

## Schedule of non-material minor corrections and factual updates

Consultation on this schedule was consulted on as part of the Main Modification Consultation February 2023. Additional updates and corrections have been made following the implementation of Main Modifications and final document preparation.

Submission Version Policy/Para	Modification
General – whole document	Paragraphs and bullet point lists re-numbered/ stylised where necessary
About the Plan	xvii. For further information.... Strategic Planning <b>Policy</b> team

## Section 1: Background

Submission Version Policy/Para	Modification
Para 1.8	co-operation with its neighbouring authorities will be set out in detail in a forthcoming 'Duty to co-operate statement' which will show how the Council has satisfied
Para 1.11	and the strategy-vision
Para 1.13	a prosperous city for all - where local businesses can thrive and residents have good quality jobs, housing and opportunities. There are efficient and affordable transport links to enable residents ...and community facilities.
Para 1.15	The principles are set out at Figure 1.1 overleaf:
Para 1.20	...it aims to tackle, as follows: sustainable <u>Without Walls Partnership</u>
Para 1.21	<ul style="list-style-type: none"> <li>• live and work in energy-efficient buildings with smaller fuel bills;</li> <li>• drive less and walk and cycle more; and</li> <li>• use renewable sources of energy to heat buildings or power cars and buses; and</li> <li>• create less waste, recycle and compost more.</li> </ul> <p><i>Reformatted to create 4<sup>th</sup> bullet point.</i></p>
Para 1.22	... that there are communities within #York for whom...
Para 1.27	... overlapping but self-contained...
Para 1.28	...shown at Figure 1.2 overleaf.
Para 1.37	... Key long-term targets...
Para 1.38	... from fulfilling a day to day convenience...
Para 1.39	... comprising of stores within the city centre...

Para 1.40	... out of town centres such as Monks Cross and Clifton Moor has increased. Out of centre floorspace now exceeds that contained within the city centre. It is important to promote the city centre and restrict further developments in out of centre...
Para 1.42	... supporting 19,000 jobs in the city; 75% is made by leisure visitors and 25% made by business visitors....
Para 1.46	... Large parts of affordable housing need is either within existing households (who do not generate need for additional dwellings overall) or newly forming households (who are already included within the demographic modelling)... ... in York had reached £225,000; a notable increase...
Para 1.47	Current and future need, as well as detailed analysis of potential sites to meet need, is set out in The City of York Gypsy and Traveller Accommodation Assessment Update (21072022)... Council owned sites are located at: Within York there are currently three permanent Council owned Traveller sites at Outgang Lane; James Street; and Water Lane.
Para 1.48	... education students which is set to rise following... In some areas the number of HMOs havehas doubled or tripled in...
Para 1.50	While the Regional Strategy for Yorkshire and Humber has otherwise been revoked, when The Regional Strategy for Yorkshire and Humber (Partial Revocation) Order (2013) came into force its York Green Belt policies were saved together... the York Green Belt, about 6 miles from York city centre, ...established detailed Ggreen Bbelt boundaries
Para 1.52	... with the city's railway, and chocolate manufacturing heritage;
Para 1.54	Green Wwedges extend from..
Para 1.55	... City of York Bio-diversity Audit (2011)... there are further sites which, whilst not of... expansion of the resource within the framework Plan.
Para 1.58	... are together 'very special circumstances' ...development in the draft Ggreen Bbelt
Para 1.62	York is one of six Local Authorities
Para 1.63	... dispersed population centres; rail...
Para 1.64	... Road, leads to severe delays...

