding of the contaminant disturbance mitigation process that will form part of the AAP.	2193/4111

4.0 Key Themes, Ideas and Spatial Options – Creating a Sustainable Community continued

Paragraph etc	Comments	Response Refs.
Para 4.23 – Housing	Should outline how the Code for Sustainable Homes will be applied to new residential development. In addition, it would be helpful to include reference to: - Incorporating on-site renewable energy generation, and other low carbon technology, that would reduce the predicted carbon dioxide emissions and; The potential to maximise the use of Combined Heat and Power within York Northwest and seek to support its development.	479/4020
	York Central provides an excellent opportunity to help meet York's housing needs.	2193/4112
	Why are developments for more apartments and affordable houses being included in the Plan?	2334/4124
Para 4.24 - Employment	York Central provides an excellent opportunity to create employment opportunities, which will mean new jobs for the area and increase the base from which existing employers can draw.	2193/4113
	Why are developments for more office space being included in the Plan?	2334/4125
Para 4.27	In providing a rail/tram halt at York Central it may be that rail traffic of various kinds will use the line with increasing frequency. Interested in better understanding the potential risks that such traffic might represent to the business given close proximity to the line.	2193/4114

4.0 Key Themes, Ideas and Spatial Options - Employment

Paragraph etc	Comments	Response Refs.
<p>General</p>	<p>Recognises that office development in York Northwest may be needed to complement office development in the City Centre. However, cautions against a simple approach to such out of centre development. Should be more specific in the AAP about the scale and type of office development proposed in the York Central and British Sugar sites. Welcomes the recognition that both sites may serve different markets and have different impacts on the City Centre. Similarly a clear policy direction by means of the Core Strategy should be provided as to the role of the city centre office market. Links between potential small-scale office development and the provision of a District Centre have not been explored.</p>	<p>2/3822</p>
	<p>Social enterprises is key to building thriving communities. This results in businesses that meet the needs of the community at two levels in terms of social needs and products and productivity. Needs to be far more affordable starter sized workshop space earmarked for social enterprise.</p>	<p>251/4321</p>
	<p>Vital that development be used to help provide employment opportunities that are accessible to local people.</p>	<p>2337/4142</p>
<p>Figure 2 – Employment Issues, Ideas and Opportunities</p>	<p>Reference should be made to consultation draft PPS4.</p>	<p>1/3811</p>
	<p>Support employment in ‘low carbon’ research & development. Support creation of live-work units & artists studios. Suggest all sustainably built residential developments should include a significant percentage of live-work units to meet BRE standards. Support sustainable building design. Needs to be greater clarity about the minimum BREEAM rating. To create a carbon zero development ‘excellent’ must be required for all types of development. A design stage assessment must be required in all cases. Support the use of innovative sustainable design techniques & technologies during construction. With regard to BREEAM should note that speculative developments cannot be required to meet such high levels of environmental sustainability as developments where it is known from the outset who the occupants will be. Needs to be a clear improved standard set for landscaping that can be monitored. Development should also meet the citywide requirements for inclusion of on-site renewables, hopefully exceeding the minimum levels in the RSS. Support the provision of a range of employment types as indicated, not just focussing on the ‘knowledge economy’.</p>	<p>52/3851</p>

4.0 Key Themes, Ideas and Spatial Options – Employment continued

Paragraph etc	Comments	Response Refs.
Figure 2 – Employment Issues, Ideas and Opportunities continued	4 th bullet point – should be made clear that an “iconic” building does not have to be tall 5th bullet point - concerned about what "highly visible" might imply. Heights of buildings need handling with great sensitivity.	242/3968
Question 3 – Employment Options	<p>Office Development - Draft PPS4 encourages larger office development on sites in or on the edge of town centres. Proposed Changes RSS Policy Y1 states in B that plans for the York sub area should diversify and grow the York economy by encouraging the business and financial sector, knowledge industries, leisure and retail services and the evening economy and further developing the tourism sector. Part F identifies York Central as a regionally significant investment priority. Policy E2A states that York as a Sub Regional City Centre will be the main focus for offices, retail and other town centre uses. Table 14.7A identifies significant potential office job growth in York. This location, particularly where it adjoins the City Centre, would appear to have potential for office development.</p> <p>Industry / storage and distribution uses - Draft PPS4 encourages the location of developments, which generate substantial freight movements in such a way as to minimise carbon emissions. Whilst Proposed Changes RSS Table 14.6 identifies a possible need for additional industrial and storage/distribution uses in York, the acceptability of such uses in this strategic location, part of which adjoins the City Centre, needs to be considered in the context of regional priorities for housing and business uses and the sustainability of the location.</p>	1/3812
	Do not have any specific preference for employment types. However important to ensure that the issue of flood risk is taken into consideration. More vulnerable uses should be located in areas where flood risk is lowest and the less vulnerable uses in the higher flood risk areas.	5/3837
	Limit buildings to B1, B2 and B8 uses with a recommendations for medium / small usage units (starter units)	79/3896 86/3900
	York Central capable of being developed for B1, B2 and B8 whereas British Sugar for B1 would be contrary to PPS6 and its development for B2/B8 is not compatible with the local road infrastructure.	162/3904
	Whilst York has enjoyed significant benefits from science city, and through expansion of the Science Park, traditional manufacturing sites have been lost to infill residential development. Demand for manufacturing and distribution sites still remains high. Urge the Council to recognise this and not to concentrate employment development of York Central and British Sugar on both science and technology related sectors.	196/3918

4.0 Key Themes, Ideas and Spatial Options – Employment continued

Paragraph etc	Comments	Response Refs.
<p>Question 3 – Employment Options continued</p>	<p>Support principle of locating offices at York Central. Option E1 provides the best fit with national planning policy guidance.</p> <p>Acknowledge importance of B2 and B8 uses in achieving a balance of employment opportunities, but don't represent most efficient, or appropriate choices of employment for York Central. If proved there is demand for a wider range of employment activities, including B2 and B8, would be most appropriate to site these on British Sugar site.</p>	<p>214/3928 621/3947</p>
	<p>Both sites should provide a variety of employment and business opportunities including facilities for all industries such as offices, light industry, research and development, manufacturing etc.</p>	<p>352/3996</p>
	<p>Support the promotion of all employment uses. However, employment uses should be developed as part of mixed-use development, and not in isolation, to ensure that there is land available for residential uses to develop a sustainable community whereby employment uses would be within close proximity of residential areas.</p>	<p>516/4035</p>
	<p>Agree that York Central is a good location for office developments and a Central Business District.</p>	<p>601/4077</p>
	<p>The British Sugar site is better suited to general industrial use, including warehousing and distribution.</p>	<p>2193/4115</p>
	<p>Opportunities should be created towards the Station end of York Central.</p> <p>Favour high tech. industries engaged in design and development.</p> <p>Inappropriate to site warehouse and similar low-tech operations on the site.</p> <p>Would not support employment units on the British Sugar Site.</p>	<p>2335/4132</p>
	<p>Option E1</p>	<p>Significant concerns about the proposals for a Central Business District, particularly in terms of the negative effect could have on the city centre. Possibility could leave the city centre as nothing more than a tourist venue robbed of diversity and vitality.</p> <p>Wonder why another city centre type district of this type is needed. York is NOT a big city and shouldn't try to be one.</p> <p>Another question is the possibility of 'stretching' the city centre in a very unhelpful way. If any version of a 'Central Business District' is pursued it must be innovative in every aspect of its design including a requirement that it be entirely car-free; the nature of its buildings and layout; and the type of businesses which it promotes.</p> <p>Wish to see a clear distinction between speculative office development (not acceptable) and areas of other possible B1 uses (may be appropriate).</p> <p>The main focus should be on providing mixed employment opportunities suitable for new residents on the site, nearby existing residents and other local people.</p>

4.0 Key Themes, Ideas and Spatial Options – Employment continued

Paragraph etc	Comments	Response Refs.
Option E1 continued	Possibility of including enhanced skills training ‘academies’ on the site should be pursued e.g. expanding the Rail Academy currently based at NRM. Training in sustainable building construction should be included. The development of small business start-up units on the site should be encouraged.	52/3852 continued
	Broadly in favour, but the development of buildings to accommodate such uses should ensure that the character and setting of the historic city is not compromised. Given growing trend for most offices to be accommodated in tall buildings, one significant disadvantage is the potential adverse impact, which tall buildings could have upon the character of the historic city and the setting of Listed Buildings in the vicinity of the site.	242/3969
	Supported in principle. However, to complement any retail or housing, York Central appears to be more suitable for higher quality office accommodation as part of a mixed-use scheme.	327/3989
	There is a significant identified need for additional B1a office development in York outlined within the RSS Proposed Changes and York Central presents a significant opportunity to satisfy this additional need.	479/4021
	Agree	601/4078
	Support	607/4104
Option E2	Support an element of B2 uses on the site. Gives potential for better-paid, skilled work, which will support the sustainable industries of the future. Whilst some B2 uses might be totally unacceptable (visual intrusion and noise etc), others would be more feasible. Key concern in regard to visual appearance and the effect on other uses would be location. May be possible to identify suitable locations and to design in areas of separation using green open space and tree and shrub planting to the best advantage. Mixed-use development on a site of this size doesn’t have to mean flats or offices above shops. It can mean some employment areas within easy walking or cycling distance of housing and other facilities. Don’t want to encourage HGV movements into the city centre. Industrial development should be based on the use of rail freight. The high potential of York Northwest for facilitating this should be investigated to the full. The use of ‘electric freight transhipment’ should also be explored. Not clear why it is suggested that B2 employees are more likely to travel to work by car than B1 employees, nor why they need more car parking?	52/3853
	Proximity to the railway gives an opportunity within the city for development of a site for B2 uses, which need access to the rail network.	242/3970
	Support the observation that B2 and B8 uses would be inappropriate	479/4022

4.0 Key Themes, Ideas and Spatial Options – Employment continued

Paragraph etc	Comments	Response Refs.
Option E2 continued	Disagree. The road access to the site is not good enough for the area to be used for warehousing or general industry.	601/4079
Option E3	Any proposal under B8 use should only be considered if it could demonstrate that it would contribute to reducing carbon dioxide emissions within the city.	52/3854
	Would not be in the best interests of land use to allow Storage and Distribution facilities to be located in the York Central Site.	55/3889
	Agree with potential disadvantages activities might have upon the historic environment of the City. Use of such an accessible site for B8 uses would be a waste of a valuable resource.	242/3971
	Support the observation that B2 and B8 uses would be inappropriate	479/4023
	Disagree. The road access to the site is not good enough for the area to be used for warehousing or general industry.	601/4080
Option E4	Don't believe that British Sugar should be purely a dormitory development for people working elsewhere. Should be areas of employment provision within that site. B1 uses should be closely linked to excellent public transport facilities into, out of and within the site and connecting to the rest of the city. The rail halt at British Sugar would be essential for this to succeed and should link directly to the rest of the city via a light transit system. The use of land for car parking should be kept to a minimum. Light industrial uses may be more appropriate than office uses, although specific office uses may also be appropriate. The development of small business start-up units on the site should be encouraged.	52/3855
	Not clear why the first disadvantage is only included for the Options on the British Sugar site. Reduction in land for housing would be applicable to at least two of the employment Options on the York Central as well. Being some distance from the core of the Historic City, one advantage this site may offer over York Central is the possibility for the development of taller buildings. However, the issue of tall buildings and the identification of possible locations for such structures needs to be considered at a city wide level as part of the overall strategy for York.	242/3972
	In considering the potential for B1 uses at the British Sugar Factory site it will be important to, follow the PPS6 sequential approach.	479/4024

4.0 Key Themes, Ideas and Spatial Options – Employment continued

Paragraph etc	Comments	Response Refs.
Option E4 continued	The suggested advantage of linking Class B1 uses to a new District or Local Centre is disputed. Such a centre will perform predominately local functions and would not be in an appropriate location for any substantial quantity of B1 offices. The suggested advantage of shared car parking provision with a District or Local Centre is also disputed. Periods of peak use for shops and offices tend to overlap, so there is little benefit in shared provision. Potential for linkage of Class B1 uses with York Business Park is questioned. No apparent advantage in such linkage, which in any event is physically difficult if not impossible to deliver effectively. Four listed disadvantages are supported; additionally suggest the sequential approach set out in PPS6 should be added. Whilst some scope for Class B1 uses, these are likely to be limited and should be restricted.	525/4052
	Disagree. Offices are not required in this area as York Central is a better location in terms of access by train. Other areas in York better suited for office use. The provision of offices at the British Sugar site would be likely to cause congestion.	601/4081
Option E5	B2 may be appropriate on parts of the site, but the generation of additional road traffic should be severely restricted focussing on the use of rail freight, public transport, cycling and walking for employees. Location of such development should take into account potential impact on residential areas. Most of the comments at E2 above also apply.	52/3856
	Strongly felt such uses would be inappropriate at the British Sugar site, in terms of compatibility with existing surroundings, and with potential residential redevelopment within the site. Large parts of the site have evident potential for residential redevelopment. Including incompatible B2 and B8 uses might undermine this.	525/4053
	Disagree with the provision of general industry at this location, as it is not compatible with mixed or pure residential use of the site.	601/4082
Option E6	Any proposal under B8 should only be considered if it could show that it would contribute to reducing carbon dioxide emissions within the city.	52/3857
	Strongly felt such uses would be inappropriate at the British Sugar site, in terms of compatibility with existing surroundings, and with potential residential redevelopment within the site. Large parts of the site have evident potential for residential redevelopment. Including incompatible B2 and B8 uses might undermine this.	525/4054
	Oppose this area for warehousing uses due to the poor highways network. It would be most advisable to use the site of the former British Sugar factory for residential, supporting community and low level retail purposes.	601/4083

4.0 Key Themes, Ideas and Spatial Options - Housing

Paragraph etc	Comments	Response Refs.
General	Document notes that delivery of affordable housing may be constrained by the need to provide infrastructure improvements but there is little evidence to support this. Encourages the maximisation of affordable housing in line with Core Strategy and RSS.	2/3823
	Must take into account the need to protect the natural environment. It should also seek to avoid areas that have limited access to services and the transport infrastructure.	4/3828
	The potential for flooding within York Central makes the area unsuitable for residential development. The York SHMA recognises an imbalance between the need for family dwellings and the supply of apartments. That imbalance cannot be corrected by the promotion of apartments in York Central. British Sugar should be considered as a wholly residential scheme, together with retail and community provision as necessary to create an urban village. The scale of such a proposal has the potential to be developed as an eco-village. A limited provision for higher densities around the railway halt could be included but overall a density of about 40 dwellings/hectare should result across the whole site.	162/3905
	Needs to include the changing face of the way the support to those in need of supported housing is structured and offered e.g. instead of group homes individuals are increasingly going to be offered their own flats in a cluster with a supporter living close by.	251/4320
	The level of affordable housing will need to be considered in line with guidance outlined in PPS 3. Therefore, the AAP will need to include a realistic appraisal of the costs associated with the redevelopment of both sites in setting an affordable housing target.	479/4025
Para 4.37-4.40	Document refers to emerging RSS. RSS Proposed Changes recommend a higher annual building figure of 850 dwellings p.a. Therefore need to find a large number of available sites for housing. York Northwest offers an opportunity to deliver a broad range of house types, size and tenures in a sustainable brownfield location in the short to long term.	516/4036
Figure 3 – Housing – Issues, Ideas and Opportunities	Future Housing Supply and Needs - Figure 3 should also refer to the contribution the area can make to Leeds City Region housing needs through the New Growth Point bid. Affordable Housing - Core Strategy policies should set locally specific targets and thresholds. The need for a separate policy in this DPD will depend on whether it would add local distinctiveness to the policies in the Core Strategy.	1/3813
	Figure 3 refers to the potential for infrastructure provision to be a factor in determining how much affordable housing York Northwest can viably support. The AAP, at this stage and in the interests of delivering a truly sustainable community, should aim to deliver both. Suggesting at this stage that affordable housing may be balanced against infrastructure costs may prejudice its maximisation on individual developments. The Council should be clear in its evidence base the reasons for any such reduction.	2/3824

4.0 Key Themes, Ideas and Spatial Options – Housing continued

Paragraph etc	Comments	Response Refs.
Figure 3 – Housing – Issues, Ideas and Opportunities continued	<p>Design for sustainability must be taken into account from the very beginning. Particularly relating to the orientation and overall layout of buildings. Layout should be designed to maximise the number of south facing dwellings thereby maximising passive solar gain and the potential for solar panels.</p> <p>Similar considerations apply to the design of green infrastructure. Objective should be to maximise open space provision and continuous areas of green infrastructure / green corridors to promote wildlife & diversity. These corridors should run throughout the area, based on the Ouse and Holgate Beck and connecting the countryside to the city centre. Should also be aiming for tree-lined streets wherever possible.</p> <p>Need to take care to protect all existing ‘green sites’. As well as Millennium Green, there is the major nature reserve around British Sugar, feeding across and down the lngs.</p> <p>Any tensions between the points above and ‘designing out crime’ should be resolved at the earliest stage.</p>	52/3858
	<p>Disagree that a significant proportion of housing could be provided at York Northwest to meet the RSS requirements. York Central would be best used for offices and employment given its location within a high flood risk zone. The British Sugar site's legacy as a former industrial site suggests significant remediation required and contains a number of potentially ecologically sensitive areas. When combined, the amount of housing provided at this site may not be as high as anticipated.</p>	601/4084
Question 4 - Density Options	<p>Put simply Option 2 is better than Option 1.</p> <p>However, concerned as to the implication behind siting medium density housing further away from transport hubs. The objective should be to ensure that ALL dwellings are within easy walking distance (max. 10 mins, preferably 5 mins) of frequent public transport (min.10 mins frequency including frequent evening and weekend services).</p> <p>No reason why different density areas couldn't be more mixed than suggested in Option 2.</p> <p>Also note, high-density housing does not have to be particularly tall, when well designed. A height limit should probably be put on the whole site to keep development to a human scale (4 stories max.) including flats and offices.</p>	52/3859
	<p>The provision of greater density of dwellings in York Central would find favour provide that a sufficient “greenspace” were allowed for residents and visitors to enjoy.</p>	55/3890

4.0 Key Themes, Ideas and Spatial Options – Housing continued

Paragraph etc	Comments	Response Refs.
Question 4 - Density Options continued	H1 and H2 too prescriptive in reference to particular density levels for the two sites. Likely to be parts of York Central where it is appropriate to achieve density levels attained over last 10 years in York City Centre (190 dph). So don't believe appropriate to suggest maximum densities for York Central, and therefore support H1. H2 is not supported. Whilst important to deliver a mix of dwelling types and sizes, this must be balanced with the need to make efficient use of York Central. Highlights opportunity to deliver a range of dwellings (including family homes) at higher densities, through the use of innovative design including terraced homes and townhouses.	214/3929 621/3948
	Important to have open spaces in communities and therefore medium density houses should be considered at both the sites and higher density housing closer to the city centre.	352/3997
	The level and type of employment land provision within York Northwest does not appear to have informed the Housing Options. H 1 and H2 state that higher densities of housing included within a mix of uses would have the potential to create mixed-use development adjacent to city centre. This does not give any indication of the potentially significant employment uses within the area. It would be helpful to clarify that this would only be applicable to those areas of York Northwest allocated for residential development. The density of housing development will need to be considered with regard to the viability of the scheme. The high level of accessibility to York Central by public transport could support a much higher density development than the British Sugar site, which may be more appropriate for lower density family housing.	479/4026
Option H1	High density does not necessarily mean that the buildings have to be tall.	242/3973
	Support high density housing on York Central. Should be constructed as part of a mixed-use scheme including retail and commercial uses.	327/3990
	Broadly supported	525/4055
	Due to the high flood risk zone across York Central, no housing should be provided in this area. Medium and low-density housing suggested at the British Sugar site is agreeable.	601/4085
	Support in general.	602/4102
	Support	607/4105
Option H2	High density does not necessarily mean that the buildings have to be tall.	242/3974
	Support	516/4037
	Broadly supported	525/4056
	Concerned because of high costs that are likely to result from the provision of the public transport facilities. The need for large-scale public transport facilities questionable at this location given proximity of a large park and ride facility close to British Sugar. Significant improvements to York ORR junctions to ease congestion should be more of a priority.	601/4086