Para 1.65	... in relation to <del>improvident</del> <b>improving</b> the existing transport network...
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## Section 2: Vision

Submission Version Policy/Para	Modification
Para 2.4	... and facilitate <b>ing</b> the provision... from Further <b>and</b> Higher Education institutions.
Para 2.10	...Beyond the city centre, the key radial routes are of particular importance, <b>and along with</b> the surrounding villages...
Para 2.14	ensure that new development is not subject to, nor contributes <b>to</b> , unacceptable levels of flood risk including from the
Para 2.14	future residents or create problems with property and it's surrounding... and <b>to</b> protect and improve water quality...
Para 2.15	<ul style="list-style-type: none"> <li>provision of a new rail stations <b>s</b> at Haxby;</li> </ul>
DP1	...the roles and functions of places <b>s</b> ...
Para 2.17	... The functional nature of these sub areas relate to housing markets, labour markets, travel to work and services, retail and service catchments. <b>Both areas and they</b> continue to be important geographies for both analysis and policy interventions. Figure 2.1 <b>overleaf</b> ...
DP2	<p>Development will help <b>Create a Prosperous City for All</b> through:...</p> <ul style="list-style-type: none"> <li>protecting<b>ing</b> and enhance<b>ing</b> the visitor economy...</li> </ul> <p>Development will help <b>Conserve, Maintain and Enhance the Environment</b> through:</p> <ul style="list-style-type: none"> <li>...and maximise<b>ing</b> the generation...</li> <li>...recycling hierarchy, and ensure<b>ing</b> appropriate...</li> <li>...natural mineral resources and maximising<b>ing</b> the...</li> <li>reducing waste levels through the reducing, reusing and recycling hierarchy, and ensure appropriate sites for waste management are provided; <b>and</b></li> <li>safeguarding natural mineral resources and maximise the production and use of secondary aggregates<b>;</b> <b>and</b></li> </ul>

Para 2.19	The Local Plan will play a vital role in delivering sustainable development for York. No one policy of the Local Plan will achieve this, but collectively the plans policies will result in communities
Para 2.22	... design, density, scale and building materials are taken...

### Section 3: Spatial strategy

Submission Version Policy/Para	Modification
Para 3.1	...alongside detailing the key areas of change.
Para 3.1b	Development is directed to the most sustainable locations, making as much use as possible of suitable previously developed land (with some release of Green Belt land).
Para 3.1e	... described in the following table (Table 1a)...
Para 3.4	...Their main attributes of that character and form are:...
Para 3.6	...(shown in Figure 3.2 overleaf).
Para 3.11	... travel to work trips remained within York,...
Para 3.13	... In this Local Plan the Green Belt's prime purpose is that of preserving the setting and special character of York. This essentially comprises the land shown earlier in the section at Figure 3.1.
SS3	York City Centre is identified as a priority area for a range of employment uses and is fundamental to delivering the plan's economic vision
Para 3.18	at Castle Gateway and Hungate
SS3 Delivery	<ul style="list-style-type: none"> <li>• Key Delivery Partners: City of York Council; developers; Neighbouring Local Authorities; and infrastructure delivery partners; and landowners.</li> <li>• Implementation: Through all Local Plan policies; Planning applications; and developer contributions.</li> </ul>
SS4	with exemplar mixed-use development including a world
SS4	This will include; a new central business district,...
SS4	... Conserve Preserve and or enhance the special character and/or appearance of the adjacent Central Historic Core Conservation Area...
SS5	... Create new, and improve existing, pedestrian connections between the central shopping area and the Castle Gateway.