4.0 Key Themes, Ideas and Spatial Options – Housing continued

Paragraph etc	Comments	Response Refs.
Question 5 - Housing Type and Mix Options	Do not have any specific preference for housing types. However important to ensure that issue of flood risk is taken into consideration. More vulnerable uses should be located in areas where flood risk is lowest and less vulnerable uses in the higher flood risk areas.	5/3838
	Support the proportions (although not the overall numbers) suggested in HMA, i.e. H3. There are valid arguments for building a certain proportion of apartments similar to the figure suggested, although believes at least 50% must be affordable. This would help to meet the needs of people on the housing waiting list, many of whom require one and two bedroom accommodation, whilst also helping to free up more family sized social housing by better matching household sizes. Agree will be demand from single people and couples wishing to live near city centre. Flats should only be acceptable if the design is far better than most of those approved so far, incorporating roof gardens and similar green spaces. We don't accept that providing some apartments should be allowed to 'constrain the ability to provide family homes with private gardens'. Many possible variations are achievable with good design. Strongly object to increasing percentage of apartments to ensure scheme viability.	52/3860
	Options are too simplistic. Inappropriate and prescriptive to apply a 64%/36% split. With particular regard to York Central, main focus will be as a new Central Business District, which is likely to include retail and leisure as well as offices and residential dwellings. The site-specific urban characteristics of York Central, lend themselves to the introduction of high-density flatted development, as a part of a high density mixed use scheme with the potential to create a new gateway into York City Centre. The site-specific characteristics of the sites, and the mix of uses proposed, should dictate the balance of houses and apartments that can be accommodated.	214/3930 621/3949
	A mixture of housing is required to meet all demands and provide homes that are in line with the Housing Market Assessment, however York Northwest should also ensure it helps to meet the need for affordable housing in the area.	352/3998
	Options H4 and H5 raise issues more appropriately considered at the master planning stage. This Question is considered premature at this stage. Such specific targets should not be set in advance of masterplanning.	525/4057
	Develop housing on the British Sugar site, no more unnecessary flats or apartments	2334/4121
	All housing should be limited to low and medium rise, with 50% being 'affordable'. British Sugar should be devoted wholly to housing and should be designed as far as possible on village lines. Some housing would also fit on York Central towards the end away from the Station, and the units could probably contain more apartments than on British Sugar.	2335/4133

4.0 Key Themes, Ideas and Spatial Options – Housing continued

Paragraph etc	Comments	Response Refs.
Option H3	Understand the need, to provide a housing to flat ratio in line with the HMA. However, it is important that the AAP takes account of the types of housing needed to support the future growth of the City's economy. Suggest that a higher density development would be appropriate at York Central, which would potentially result in a higher proportion of apartments. This could be balanced by lower level of flatted development on the British Sugar site.	479/4027
	The suggested ratio is noted. The size and location of the British Sugar site is well suited to this broad division of housing types. Should pay regard not only to the findings of the HMA but also address the site-specific issues of accessibility, and environmental and visual effects. The contribution of other sites will be relevant.	525/4058
	Agree.	601/4087
Option H4	Strongly disagree. Better housing sites available elsewhere in the District that are less liable to flooding, commuter congestion, and with equal or better access to services.	601/4088
Option H5	Support	516/4038
	Object to this option. Not evidence based and do to see why the Action Plan needs to supply even more apartments than those set out in the HMA.	601/4089
	Support	607/4106

4.0 Key Themes, Ideas and Spatial Options – Social Infrastructure

Paragraph etc	Comments	Response Refs.
General	Encouraged to note that only local shopping provision is envisaged. Agrees it will be important to ensure that the City Centre is main focus for retail development and that its vitality and viability should not be adversely affected by retail development in York Northwest.	2/3825
	Shortage of community facilities in York. Key to make these as useful as possible for social inclusion is to include 'changing places toilets' in them from the outset so that those with profound disability can access community facilities.	251/4322
	Community facilities and developing a high quality, easy accessible social infrastructure is essential because it will attract people to the area and will provide job opportunities for a variety of people.	352/3999
	Notes that the Council have commissioned a Retail Study to inform the preparation of Preferred Options. However, until an assessment of the quantitative and qualitative need for additional retail floorspace is undertaken, it is premature to consider options for allocating a new district Centre (with supermarket) The allocation of a new District Centre at either site, until a need for additional retail floorspace has been demonstrated, could have a detrimental impact on the vitality and viability of Acomb District Centre. Would strongly object to any proposal, which jeopardises the continued vitality and viability of the District Centre.	437/4014
	In accordance with PPS6, York Central would be sequentially preferable for retail development. The type and level will need to have regard to the findings of the Council's Retail Study. If the Retail Study identifies that there is a need for comparison goods then new retail development at York Central would not have a detrimental impact on the vitality and viability of the city centre.	479/4028
	Reaffirm our expression of interest in exploring opportunities for healthcare provision.	2196/4334
	In the past 6 years the area around Boroughbridge Road has lost a bakery, butcher, post office/corner shop and newsagents/corner shop. Finding a way to re-establish such facilities would go a long way to helping this again be a thriving local community.	2337/4143
Question 6 - Social Infrastructure Options	More vulnerable uses should be located in areas where flood risk is lowest and the less vulnerable uses in the higher flood risk areas.	5/3839
	Preferred option is combination of S3 and S4. Separate district centres will not be viable. Good pedestrian & cycle links will help to reinforce their viability. Detailed assessment of optimum level of provision for financial viability should be done. A significant level of on-site facilities is a crucial requirement for an environmentally sustainable development.	52/3861

4.0 Key Themes, Ideas and Spatial Options – Social Infrastructure continued

Paragraph etc	Comments	Response Refs.
Question 6 - Social Infrastructure Options continued	In view of likely timescales it is important that this development is environmentally sustainable and 'future-proofed'. Do not accept that provision of a relatively small local centre on each site will mean that residents will have to travel outside the area for their main food shopping. Overriding objective should be to reduce the need to travel by car whilst promoting lively, supportive communities. A small supermarket should be combined with a range of other facilities.	52/3861 continued
	Recommend developing a comprehensive locational strategy for the provision of education, health and community facilities across the site, taking account of the intended phasing of development, to meet the local needs of all new residents of York Northwest. Recognise the need to provide shopping facilities to meet the local needs of future residents, employees and visitors. However, strongly support Option S5. York Central provides an excellent opportunity to deliver a comprehensive retail development. Important to maintain flexibility re broad principles of options proposed. Options S1 to S5 will require review once findings of recently undertaken Retail Capacity Study are published.	214/3931 621/3950
	In terms of Options S1 - S4 supports the provision of social, community and health facilities in association with residential development on the British Sugar site. These facilities should be designed to optimise accessibility. Consideration will be required to ensure no adverse impact on existing shopping centres. Considered premature to seek to determine the scale of such provision in advance of the forthcoming Retail Study.	525/4059
	On the British Sugar Site, a community hall and cafe facility - to be open both day and evening and a shopping complex to cater for new development and the local area. Centralise the City of York's Council Offices on the Central York site instead of Hungate.	2334/4122
	Prefer small-scale facilities spread around the sites rather than the development of a large commercial/shopping centre on each site.	2335/4134
	Need a youth club building and leaders to run it for youth in the community.	2471/4312
Option S1	Support is given for a new district centre at British Sugar, but should be limited in scale to serve the immediate area and not York generally. This would be a village centre.	162/3906
	Support.	516/4039
	Agree but only where the evidence base shows that such facilities are necessary.	601/4090
Option S2	Supported because York Central is better related to the railway station and the City Centre than the British Sugar site.	327/3991

4.0 Key Themes, Ideas and Spatial Options – Social Infrastructure continued

Paragraph etc	Comments	Response Refs.
Option S2 continued	Disagree, as this will compete for trade with the City Centre. In the case of York Central there would be the risk of the facilities being flooded on a regular basis.	601/4091
Option S3	Disagree, as this will compete for trade with the City Centre. In the case of York Central there would be the risk of the facilities being flooded on a regular basis.	601/4092
Option S4	Oppose this proposal, as the provision of facilities spread over the York Northwest Area would lack co-ordination.	601/4093
Option S5	Strongly opposed to this option. Unnecessary use of land on the site. Do not agree that there is any need for new so-called ‘comparison goods’ retailing near to the city centre. Agree it could have an extremely negative effect on the existing city centre. The provision of a small number of small specialist shops in conjunction with a tourism development adjacent to the NRM may be acceptable, as would some limited development of the shopping provision in the station itself.	52/3862
	York Central would represent a sustainable location for new comparison goods retailing.	479/4029

4.0 Key Themes, Ideas and Spatial Options – Culture and Tourism

Paragraph etc	Comments	Response Refs.
General	Need to consider ways to improve the tourist appeal to the area, attract more visitors and increase the average length of stay. This could all be achieved by developing good, entertaining social infrastructure and accommodation facilities.	352/4000
	Welcome the recognition of the importance of tourism to the York economy. Believe that appropriate investment in York Northwest will help to achieve the objectives in the current York Tourism Strategy. Analysis in Figure 5 is sound. The relationship of York Northwest with the traditional city centre is a crucial consideration. Physical linkage between York Northwest and the city centre is going to be an important issue.	373/4002
Para 4.57	Don't understand what is meant by the last sentence '.... protect the historic city and surrounding greenbelt from further development pressures'. What tourist facilities are being proposed for the green belt?	52/3863
Figure 5 – Issues, Ideas and Opportunities	Agree that Plan needs to attempt to incorporate facilities, which will support the growth of the business tourism industry such as an international standard hotel into the blueprint for the area.	601/4094
Question 7 - Culture and Tourism Options	More vulnerable uses should be located in areas where flood risk is lowest and the less vulnerable uses in the higher flood risk areas.	5/3840
	Good logic in promoting the idea of a 5* hotel in close proximity to the station likewise suitable conference facilities.	55/3891
	Would be inappropriate to provide new tourism and cultural facilities on the British Sugar site, as it will remain isolated from the existing City Centre cultural attractions, given its geographical location. The development of a cultural quarter, linking the area around the NRM to the City Centre, should be the focus for the culture and tourism aspects of the York Northwest proposals.	214/3932 621/3951
	Key strategic aim is that development of these two sites should enhance York. In this respect, the Teardrop Site is very important because of its proximity to the historic centre of York. Strongly support the idea of seeking to link the NRM/station area with the historic core of York and could be done very simply without any need to construct a new bridge. Strip of tarmac used for very short-term parking at the station, between Platform 2 and the Royal York Hotel, could be extended over the scrubland to link up directly with, and on the same level as, the existing footway over Scarborough Bridge and on from there via a rebuilt ramp to the upper level of the Riverside Walk and the Museum Gardens.	2028/4326

4.0 Key Themes, Ideas and Spatial Options – Culture and Tourism continued

Paragraph etc	Comments	Response Refs.
Question 7 - Culture and Tourism Options continued	Visitors arriving at or leaving from York Station could walk to or from the very heart of York in about ten minutes, away from traffic, through one of the most attractive areas of the city and with the only change of level a gentle ramp. If the existing pedestrian footway over the bridge could be widened a little, it would be suitable for cyclists to use between the station area and Marygate on the north bank of the river. The ambition of the NRM to be redeveloped on a single site is impracticable if that were to involve closing Leeman Road. What could be done, if the necessary funding were available, would be to develop the existing subway link between the two halves of the Museum and/or to build an extension to the Museum over Leeman Road in order to provide the desired link. This would provide an excellent opportunity to construct a level access across a footbridge linking the Station Hall part of the NRM with York Station, in place of the current rather untidy access at various levels and involving lots of steps.	2028/4326 continued
	The area immediately behind the Station could best be used to help contribute towards culture and tourism. Include a large open plaza, a high quality hotel and other iconic buildings (e.g. a York 'Gherkin' and a concert hall perhaps), restaurants and cafes. Also desirable to make radical changes to the two NRM buildings, perhaps providing the Museum with an impressive common entrance.	2335/4135
Option C1	Support. The aim should be to keep any additional traffic into the area to an absolute minimum. As much as possible of the area should be designated a pedestrian zone, closely linked to any community stadium & associated complementary uses that might be developed.	52/3864
	York Central is the obvious place to concentrate cultural activities. The promotion of tourism in the British Sugar area would be an attempt to unnaturally create provision.	162/3907
	Support in principle.	214/3933 & 621/3952
	Welcomed.	242/3975
	Strongly supported. Consideration should be given to opportunities for quality bars, restaurants and serviced public open space as part of that cultural offer to encourage people to stay into the evening.	373/4003
	The presence of the NRM makes York Northwest an important element of the tourism infrastructure within the City. Important to ensure that the AAP seeks to integrate York Central with existing tourist attractions and facilities e.g. through the proposed Cultural Quarter. The further improvement and development to tourist facilities in York Northwest should focus on these proposals recognising that the NRM is a major tourist attraction.	479/4030
	Agree.	601/4095

4.0 Key Themes, Ideas and Spatial Options – Culture and Tourism continued

Paragraph etc	Comments	Response Refs.
Option C2	Don't understand the rationale for this proposal. Seems to be no rationale for sending tourists out to British Sugar.	52/3865
	Given the distance between British Sugar and other tourist attractions within the City and the desire to improve linkages between those attractions, not logical to establish attractions within this part of the area.	242/3976
	The railway station is the key transport node from a visitor perspective. Cultural and tourism facilities in this area maximise prospects of linked trips between them and an existing visitor attraction (the NRM) AND the traditional city centre. Agree that investment in such facilities at the British Sugar end of the development is less likely to result in linked trips, and goes against the strength of York's compactness as a visitor destination.	373/4004
	First disadvantage strongly agreed with. The commercial realism of providing cultural and tourist facilities on British Sugar is at best uncertain, and probably not feasible. The second disadvantage is also strongly agreed with. In combination these disadvantages indicate that British Sugar is an inappropriate location in principle for a substantial cultural and/or tourist facility.	525/4060
	Strongly oppose. Fail to see why there is any need for the Council to develop tourist facilities at the British Sugar site that would detract from these facilities in the City Centre.	601/4096
Option C3	Strongly opposed to this. No justification for giving up land from housing use to build a luxury hotel. Not convinced that York needs an additional luxury hotel. Would also increase traffic unacceptably.	52/3866
	York is in need of a high quality 4 or 5 star hotel and it would most obviously be likely to be located in York Central but would not serve the wider city if located at British Sugar.	162/3908
	Support the aspiration to provide a site for a hotel within York Central. The star rating of the hotel will depend upon demand.	214/3934 621/3953
	Whilst a site adjacent to the station is likely to prove attractive, the majority of hotels are going to be a minimum of five stories if not taller. Need to consider the impact such a structure might have on the character and setting of the historic assets within the city.	242/3977
	Support principle of high quality hotel in York Central, subject to it complementing other potential uses.	327/3992
	Endorse this ambition. The opportunity to have a purpose built, top quality hotel - ideally one that could provide state of the art conference facilities to service the whole city's needs would be welcomed. Greatest advantage would be for York Central, rather than the British Sugar end, given the proximity to the station.	373/4005
	Agree, providing the Council prove the need for a hotel in the area.	601/4097

4.0 Key Themes, Ideas and Spatial Options – Culture and Tourism continued

Paragraph etc	Comments	Response Refs.
Option C4	Opposed to this for the reasons in C3 and the additional reasons in the document.	52/3867
	Following PPS6 sequential approach, it would be inappropriate to propose a hotel on the British Sugar site. Unlikely there would be sufficient demand for hotel on this site.	214/3935 621/3954
	While high quality hotel development will be welcomed, a site so far from the city centre would reduce the possibility of linkages with other aspects of the York visitor offer. Not clear that the nature of the surrounding area would be attractive to such an operator.	373/4006
	The same considerations as C2 apply here.	525/4061
	Strongly disagree, as the public transport links here are poor in comparison to York Central.	601/4098
Option C5	Any bridge design would have to show that flood risk was not being increased and existing flood storage area was not being reduced and flood flow routes not compromised.	5/3841
	Strongly support	52/3868
	A major priority - the link will benefit the whole of York Northwest - not just visitor elements. Consideration should be given to the opportunity of redeveloping Scarborough Bridge itself, making closer, direct link with the station. Whilst expensive, there are commercial opportunities in the vicinity of such a prominent location. Wherever such a link is provided, the opportunity should be considered to review lighting and pedestrian facilities on either side of the River Ouse between Scarborough Bridge and Lendal Bridge, enhancing opportunities for riverside activity in the daytime and in the evening.	373/4007

4.0 Key Themes, Ideas and Spatial Options – Transport and Accessibility

Paragraph etc	Comments	Response Refs.
General	Objectives are broadly consistent with recent DFT principles.	1/3814
	Welcomes detailed approach. Encourages alignment with the Accessibility Criteria contained in Policy T3 of Proposed Changes to Draft RSS.	2/3826
	Pleased to see approach taken. Significant opportunities for pedestrian and cycle movement can be found by taking a wider strategic approach to green space planning, to improve links between and access to the City's open spaces and recreation areas and also the wider countryside.	4/3829
	Support the suggestion to divide site into access zones and provide through access only for public transport, cyclists and pedestrians. Every access point taken forward should have limited vehicular access to a zoned part of the site to discourage car and lorry use. All residential areas should be laid out as 'home zones' with a maximum vehicle speed of 10mph, whilst a maximum speed of 20mph should be applied to the whole site. Funding should be prioritised to provide all the suggested cycle and pedestrian only access points, along with shared access where vehicular access points are taken forward. Linking into regional tram-train project would be advantageous but will not be sufficient on its own to make the site sustainable in transport terms. An efficient, attractive and easy to use onward link from the railway station to the city centre and the rest of the city will be crucial to making this development work. It shouldn't be allowed to proceed without such plans funded and agreed. Locating facilities within walking distance of city centre not an adequate response. Must be a high profile, easily accessible link which continues from the tram/train terminus /railway station into the city centre and onwards to other parts of the city. The amount of car parking provided also a key issue. Given the objective to minimise car use, follows that the amount of car parking should be minimised. Not clear about notion of 'transport nodes'. All housing should be within 5 mins. walk of public transport. From layout of bus routes on British Sugar map this may not be the case. Concerned that despite an apparent commitment to a carbon zero development seems to be a tacit acceptance at 4.79 that there will traffic increases as a result of the development. Any response, which increases road capacity, will only result in further traffic increases – not an acceptable situation. The environmentally sustainable development of York Central must be set in the context of citywide policies. This particularly relates to the location of any interchange. The development is going to be built over a long period of time and must be 'future-proofed' in all respects, but particularly transport.	52/3869

4.0 Key Themes, Ideas and Spatial Options – Transport and Accessibility continued

Paragraph etc	Comments	Response Refs.
General continued	Note the desire to create virtually a traffic free zone. However concerned that it does not accord with economic and business reality. Vehicular access and egress will be required not just by those dealing with the transportation of goods and services but also by individuals who need to access the local and national road network. Adequate good road infrastructure and car parking is essential.	196/3919
	Car parking should be provided for the houses and businesses to enable people to travel to work by other means than cycling and public transport if they work or live outside York. The proposed new Poppleton Road Rail Link and Park and Ride Scheme should both be assessed against potential risk of flooding and the difficulties of accessing the A59. Transport is also an import aspect in the sites' development and a safe, efficient and integrated transport system is vital. Pedestrian and cycle access should also be made easily accessible in order to attract people away from their cars.	352/4001
	Discrepancy between the Issues and Options Report and the Sustainability Statement. The Report refers to 'Freight Movement' (Figure 6, page 75), with the suggestion of a vehicle consolidation centre being located near the outer ring road. The Sustainability Statement suggests that such a facility could be located in the former British Sugar site (paragraph 7.8). Would object to a consolidation centre on the British Sugar site as it would be an inappropriate use and could prejudice the wider regeneration proposals for York Northwest, with increased freight movement into the City Centre along the A59.	525/4062
	Links between the two sites, however, are important, particularly if British Sugar includes a district shopping centre and sports facilities.	2193/4116
	There is no "Rail Halt" on Poppleton Road (see plans on pages 29 and 89). Should read Poppleton Railway Station.	2273/4315
	Should be a priority in any development to avoid increasing traffic along Boroughbridge Road and at best to see it decrease.	2337/4144
Figure 6 – Transport – Issues, Ideas and Opportunities	References to Tram-Train route should be shown to be a long-term plan rather than a short-term likelihood. References to increasing the capacity of the A1237 York Outer Ring Road appear to be in conformity with LTP2. The emerging options should remain realistic about significant further work being required.	1/3815