Para 3.30	and site of part of <b>the</b> Romano-British fort-vicus and Anglian cemetery)
Para 3.32	The Central Historic Core Conservation Area Character Appraisal (2011) (the Appraisal) provides <b>the</b> key evidence base for the Local Plan ...and <b>the</b> 2018 Masterplan for Castle Gateway
Para 3.34	The masterplan shapes <b>s</b> the key elements of the
Para 3.37	<b>SParagraph</b> 104 of the National Planning Policy Framework identifies
Para 3.39	are considered to be a strategic sites <b>s</b> for the purposes
SS7	viii. Set development back from the A59 frontage and retain mature trees and landscape features <b>s</b>
Para 3.42	filling the larger gap between <b>the</b> Westview Close to the
SS9	vi...Hull Rd and/or Stockton <b>ll</b> Lane, subject...
SS10	ii... This will retain key views towards the Minster, <b>as well as to the north,</b> that should be preserved. iv... Provide a new green wedge to the west of the site, <b>south of the Garth Road,</b> to... v.... There are opportunities for this site to interconnect with existing green infrastructure corridors, <b>and to integrate a scheme throughout the site,</b> which should be exploited.
Para 3.51	The site is considered as well contained as it has three boundaries with the built up area and permanent recognisable physical boundaries <b>yies (-</b> North Lane / hedges (to the north), Monks Cross Link Road /post and rail fence (to the east) and <b>Monks C</b> ross <b>R</b> etail <b>P</b> ark the current edge of the main urban area <b>(to the south).</b> The western boundary follows a hedge line along the north western side. South of this however there are some areas with no physical boundary. The western boundary has been stepped and is generally one or more field boundaries <b>yies</b> away from the existing built up residential boundary of Huntington to allow some separation from the existing built up area and allow a potential green corridor to run between the western edge of the allocation and the eastern built up extent of Huntington.
SS11	these more 'active' <b>forms of transport</b> (walking and
SS13	... It will deliver approximately 3,339 dwellings, of which it is expected that 560 units <b>of which</b> will be delivered within the plan period.
Para 3.64	... One of the key challenges for the site <b>areis</b> in relation to...
Para 3.67	In order to minimise car use <b>the development would need</b> a robust transport strategy will be required
SS14	i. Achieve high quality urban design which respects the character and fabric of the wider Terry's factory site and buildings of architectural merit. This includes <b>conservingpreserving</b> and enhancing the special character and/or appearance of the Tadcaster Road and the Racecourse and Terry's Factory Conservation Areas

	ii. Deliver development with high quality urban design, given the site's association with the wider Terry's factory site and the site's location as an entry point to the city, to contribute to the architectural merit of the city. This includes <del>conserving</del> preserving and enhancing the special character and/or appearance of the Tadcaster Road and The Racecourse and Terry's Factory Conservation Areas.
SS15	i. <del>Conserve</del> Preserve and enhance the special character and/or appearance of the Nestle/Rowntree Factory Conservation Area.
SS17	The special character and/or appearance of the adjacent Central Historic Core Conservation Area should be <del>conserved</del> preserved and enhanced.
Section 3 Delivery	Delivery box previously omitted and has now been added.
SS18	ii. <del>Conserve</del> Preserve and enhance the special character and/or appearance of the adjacent Wheldrake Conservation Area.
Para 3.79	The access point nearest to the site is located at Bank Island
Para 3.85	...Confirmation that there is sufficient land available to widen the existing access to <del>the</del> site is required given the new properties built to the west of the site access.
Para 3.94	This site is inherently sustainable given its situation within the main built up area of York, its relationship to the city centre, and its proximity to shops and facilities in the Fulford Road area.
Para 3.99a	This can be <del>buffer will be</del> provided within the site where parallel to the A64, but beyond it on the other boundaries

#### Section 4: Economy and Retail

Submission Version Policy/Para	Modification
Para 4.1	scenario 1 – higher migration and faster UK recovery, <del>which identified</del> and scenario 2
Para 4.6	growth in jobs that is set out in Policy SS1: Delivery <del>ing</del> Sustainable Growth

Para 4.9	When considering the loss of employment land and/or buildings the Council will expect the applicant to provide evidence, proportionate to the size of the site, of effective marketing of the site/premises for employment uses for a reasonable period of time, and in most cases not less than 18 months.
Para 4.10	lead to the loss of a site allocated through Policy EC1 above will be resisted
Para 4.13	Hotels are a defined as a town centre use
R3	ix. will have active and attractive shop frontages which contributes to the appearance of the street;
Para 4.32	Primary shopping frontages are defined on the proposal policies map
Para 4.37	but will still be subject to impact and sequential testing in line with the above policy and Policy R1.