4.0 Key Themes, Ideas and Spatial Options – Transport and Accessibility continued

Paragraph etc	Comments	Response Refs.
<p>Question 8 - Vehicular Access Options</p>	<p>Option T1 - Number of issues that need to be taken into account: The section of Holgate Beck within the Millennium Green site has supported a significant Water Vole population in the past. The habitats of this species are protected under the Wildlife & Countryside Act 1981. It is not known whether Water Voles are still present at this site but any development or infrastructure works affecting the beck corridor would need to take full account of the potential presence of this species. Other UK BAP Priority Species such as Reed Bunting and Harvest Mouse may well be present on the Millennium Green site. This also contains a small area of meadow foxtail - great burnet grassland, which is recognised as a habitat feature of European conservation interest. Unclear whether the significance of this grassland is recognised in current management arrangements but it should certainly be taken into account. In general any new or altered roads etc. should ensure that they do not compromise flood storage capacity or flood flow routes.</p>	<p>5/3842</p>
	<p>General points: Issue with a number of potential vehicular access points regarding negative impacts on surrounding residential areas. Limited access, zoning, low speed limits and other traffic reduction measures should help. Making an access point public transport only could mitigate potential negative impact on residents. Particularly regarding York Central, some very difficult decisions to make with limited options including the location of a possible interchange. Detailed feasibility work is urgently needed before master planning begins. May also point to planning the phasing of the site so that work can progress on British Sugar in advance of York Central. Specific comments: The open space at Millenium Green should be protected and oppose this access point unless it can be achieved without any detriment to Millennium Green. Would like to see the Railway Institute retained, both from an historical point of view and because of the valuable sport facilities it has to offer. All access points to British Sugar (as well as York Central) should be restricted access. Where there are conflicts with providing the best possible cycle and pedestrian access to the new Manor School, the latter should be prioritised by whatever means necessary. Concerned by the loss of sporting facilities and also of Green Belt at the Civil Service Sports Ground access point. If this is progressed it should be limited and not encourage cross-site traffic. Not clear as to how the proposed new road route parallel to the railway line will function.</p>	<p>52/3870</p>

4.0 Key Themes, Ideas and Spatial Options – Transport and Accessibility continued

Paragraph etc	Comments	Response Refs.
Question 8 - Vehicular Access Options continued	<p>Presented as an unrestricted route seems to encourage vehicular traffic from York Business Park & the ring road through the length of British Sugar to Water Lane and possibly onward to the city centre, even if access to the York Central site itself is restricted. Would definitely support this restriction, but more may be needed. The option of retaining this route as a purely public transport, cycling and walking corridor should be further examined.</p> <p>Possibly the direct access to York Business Park should be cycle/pedestrian only with good links to the nearby tram/train halt.</p> <p>More clarity is needed as to how the tram-train halt will work. Need to avoid the creation of a massive commuter car park on the site adjacent to the halt.</p> <p>T12 - concerned about the apparent effect on the EWS sidings and approach lines. If these might play an important part in the use of rail freight by employers on the site, this could be an important consideration.</p> <p>T13 - Object to the loss of allotments.</p> <p>T14 - believe that providing a much-improved cycle and pedestrian route to the city centre should be a priority here over and above vehicular access, which must inevitably be limited by the height restrictions.</p>	52/3870 continued
	Allocate S106 money to development of the existing access road network, including traffic controls on the Millfield Lane / A1237 roundabout.	79/3897 86/3901
	T12 - should not be a through route for motor vehicles.	111/3893
	All transport options should be considered in detail and until a detailed study is carried out would be premature to close off any particular possibilities.	162/3909
	Pleased to note that the Holgate Road/Lowther Terrace access no longer features.	171/3913
	Development of both sites will add further congestion to the A1237 and accordingly the Council should improve the road network at least between the A59 and the A64 on the western side of the City.	196/3920
	Safe and efficient highway access proposals are fundamental. Further work is progressing to evaluate the most appropriate package of options. Findings to date indicate that two main vehicular access points are required. Preference at this stage is for proposals T1 and T2, in addition to the limited access arrangements at T5 and T14. Also examining Option T12 but at the moment unable to draw any firm conclusions. Re Option T12, need for further discussions with British Sugar to determine the most appropriate access at T9, T7 or T10.	214/3936 621/3955

4.0 Key Themes, Ideas and Spatial Options – Transport and Accessibility continued

Paragraph etc	Comments	Response Refs.
Question 8 - Vehicular Access Options continued	<p>T3 – Removal of the road bridge on Queens Street would have significant benefits. Welcome this aspect. However, reservations about impact which the creation of an access point into York Central from this point might have on the character of the area to the south of the station.</p> <p>Clearance requirement for bridge over railway lines could have an adverse impact upon the setting of the Grade II* Station, the Grade II Water Tank at Queen Street (to south of the Station), and, possibly, upon the Scheduled City Walls.</p> <p>To fund such a major structure, the quantum of development upon the site would have to be increased - potentially through increased building heights. Could further harm the character or appearance of the Central Historic Core Conservation Area. Could set a precedent for a general increase in the heights of buildings.</p> <p>T5 – Leeman Road does not necessarily have to be severed to integrate the two halves of the NRM. Given the current street level as it emerges from the Marble Arch tunnel, it could continue at this level in a covered cutting with the NMR over the top of it.</p>	242/3978
	Support T6, T7, T8, T9, T10, T11, T12 and T13	516/4040
	Not considered appropriate at this stage to consider the options listed in detail, These issues should be addressed at the master planning stage, and with the benefit of a proper appraisal of the transportation baseline.	525/4063
	Disagree with T1 and T2 routes, as both of these would be located in High Flood Risk areas. Disagree with T6 as the York Outer Ring Road roundabout, which this route would feed to, is already congested. No objections to any of the other vehicular access options. Recommend the scheme be tied into major infrastructure upgrades on the A59 and in particular on the A59 roundabout with the York Outer ring Road.	601/4099
	<p>York Central - Closing Leeman Road is not a realistic option. It is needed both for access to the existing residential development in Sector A and for residents of the older housing north of the main railway line to be able to access the centre of York. It will also be needed to serve any development in Sector C. Measures could usefully be taken to curb speeding traffic and its use as a "rat-run".</p> <p>Access to Sector B could be achieved by developing the tarmac way known as the "cinder track" and its parallel access road, which run from near the western end of the Marble Arch tunnel to the footbridge over the FAL. This could then run alongside the FAL to the western end of the Site. This would open up the whole of Sector B without having to cross railway lines. Would also provide an opportunity to improve the area adjacent to the western portal of the Marble Arch tunnel.</p>	2028/4327

4.0 Key Themes, Ideas and Spatial Options – Transport and Accessibility continued

Paragraph etc	Comments	Response Refs.
Question 8 - Vehicular Access Options continued	British Sugar Site is more straightforward because this site will presumably be a genuine "brownfield" one without any existing development to be retained. Access should present fewer problems either from Boroughbridge Road, or from Millfield Lane.	2028/4327 continued
	Vehicular access to British Sugar Site should be via options 6, 7 and 9, with a dual carriageway for the ring road A1237. Access to York Central should be via 1, 5, 3 and 14. Poppleton Rd is too narrow and more traffic is unthinkable. Although traffic could access York Central via Holgate Business Park this would mean approaching via Poppleton Rd or turning into Holgate Rd from Blossom St. Both these approaches are already too busy.	2154/4331
	Concerned that option T2 may create congestion and safety risks and suggest that this be re-considered, given the proximity of T4 and T1.	2193/4117
	Concern over access points. Both Millgates and Plantation Drive are narrow streets. Millfield Lane should be considered as one of the main routes for vehicle access.	2206/4316
	Dual carriageway all of the outer ring A1237 Road Access to the centre of York to go from the Millfield site junction, all exiting roads from future development of the British Sugar site to join this and not increase congestion on the A59	2334/4126
	Access, especially for York Central, is a significant difficulty, which cannot properly be addressed until decisions have been made about the rail tracks running along the two sites. An alternative to the Marble Arch access (T14) should be found.	2335/4136
	Restrictions have to be applied for car access to City Centre and non-essential access for commercial traffic. All routes to go to the outer ring road with dual carriageway throughout.	2412/4340
	Question 9 - Public Transport Options	The bus /public transport routes shown serving British Sugar seem to leave a large part of the site at too great a distance from a public transport stop. T15 - Generally supportive T16, T17, T18 or T19 - All have their own difficulties. First question should be is an interchange needed? In principle support an interchange in this area as long as it is focussed on the needs of this part of the city and does not attempt to draw in all bus users to a central point, when they would naturally be inclined to board elsewhere in the city. Similarly, the choice of location should put the needs of bus/public transport users first. Can see advantages in T16. Would like to see the Railway Institute retained and would support improving air quality in the area. Closing the road as a through route for private vehicular traffic and making it into a proper small interchange would seem an excellent idea in itself, as long as the visual impact on the city walls and the station frontage is minimised.

4.0 Key Themes, Ideas and Spatial Options – Transport and Accessibility continued

Paragraph etc	Comments	Response Refs.
Question 9 - Public Transport Options continued	<p>We recognise that closure of Queens Street would have a serious impact on the whole city centre traffic system. However, this reinforces the need to look at York NW in the context of the city as a whole.</p> <p>Do not think an interchange would work ON Queens Street Bridge for the reasons you list. An interchange at Marble Arch also seems fraught with technical difficulties and seems too far out of the centre, which could easily result in under use.</p> <p>T20 – If necessary at all, this would work best as a small local interchange, which should ideally be located within short walking distance of both any district/local centre AND the tram-train halt to facilitate the maximum movement by public transport.</p>	52/3871 continued
	<p>All transport options should be considered in detail and until a detailed study is carried out would be premature to close off any particular possibilities.</p> <p>However, particular support is given to the use of the York/Harrogate/Leeds railway line and the provision of new rail halts. The provision of a new Park and Ride on A59 may be required but it is difficult to see the connection between that requirement and the need generated by these proposals.</p>	162/3910
	<p>T17 - Strongly disagree with the option of providing a public transport route via the Holgate Road access. A public transport route on this alignment does not relate well to the Transport Interchange options. T17 and T16 seem to require the Queen Street access to connect York Northwest to the interchange and the City Centre. The Marble Arch and East/West interchange options seem to require an access to the north of the station.</p> <p>A public transport route via the Holgate Road access would take buses away from the City Centre and would only seem to be advantageous for movements external to the City Centre to and from the A 1036. It would also involve a new junction in a far from satisfactory location, on the bend in Holgate Road, close to the existing Blossom Street traffic signal junction.</p>	171/3914
	<p>Consider that both sites would benefit from a light rail connection, which could potentially link up to the national rail network, the University development, at Heslington the City Centre and any new park and ride scheme on the western ring road that might be created. At least one major new park and ride scheme on the western ring road will be essential to aid the development of both sites.</p>	196/3921
	<p>T15 would be of considerable benefit in enhancing the overall sustainability of York Central and the city. The possibility of such a system is dependant upon further technical considerations and funding availability and its provision should not be a pre-requisite of development and occupation.</p>	214/3937 621/3956

4.0 Key Themes, Ideas and Spatial Options – Transport and Accessibility continued

Paragraph etc	Comments	Response Refs.
Question 9 - Public Transport Options continued	Recognise the importance of T16 - T19. Preference at the early stages of evaluation is for a split interchange, either side of the Rail Station. To facilitate interchange between modes should be either a connecting foot and cycle bridge, or make use of the existing internal station infrastructure.	214/3937 621/3956 continued
	T15 –Fully support. T16 –Support closure of Queen Street to through traffic, but concerned about impact a new bridge over the East Coast Main Line might have on the character of this part of the City. If this Option can only be delivered through construction of a bridge, not supported.	242/3979
	Effective public transport is key for those who are marginalised in the community.	251/4323
	Support T5 and T20.	516/4041
	Not considered appropriate at this stage to consider the options listed in detail, These issues should be addressed at the master planning stage, and with the benefit of a proper appraisal of the transportation baseline.	525/4064
	T15 is one of the most interesting put forward. It could have a stop or stops on the British Sugar Site and also on the Teardrop Site, where stops could be provided next to the new access road and so serve the entire Sector B of that site. It would also provide a physical link between the two development sites. As the Post Office no longer uses trains to transport mail, the main sorting-office could be relocated to a site on or near one or other of the ring roads. The present site would provide an ideal site for a bus/train transport interchange for York. Previous subway between the sorting-office and the station could be reopened. Alternatively, the new bus station could be connected directly by escalator and lift to a station/city centre link and, if the NRM/station pedestrian footbridge were also in place, through the station to the NRM as an alternative to using the Marble Arch.	2028/4328
	Support T15 at York Central.	2193/4118
	T15 - Study to assess the feasibility of introducing tram-train technology in the region is not due to report till Spring 2008. It will therefore be necessary to ensure that potential alignments can be protected in the AAP. In terms of timescales it is not likely to be implemented in the short to medium term. The DfT is proposing to undertake its own trial of tram-train technology. Therefore unlikely that the DfT would consider any proposals for tram-train schemes in the UK until the trial has been completed and fully evaluated.	2330/4140
	Build a main bus station on the Central York site.	2334/4127
	Support a tram link between the two Sites, and an integrated transport interchange at the Station. Do not support a large area purely for buses.	2335/4137

4.0 Key Themes, Ideas and Spatial Options – Transport and Accessibility continued

Paragraph etc	Comments	Response Refs.
Question 10 - Pedestrian and Cycle Access Options	<p>Option T32 and the public transport route from Water End all appear to impinge on the Millennium Green site. (See comments on T1 re Millennium Green Site). Recommend close liaison with Natural England.</p> <p>In general any new or altered cycleways etc. should ensure that they do not compromise flood storage capacity or flood flow routes.</p>	5/3843
	<p>The use of a significant number of cycling and walking access points could both help to overcome the technical access difficulties for the site and combined with excellent public transport, contribute significantly to an environmentally sustainable development. Funding should be prioritised for these routes. Consideration should be given to including some in the major cycling bid currently being considered.</p> <p>Where there is a choice between bridges and tunnels in almost all cases bridges are to be preferred.</p> <p>Also suggest that there should be a cycle/pedestrian bridge across the north end of the British Sugar site linking up with the existing footpath running from the A19 opposite Patterdale Drive past the cottages on the A19 down to the riverbank. This would allow connectivity between B.S. north, Acomb & Poppleton Ings and the densely populated area of Rawcliffe. This would also give access to the A19 P & R and the country park.</p> <p>Support most of the proposed routes with the following additional comments: Strongly support the Scarborough Bridge route.</p> <p>Where there is limited space & other difficulties as at T9/T23 access could be restricted to cycle /pedestrian only.</p> <p>T25 would have to be done sensitively in keeping with the station architecture. A DDA compliant walking route could always proceed independently of a cycling route.</p> <p>Strongly support new bridge at Clifton Ings in principle, although have some concerns regarding the potential impact of the necessary construction work on wildlife sites around the river. This should be assessed carefully and a design solution involving minimum impact sought.</p>	52/3872
	<p>T21 – Supported.</p> <p>T23 - Supported, would be a very useful link.</p> <p>T24 – Supported.</p> <p>T25 - Should be clarified as to whether this includes cyclists.</p> <p>T26 - support enhancement.</p> <p>T27 - assumed this option would not be realistic.</p> <p>T28 - Strongly support, assuming access to British Sugar site from Millfield Lane is provided. Suggest joining up route from Poppleton to city centre through the development.</p>	111/3894

4.0 Key Themes, Ideas and Spatial Options – Transport and Accessibility continued

Paragraph etc	Comments	Response Refs.
Question 10 - Pedestrian and Cycle Access Options continued	T29 - Ouseacres - would be useful link for residents going to city centre. T31 - Strong support. T32, T33, T34 - supported, assuming high quality and integrated provision for cyclists.	111/3894 continued
	All transport options should be considered in detail and until a detailed study is carried out would be premature to close off any particular possibilities.	162/3911
	No objections to the creation of pedestrian and/or cycle access to York Central from Lowther Terrace.	171/3915
	At these early stages T21 is not a viable proposition. Main emphasis is connecting foot and cycle bridge over the railway between the Post Office Site and the NRM. Some of the options identified are dependent upon the preferred package of highway access arrangements (T22 and T32). The use of existing access points is a given and environmental improvements will be required at T26, T27 and T32. Improvements to the Scarborough Rail bridge would improve pedestrian and cycle access for residents to the north of the Ouse and combine with proposed Back of Hospital Cycle Route and the existing Foss Islands Cycle Route. T25 is dependent upon further evaluation. A crossing point in the vicinity of T33 is emerging as a potential key crossing point for passengers and to facilitate the development of the existing station car park.	214/3938 621/3957
	T22 – Presumably this should be referring to the possible link along the railway line between the two parts of York Northwest, which seems a sensible idea.	242/3980
	Support Options T22, T23, T28, T29, T30 and T31.	516/4042
	Not considered appropriate at this stage to consider the options listed in detail, These issues should be addressed at the master planning stage, and with the benefit of a proper appraisal of the transportation baseline.	525/4065
	Encourage development of options 24 and 26 for access to York Central. The cinder path could be easily improved to encourage cycling and walking now. As part of the future development perhaps better (less steep) access for cycles to the bridge could be considered.	2154/4332
	Support T24.	2193/4119
	Better cycle and footpaths away from main road on the British Sugar site.	2334/4128

4.0 Key Themes, Ideas and Spatial Options – Open Space and Built Sporting Facilities

Paragraph etc	Comments	Response Refs.
<p>General</p>	<p>Should note that Proposed Changes to RSS introduced a new policy on Green Infrastructure (Policy ENV15). This sets out the need to identify, protect, create and extend strategic networks of accessible, multifunctional sites as well as linkages.</p>	<p>2/3827</p>
	<p>Welcomes the positive approach taken. The Open Space, Sport and Recreation study provides a good base from which the strategy can be developed.</p>	<p>4/3830</p>
	<p>Main concern is that many developments concentrate on the initial clearance of a site to allow for a "clean sheet" start. Once that is done the site becomes sterile. Wildlife needs to retain some wild "green" space, and needs corridors to allow movement, including natural waterways. The aerial photograph of the sugar beet site shows much greenery around the fringes, including some wildlife areas created by factory. These areas should be retained.</p>	<p>105/3892</p>
	<p>Concerned to see that the quality of life of residents on both sites is preserved so would welcome development schemes, which provide suitable public open spaces for recreation and leisure uses.</p>	<p>196/3922</p>
	<p>Welcomes the inclusion of a separate chapter on open space and built sporting facilities; production of an Open Space, Sport and Recreation Study; and the analysis of sport and active recreation issues. Seeking the inclusion of policies that: - Seek to maintain the quality of the environment in which leisure takes place; Support the provision of facilities which are accessible by public transport, bicycle and on foot; Minimise the impact on the environment; Encourage the wise use of non-renewable resources: Advocate facilities, which use sustainable construction techniques and materials, which are durable and long lasting; Support the development of facilities, which will improve the quality of life of local residents and participants and create job opportunities; Seek to maximise accessibility for all sections of the community; and Help to create awareness of, and appreciation for, the environment through promotion of opportunities for sport.</p>	<p>398/4317</p>
	<p>Apparent that the facilities at the RI on Queen St are likely to be affected by developments around the station. Essential that their replacement is included in the planning for the site. Businesses and developers should be required to contribute towards the provision of 8 badminton courts, 4 squash courts and indoor sport and fitness space. These should be linked to the business district. Management of the existing facilities must be involved in the planning of new facilities and in preparations for the management of a new site. Alternative venues are also being pursued for a community stadium, but essential that York Northwest remains a viable location for the stadium.</p>	<p>459/4016</p>

4.0 Key Themes, Ideas and Spatial Options – Open Space and Built Sporting Facilities continued

Paragraph etc	Comments	Response Refs.
General Continued	<p>York Central has recently been proposed as the only possible city centre venue for a community swimming pool. Support the Council's proposal to investigate possible partners for a pool on this site and their research, which indicates that additional pool space is required. Request that the provision of a community pool close to the business district be included in future planning documents.</p> <p>Key to the success of York Northwest is that the site be designed to encourage healthy and active lifestyles. Walking and cycling, as modes of transport, and for recreation should be encouraged, but more importantly residential areas should be designed to encourage participation in physical activity. Green space should be at the heart of communities rather than on the periphery. Sports facilities including playing pitches should be integrated with other activities, business or education premises to encourage shared uses.</p>	459/4016 continued
	<p>Consider that the Reports present a fair representation of the interests of the York RI. Reiterates the importance of the facilities to RI members etc. An important issue is that of timing. Any replacement facility needs to be in place before the loss of existing facilities. Cost of providing facilities is borne by senior and junior members of the RI and coaching is provided on a voluntary basis. Important to recognise that if replacement facilities were provided as part of a 'professional' stadium there would be a substantial increase in costs. This would seriously threaten viability of the RI.</p> <p>Another important issue is the need for any replacement facilities to incorporate the whole of the activities of York RI at the Queen Street site.</p>	2167/4333
	<p>Understand that the development proposed could see the gymnasium demolished and the complex replaced elsewhere. Request that during the planning process adequate space is designated somewhere in the York Northwest area to accommodate all the current activities presently enjoyed by the York Railway Institute membership.</p>	2336/4141
	<p>Closure of the Civil Service Sports Facility and the British Sugar Sports ground mean that 2 important local sports facilities have been lost in the past few years. Is also a clear lack of public open space and space for play. Gives a once in a lifetime opportunity to put this right.</p>	2337/4145
	<p>Pleased at recognition of the key role played by YRI in the provision of a wide range of sporting and cultural activities for the community. Accept that the area must be developed for access and the transport interchange options.</p> <p>The YRI Queen Street complex needs to be replaced as an entity, but replacement in close proximity to the station is not an important factor.</p> <p>Vital that any replacement facilities are provided before the closure of any of the existing.</p>	2338/4147