## Section 5: Housing

Submission Version Policy/Para	Modification
Para 5.7	Green Belt Period set to 2037/38
Para 5.21	...where there is an identified need through the SHMA LHNA.
Para 5.32	custom build projects are where can include
H6	Travelling Showpeople yards will be permitted on existing and allocated employment sites provided development would not lead to the loss of land that that is necessary to meet both immediate and longer term
H8	i. ... HMO planning consent or are known to the Council to be HMOs; and
Para 5.58	Such provision would normally be within a C3 Use eClass
H10	text in penultimate paragraph 'Where a developer believes the criteria set out in this policy cannot be fully met, they have the opportunity through open book appraisal to demonstrate through open book appraisal to demonstrate to the Council's satisfaction that the development would not be viable'
Para 5.66	The exception to this is are apartments if they are to be transferred
Para 5.72	This credit does not apply when a building has been 'abandoned'.



## Section 6: Health and Wellbeing

Submission Version Policy/Para	Modification
Para 6.1	This affords the planning system significant opportunity to make enduring changes to the health outcomes and wellbeing of residents <del>changes</del> which will last as long
Para 6.2	already <del>stretched</del>
Para 6.9	<del>A-The</del> loss of community facilities
HW3	accessible by public transport, foot and bicycle; <del>or</del>
HW4	Applications for strategic residential developments, <del>and</del> as listed in Table 5.1
Para 6.31	with good air quality, <del>and</del> in close proximity to
Para 6.46	Policy HW <del>67</del> provides the opportunity to embed preventative health measures

## Section 7: Education

Submission Version Policy/Para	Modification
ED1	Capitalisation of names amended for consistency
ED1	this can be accommodated, or off-campus, in line with <del>considered under</del> Policy H7.
Para 7.1a	enable the <del>C</del> city of York to contribute directly to the delivery
Para 7.1a	contribute to delivering the <del>L</del> ocal <del>P</del> lan vision of supporting
Para 7.2b	and the proposed ST27 extension (shown <del>on-in</del> Figure 7.1)
ED2	Policy ED2: <del>University of York</del> Campus West
ED3	Full stops after each criteria.
Para 7.6	ST27 extension (shown <del>on-in</del> Figure 7.1) provides
Para 7.6	to locate, to the benefit of the city and <del>U</del> niversity
Para 7.20	demographic changes in birth rates the <del>L</del> ocal <del>P</del> lan must

## Section 8: Placemaking, heritage, design and culture

Submission Version Policy/Para	Modification
Para 8.3	...and its surrounding villages <b>special</b> . There are...
Para 8.3	, the Heritage Topic Paper Update (2014), the City of York Historic Environment Characterisation Project (2014), <b>and</b> York New City Beautiful (2010).
Para 8.6	...clearly defined pre-existing urban...
Para 8.6	... such as <b>topology topography</b> or field boundaries...
Para 8.8	...The use and enjoyment of streets and spaces <b>are is</b> affected by how empowered people feel to engage in these spaces, through cultural, <b>every</b> leisure and economic activity...Semi-private space, especially...
Para 8.9	... a detailed evidence-based understanding...
Para 8.10	... development is at a high-level masterplan stage...
Section 8 Delivery	... such as Conservation Area Appraisals.
D2 ix.	... and avoiding light spill.
Para 8.13	... expect evidence-based landscape assessments...
Para 8.13	... and neighbourhood plans where they exist.
D3	... describing how the four criteria <b>of above</b> in (i) are satisfied.
D4	Use lower case script for 'conservation area' in all cases, unless where referring to legislation.  Planning applications for development within or affecting the setting of conservation areas will only be supported if full details sufficiently <b>to</b> show the likely impact of the proposals
D4	... Applications should be accompanied by an appropriate evidence-based assessment...
New para 8.26a	... Substantial harm to, or loss of, a grade II listed... Substantial harm to, or loss of, designated heritage assets
New para 8.30a	... and to advance understanding.
New para 8.30b	... Substantial harm to, or loss of, a grade II listed building, park or garden should be exceptional. Substantial harm to, or loss of, designated heritage assets...
D6	i. they are accompanied by an evidence-based heritage statement that describes the significance of the archaeological deposits affected and that includes a desk-based assessment
Para 8.31	... substantial harm to, or loss of, designated or undesignated...