4.0 Key Themes, Ideas and Spatial Options – Open Space and Built Sporting Facilities continued

Paragraph etc	Comments	Response Refs.
General Continued	YRI is managed by volunteers and provides a very wide range of amenities. Several of the smaller activities can only be sustained by financial support from the principal sections. Replacement of the gymnasium facilities by a commercial provider would lead to the loss of a large part of the cultural and social amenities available currently to the community at no cost to the city.	2338/4147 continued
	Adequate space should be designated somewhere centrally in the Area to accommodate all of the current activities of the York Railway Institute. Replacement facilities should be available before the loss of the current facilities.	2397/4335
	The Reports are quite fair in representing the interests of the YRI and clearly show the value of the club to the sporting community and identify and address the important issue of replacement facilities. An important issue is the timing (i.e. replacement is needed before loss of existing facilities to ensure essential continuity). Another important issue is the need for any replacement facilities to cover the whole of the activities of the YRI and not fragmented. The sporting facilities are provided by volunteers at minimal cost to the City Council and the local community. If replacement facilities were provided as part of a more comprehensive 'professional' complex there would be a substantial increase in costs, which may threaten viability or require subsidisation or sponsorship. Should also note the other valuable facilities the YRI provide locally e.g. rehearsal rooms for the three Silver/Brass bands; Chess Club; home to the local branch of the National Association of Speakers Clubs; Drama Section; and a dancing school etc.	2400/4336
Para 4.88	Pleased to see commitments, that if Railway Institute (Queen Street) and British Sugar sports field were to close as a consequence of redevelopment, replacement facilities would be provided on site, and that the Railway Institute facilities would need to be easily accessible from the city centre. Strongly endorse these two commitments. Would like the Council to strengthen the commitments it has made two respects: - 1) ensure that the new sports and leisure facilities are as affordable as the existing facilities at the Railway Institute; and 2) city centre accessibility would not be maintained if the Queen Street facilities were replaced at the northern or western parts of the site so would like the Council to require pedestrian access to the new indoor sports facilities on the site to be within, say, five minutes walk of the railway station.	351/3993
Para 4.91- 4.93 Options for Open Space and Built Sporting Facilities	Recommend that areas of open space be located in areas of highest flood risk if possible. The location of any built sporting facilities need to take into account flood risk.	5/3844
	Would like to see setting of options relating to wider provision of sport and active recreation opportunities - particularly in relation to interlinkages with green infrastructure	398/4009

4.0 Key Themes, Ideas and Spatial Options – Open Space and Built Sporting Facilities continued

Paragraph etc	Comments	Response Refs.
Para 4.91- 4.93 Options for Open Space and Built Sporting Facilities continued	On British Sugar provide a sports club with space for various grounds and a park of decent size with amenities and open space for all ages. Provide a stadium complex similar to the one in Hull on Central York.	2334/4129
	No specific proposals for open spaces except to recognise their importance to the community. The building of a football/shared purpose stadium rejected. Such a facility, if provided, should be situated adjacent to the ring road.	2335/4138
Option O1	York Central is the only reasonable location for a Community Stadium especially if it is to attract spectators from beyond York. The ability to reach the Stadium on foot from York Railway Station becomes a key consideration.	162/3912
	Preferred because: Central location enabling maximum accessibility; Proximity to existing attractions; and opportunity to demonstrate that a city-centre location can be appropriate	398/4010
	Do not support. SRIP and Future York Group highlight the importance of redeveloping York Central to create a new Central Business District for the City. A new stadium would have a major impact upon the potential viability of redeveloping York Central and significantly limit the successful delivery of relevant aspects within the SRIP and RES.	479/4031
	Agree.	601/4100
Option O2	Felt on balance to be inappropriate, for the reasons listed as disadvantages, and also in terms of general Government guidance.	525/4066
	Oppose, as this would cause more congestion on the Ring Road.	601/4101
Option O3	Considered inappropriate. The potential substantial traffic congestion arising from the location of a stadium on the British Sugar site is in itself a strong reason for not pursuing this option further, but in addition the environmental harm to existing and potential future residential areas is of fundamental concern.	525/4067
Question 11	Recognise that a stadium will use large amounts of land and will potentially generate large amounts of traffic. However, also aware that a new stadium is needed and that if it is developed as a genuine community stadium it has the potential to offer a wide range of much needed facilities. Essential that wherever a stadium is located it has excellent public transport links to minimise car travel. A location where vehicular access is severely limited could be one solution so that the vast majority of users have to arrive by non-car modes. The potential for this could exist on the York North-West site, e.g. in conjunction with a light transit system or possibly behind the railway station.	52/3873

4.0 Key Themes, Ideas and Spatial Options – Open Space and Built Sporting Facilities continued

Paragraph etc	Comments	Response Refs.
Question 11 continued	Also aware, that the likely timescales for access to be secured for York Central, at least, mean it is unlikely to be in time to meet the need for a new stadium. We would not wish potential housing land to be zoned solely for leisure with a stadium in mind if the community stadium is actually to be built on another site.	52/3873 continued
	Community stadium within York Northwest not supported, unless clear evidence of need, viability and deliverability can be demonstrated with absolute certainty.	214/3939 621/3958
	Concerned about potential impact on the character of the historic city. Will generate considerable number of vehicular movements within City Centre. The significant land-take of such a development is not most effective use of limited brownfield sites around York.	242/3981
	Support locating a community stadium in York Northwest. There is an opportunity to create a cluster of facilities, which could serve a wide range of communities of interest, in particular making the most of planning obligations.	398/4011
	Not attracted by the idea of a community stadium on either of the two sites. Teardrop Site is constricted by railway lines and existing residential development. While more room at the British Sugar Site, the amount of space needed would be a waste of valuable land.	2028/4329
Question 12	The best location within the site for a community stadium should be decided following further investigation based on the criteria in comments on Question 12.	52/3874
	O1 not supported. Should the proposal be pursued on York Northwest it would, on balance, be better located on British Sugar than on York Central.	214/3940 621/3959
	If the decision was taken to try and accommodate a stadium within York Northwest, Option 1 would be the best.	516/4043
	British Sugar is better suited to any major sporting facility.	2193/4146
Question 13	A diversity of types of open space should be provided to meet a number of different objectives: - Wildlife corridors, promoting biodiversity; Residential gardens should also be designed as part of the network of green infrastructure; The possibility of including new allotments in the site should also be fully investigated; Support the inclusion of innovative green space such as green rooftops. Sustainable building design could well incorporate large numbers of rooftop gardens; Open space suitable for community use including informal and formal events & sports; General recreational walking; Safe play space for younger children close to housing; Plentiful facilities specifically for older children and specifically for teenagers; and support the use of open space additionally as a buffer between incompatible uses. Ensuring the integrity and improvement of existing wildlife corridors should be a priority.	52/3875

4.0 Key Themes, Ideas and Spatial Options – Open Space and Built Sporting Facilities continued

Paragraph etc	Comments	Response Refs.
<p>Question 13 continued</p>	<p>Detailed environmental impact assessments should be carried out on existing wildlife sites prior to any design or construction of features that may damage them. Including reviewing the present and future floodplains and how floodwaters behave in the area. Existing open space i.e. Millennium Green and other sites should be protected. <u>Built recreational facilities</u> Possible inclusion of an edge of city centre swimming pool. The primary purpose should be to provide a range of recreational facilities on or very close to the site for all residents. Believe existing facilities at the Railway Institute should be retained and perhaps enhanced, although if a community stadium were to go ahead at the city centre end of the site the relationship between the two facilities would need to be considered. Both parts of the site should include some facilities so that it is not necessary to travel to use sports facilities. Both sites should have some kind of community centre with rooms for meetings etc.</p>	<p>52/3875 continued</p>
	<p>Will need to be based upon the mix of uses developed on the site.</p>	<p>214/3941 & 621/3960</p>
	<p>Critical that the AAP development is set within a strong green infrastructure framework, such that development is fitted around a network of multifunctional greenspaces and not vice versa. Non-car dependent movement can be properly encouraged, wider ecological services incorporated, and connections made to strategically located community facilities. Figure 7 provides a good starting point for considering a proper range of facilities. Important that provision is informed by the Open Space, Sport and Recreation Study.</p>	<p>398/4012</p>
	<p>Must be space allocated for a decent sized park area with a playground as well as green open space.</p>	<p>2473/4314</p>

4.0 Key Themes, Ideas and Spatial Options – Urban Design

Paragraph etc	Comments	Response Refs.
<p>General</p>	<p>Pleased to see overall approach. A positive approach should be taken to renewable energy development. Policies should positively encourage and set out different forms of renewable energy development.</p>	<p>4/3831</p>
	<p>Restrict height of development to 10 metres to preserve the existing low level sight lines.</p>	<p>79/3898 & 86/3902</p>
	<p>Believe York Central, in particular, is close enough to York city centre, to attract occupation by office, hotel, conference and hospitality use. However the site is sufficiently geographically distinct from York Minster so as not to give concerns over the erection of new high rise buildings. Provided the quality of architecture is of an extremely high standard, see no reason why the City should not support the development of some new substantial, large and potentially high rise iconic buildings on part of the York Central site. This should be complemented by the provision of more traditional high quality office buildings, which are more financially viable.</p>	<p>196/3923</p>
	<p>As York is very proud of its "green" credentials, should install a wind-turbine to generate "green" electricity on one or other (or both) Sites. The York Central site is a fairly exposed Site, and such an installation can become a successful tourist attraction in its own right and could be a worthwhile modern addition to York's already impressive tourism portfolio.</p>	<p>2028/4330</p>
	<p>Approach acceptable.</p>	<p>2335/4139</p>
<p>Figure 8</p>	<p>Primary considerations regarding design should be environmental sustainability and liveability for residents, employees and visitors and respect for historical context. Designs should incorporate leading edge of sustainable building and site layout, whilst producing buildings and areas between that are pleasing to look at, live in, work and visit. Question a comment on p109 under 'Sustainable Communities'. Shouldn't design buildings for bad air quality. Should design out bad air quality. Support proposal for seeking combined heat & power and community heating schemes, but with reservations that the power source used should be genuinely sustainable. Support the aim of building a carbon-neutral community at York Northwest. Support proposal for green corridors throughout the site. These should run through the area based on river Ouse & Holgate beck connecting the countryside to the city centre. Generally support the majority of the proposals on pages 110 –111, with the following additional comments: - Re civic square / plaza and public spaces to encourage large scale tourism or business use, question sense of assuming large numbers of tourists, severe transport difficulties are associated with the site, and success in bringing people in could harm the city centre.</p>	<p>52/3876</p>