Para 8.32	Understanding this picture and the significance of these assets, both designated and undesignated, <b>are is</b> fundamental...
Para 8.33	... qualified individuals and <b>organisations</b> preferably... <b>organisations</b> .
Para 8.35	The National Planning Policy Framework <b>(2012)</b> ...
Para 8.36	Where a development will comprise works to a non-designated heritage asset, <b>building</b> recording may be required.
D8	...do not harm the layout, design, character, appearance or setting of the park or garden, <b>or</b> key views into or out from the park;
New para 8.41a	... Substantial harm to, <b>or</b> loss of, a grade II listed building, park or garden should be exceptional. Substantial harm to, <b>or</b> loss of, designated heritage assets...
Para 8.43	...It includes records of archaeological monuments, <b>features</b> and deposits,...
D10	...they are designed to preserve the special character of the city walls <b>s</b> and not reduce their dominance;
Para 8.59	... with the historic character and appearance of heritage assets, <b>including</b> conservation areas, <b>or</b> damage to historic fabric...

## Section 9: Green Infrastructure

Submission Version Policy/Para	Modification
Para 9.3	habitats and landscapes, <b>and</b> also to support
Para 9.8d	Although an established network of paths, <b>and</b> periodic closures of part of the heath by the MOD (to facilitate training activities) can influence visitor behaviour.
Para 9.9	York's green infrastructure network is shown on <b>Figure</b> 3.2, which is
GI2a Delivery	<b>Delivery</b> <b>Key Delivery Partners: City of York Council; developers; Natural England; and community groups.</b> <b>Implementation: Green Infrastructure Strategy; planning applications; and developer contributions</b>

## Section 10: Managing development in the Green Belt

Submission Version Policy/Para	Modification
GB1	Referencing changed to roman numerals for consistency

## Section 11: Climate Change

Submission Version Policy/Para	Modification
Para 11.1	development goals in line with the National Planning Policy Framework (2012) (NPPF)... <b>the</b> York Climate Change Strategy.
CC1	... <del>Developments should in particular be sited</del> Developments should be sited a suitable distance from major residential areas and have suitable fire suppression procedures.

## Section 12: Environment quality and flood risk

Submission Version Policy/Para	Modification
Para 12.6	introduces new exposure into an exceede <b>a</b> nce area
Para12.24	British <b>s</b> Standard
ENV4	ii) <b>T</b> he development will be safe

## Section 13: Waste and minerals

Submission Version Policy/Para	Modification
Throughout section	Change 're use' to 're-use'

## Section 14: Transport and communications

Submission Version Policy/Para	Modification
T1	iv They create safe and secure layouts for motorised vehicles (including public transport vehicles), cyclists, <b>and</b> pedestrians that minimise conflict.  vi New roads or accesses through the development restrict access for, or otherwise discourage, general motor traffic.
T1	...or other key destination <b>s</b> ...
T1	for a period of up <b>to</b> 10 years, or five years after last occupation, whichever comes sooner...
Para 14.6	... for example, in the heart of footstreets area), so <b>theyit</b> can, subject to sufficient justification..
Para 14.9	...appropriate contributions for off-site improvements
Para 14.10	...developer should set-out the proposed level of public transport...
Para 14.14	The National Planning Policy Framework ( <b>2012</b> ) (NPPF) requires that  ... each off-street parking space...
T2	The Council will enable and, where appropriate, require development...
Para 14.16	with service improvements, seeks to encourage...
Para 14.16	... <b>and</b> reduces reliance on private motorised transport for travel and hence minimises the increase...
Para 14.16	led by the Council and, where required to mitigate development impacts, through developer contributions associated <b>with</b> strategic site allocations as identified in Section 3
Para 14.17	railway stations and facilities or the provision of new <b>existing</b> railway stations and facilities, or <b>bring about</b> some other improvement which will be beneficial to the operation of the line.
T3	iii. ..., and to develop the station as:  <ul style="list-style-type: none"> <li>a hub and gateway station for York and the wider sub-region; and</li> <li>a hub station for high-speed rail (HS2 and Northern Powerhouse Rail);</li> </ul> v. ...and maintains an appropriate level of long-stay and short stay parking at <b>the</b> York Station, which is currently provided at several locations;