4.0 Key Themes, Ideas and Spatial Options – Urban Design continued

Paragraph etc	Comments	Response Refs.
<p>Figure 8 continued</p>	<p>Support careful design of whole site from the outset to take account of microclimate and especially the orientation of buildings to maximise solar gain and natural ventilation. ‘Gateways’ may in some instances be attractive, but should be used in moderation given the objective of integrating the new site with existing communities. Support using design to severely decrease traffic speeds and limit car use. Support ‘maximising natural assets such as the waterways, ponds and existing planting to encourage attractive spaces & biodiversity’. Also that ‘green infrastructure’ of the site should be planned as a key part of the development from the beginning not as an afterthought. Planting trees, lining approach roads to the city seen by road or rail, including the outer ring road will raise the image for York.</p>	<p>52/3876 continued</p>
	<p>Support the key issues set out in Figure 8. One aspect not identified is the fact that the development of the York Northwest opens up opportunities of the creation of new views and vistas across the city. E.g. a fine view of the western elevation of the Minster.</p>	<p>242/3982</p>

5.0 Funding and Delivery

Paragraph etc	Comments	Response Refs.
<p>General</p>	<p>There should be a firm focus in the submission document on delivery of the policies. Information on the means of implementing and funding the development referred to in the policies, together with the responsibilities of the parties involved in their implementation and the results of the sustainability appraisal of the policy, should be included in the reasoned justification or other supporting text within the DPD, or in a clearly referenced, easily accessible evidence base.</p>	<p>1/3816</p>
	<p>Both sites are capable of being developed independent of each other. British Sugar site may well be capable of development prior to York Central. The development of the British Sugar site should not be held up pending any delays, which may occur on the York Central site, although, may be necessary to apply certain conditions to the development of the British Sugar site.</p> <p>Concerned that much time has passed already since discussion commenced on the development of York Central. Vital that the development of both York Central and British Sugar is not held up by unnecessary delays.</p> <p>Would not be concerned to see a phasing of the development of each of the sites, or indeed individual aspects of each site. Would rather see development brought forward on certain parcels of land than for unnecessary delay to occur.</p> <p>If discussions between the respective owners of the York Central site results in delays, would urge the City Council, along with Yorkshire Forward, to consider compulsory purchase as a means of progressing development.</p>	<p>196/3924</p>
<p>Para 5.1</p>	<p>Important to note that it is not yet known whether public sector investment will be required to bring forward regeneration of the British Sugar site by itself. Suggested that at this stage the possibility that the British Sugar site can come forward without public sector support should be recognised as a possibility.</p>	<p>525/4068</p>
<p>Para 5.3-5.8</p>	<p>Support in principle process in paragraph 5.5 Further consideration should be given to which party should be responsible for the preparation of the York Northwest masterplan (i.e. needs to be clear how the Council consider the delivery strategy should proceed). Essential to define the boundaries of the masterplan document, ascertain the exact area to be covered, and whether this will be coterminous with the boundary of the AAP.</p>	<p>214/3942 621/3961</p>
	<p>To ensure that housing targets are met and that redevelopment of the area commences, should allow individual sites to be redeveloped on a site-by-site basis as opposed to comprehensive redevelopment.</p>	<p>607/4107</p>
<p>Para 5.3</p>	<p>Recognition that the redevelopment can and should be brought forward in phases, for the stated reasons, is supported.</p>	<p>525/4069</p>

5.0 Funding and Delivery continued

Paragraph etc	Comments	Response Refs.
Para 5.4	Support the need for careful planning of the phasing of development and would add that phasing will have to be made dependent, through conditions, on the provision of appropriate social, transport and landscape infrastructure on agreed timescales. Presumably since the need for affordable housing is acknowledged to be urgent by all concerned, the delivery of this will figure as the highest priority in the phasing plans?	52/3877
	In so far as there may be any 'potential dangers' in developing the overall area in phases, careful planning and phasing should be capable of ensuring that new social infrastructure is delivered at appropriate times and a balanced community achieved throughout. To suggest that phasing could be detrimental raises the potential for delaying redevelopment, which could thereby be left redundant unnecessarily. Understood that the 'potential dangers' relate to the required infrastructure, ABF suggests that such phasing could be dealt with at the master planning stage.	525/4070
Para 5.5	Paragraph refers to a masterplan in the singular, suggesting that a single masterplan would be appropriate for the whole AAP area. If that is the intention of this statement ABF strongly disagrees. It is important that the AAP provides a framework within which masterplans can be prepared on a complementary and consistent basis.	525/4071
Para 5.6	Concerned that masterplanning will take place as soon as developers are appointed and therefore concurrently with the preparation of this Area Action Plan. Whilst can see that this may assist timescales it is very important that all concerned are clear that the masterplan may have to change as the Action Plan goes through the statutory consultation processes and that it cannot be confirmed until the end of that process.	52/3878
	Recognition that it will be appropriate for masterplanning to proceed concurrently with preparation of the AAP is strongly supported.	525/4072
Para 5.7	Presume any outline planning application will not be able to go forward until the Action Plan process is complete.	52/3879
Para 5.9 & 5.12	Until there is a clear idea of the preferred option for redevelopment, it is not possible to reach any conclusion on the extent to which funding will be required, either for the British Sugar site independently or for the wider AAP area. Confirms that it will welcome the opportunity through the AAP process to establish a fair distribution of infrastructure costs. There should not however be any suggestions of cross-subsidisation for such costs.	525/4073
Para 5.9-5.14 – Funding	Believe that Yorkshire Forward must meet all necessary infrastructure costs. No compromises regarding environmental sustainability or the meeting of local needs should be made in the name of financial necessity.	52/3880

5.0 Funding and Delivery continued

Paragraph etc	Comments	Response Refs.
Para 5.9-5.14 – Funding continued	Believe there will be a threshold for the quantum of development and mix of uses that will be essential in order to bring forward development at York Central. Welcome the reference to the importance of public sector funding.	214/3943 621/3962
Para 5.13	Welcome the opportunity to contribute to pursuing other transport funding opportunities.	525/4074
Para 5.15-5.16	Without a more detailed and realistic quantitative assessment of what can fitted onto the two sites it will be difficult to arrive at preferred options.	52/3881

Baseline Report

Paragraph etc	Comments	Response Refs.
<p>Chapter 7 The Environment Para 7.67-7.74 – Ground Conditions and Contamination</p>	<p>Agree with statement made in paragraph 7.74 that contamination within this area is not considered a significant constraint on development. However, the section "Ground Conditions and Contamination" does not mention risks to controlled waters. Agency requires sufficient investigation to allow an assessment to be done establishing the likely risk posed by contaminants to controlled waters. Whilst capping the existing material may suffice for reducing risks to human health the final remedial strategy will be site dependant and also need to address controlled water risks.</p>	<p>5/3845</p>

Sustainability Statement

Paragraph etc	Comments	Response Refs.
Para 4.8	Most CBDs involve tall buildings. Such structures could have a significant impact upon the character of the historic City. Increased congestion could also have an adverse impact.	242/3983
Para 4.9	4 th bullet point – Increased congestion as a result of B2 and B8 uses could also have an adverse impact.	242/3984
Para 5.7	Should be noted that high-density housing does not necessarily mean that buildings have to be tall.	242/3985
Para 8.3	The majority of hotels will be a minimum of five stories if not taller. Need to consider what the impact of such a structure might be on the character and setting of the historic assets within the City.	242/3986
Para 11.2	To minimise the degree of tension between SA objective EN2 and the other Objectives, as part of the Evidence Base of the LDF, an assessment should be undertaken of the capacity of the historic City to accommodate further growth. Strongly advises that the conservation and archaeological staff of the Council are closely involved throughout the preparation of the SA of the plan.	242/3987

Public Comment Form

Paragraph etc	Comments	Response Refs.
Question 14	<p>Presents an excellent opportunity for the creation of good quality greenspace, including enhancement of existing habitats and creation of new ones. Suggest a Section 106 Agreement that would allocate office space or and educational centre to the Trust, in exchange for ecological and greenspace management. The agreement would address the following issues from the I&O document: – Management of disused railways sidings that merit designation as a SINC (Para 2.6); Finding appropriate mitigation for little ringed plover habitat (Para 2.28); Protect and enhance the biodiversity of nature in the City (Para4.8); and Potential to maximise natural assets such as waterways, ponds and existing planting to help encourage attractive spaces and biodiversity (Figure 8).</p>	49/3846
	<p>Culturally, York Northwest is an important strategic site. Therefore should include cultural development of regional, or even national, significance. This should recognise and be consistent with the centrality of the NRM to the site.</p> <p>A priority should remain to accommodate a stadium and events arena (unless a more feasible option is identified elsewhere). Stadium is likely to work best in the heart of the business area, close to the station, and fitting closely with other commercial developments such as hotel and conferencing facilities.</p> <p>Development of the site provides opportunity to integrate cultural provision with the wider urban environment. Wish to see imaginative use of urban design, public art integrated into whole environment including buildings, publicly welcoming areas, green spaces, street furniture and links to the cultural quarter and city centre. Play provision should be situated at street level not hidden away.</p> <p>Highest quality architecture should be used. Cultural provision may provide opportunity for an iconic building. Also like to see creation of spaces suitable for events, arts activities, and outdoor performances. Spaces should be: - easy to move around on foot; encourage exploration and travel on foot by day evening; uncluttered; creatively lit; accessible; eventful and vibrant.</p> <p>Cultural opportunities must link to those outside of the site. So support idea of new pedestrian and cycle bridge over the River Ouse. This would link into the proposed Cultural York route from NRM across the river and through to the Minster. Trails linking York Central to these sites could be themed with artwork and lighting and open up the riverbank to entertainment and retail use.</p> <p>Suggest: - integrated use of Public Art with a commuted sum for maintaining a programme; and interpretation that tells a story linking the railway with the rest of the city, making reference to industrial archaeology and listed buildings.</p>	175/3916