	vi. improves pedestrian and cyclist access to within and through the station, including, but not limited to: Bullet points on vi replace comma with semi-colon
Para 14.31	York station, will therefore, need to be upgraded in terms of capacity..
Para 14.34	... that are sympathetic to heritage of the station's heritage or its environs being put forward.
T3 Delivery	... Implementation: Planning Applications, Developer Contributions, City of York Council Capital Programme, DfT and Devolution funding; Great British Railways Network Rail investment programmes...
T4	Medium-term (2022/23 2023/24 -2027/28)
T4	v. Junction improvements on Wigginton Road, north of A1237; and vi. Wigginton Road / Crichton Avenue junction improvement (complementing inbound bus priority measures on Wigginton Road); and  Punctuation added to end of (viii-x)
Para 14.37	In the longer-term, as more developments come on-stream, further...
Para 14.39	More detail with regard to the how the strategic highway network capacity improvements are to be funded and delivered is contained in the Infrastructure Delivery Plan.
T5	The Council will enable, and where appropriate require, development to contribute to: ... • Improvement and expansion to the strategic cycle network across the City Of York Council
Para 14.40	... Therefore, the Council has, and is continuing to develop, a comprehensive network of safe and accessible...
T5 Implementation	Leeds City Region Local Enterprise Partnership and York, North Yorkshire and East Riding Local Enterprise Partnership investment programmes,
Para 14.44	...It also acknowledges that any future development needs to ensure that it does not have a detrimental impact on, or prejudice, transport operations within the vicinity of the development, including the safe operation of level crossings.
Para 14.45	through the development sites to maximise the use of the existing corridor.
T7	...must be agreed with National Highways England and neighbouring highway authorities, as appropriate.

	For development proposals near railways, or likely to have an impact on the operation of railways, Transport Assessments should consider rail infrastructure.
Para 14.49	... In these instances, it has become common practice to produce a simplified report - a <b>TS Transport Statement</b> ....  .... A <b>Transport Statement</b> will be required for major development
Para 14.51	<b>TPs Travel Plans</b> must also demonstrate...
Para 14.58	Opportunity will be taken to trial and permanently implement, as appropriate, measures that: <ul style="list-style-type: none"> <li>• improve public transport services and reliability;</li> <li>• remove other <b>inappropriate through-traffic movements</b>;</li> </ul>
Para 14.58	... where air quality thresholds have been breached...
Para 14.61	The City of York Air Quality Action Plan 3 (2015 to 2020) (2015), sets out how York intends to continue <b>to</b> deliver it's ambitious and...
C1	i. mobile communications infrastructure is located at an existing mast or transmission site, where it is technically and operationally feasible, unless it is particularly visually intrusive, and is available for use as a shared facility; <del>or</del> <b>where</b> new equipment is proposed which cannot be located on an existing mast or site at its preferred location
Para 14.67	masts or sites at the proposed installation location, or at an alternative location, should be fully explored
Para 14.68	York must also address the growing need for <b>the</b> City's transport network to have high speed connectivity... This includes the use of ducting, street furniture and on-premises masts.

## Section 15: Delivery and monitoring

Submission Version Policy/Para	Modification
Para 15.3	Statement of Community Involvement <b>(2007)</b>
Para 15.5	Statement of Community Involvement <b>(2007)</b>
Para 15.13	The Council will consider what it will charge and collect <b>contributions</b> on a city-wide or area basis...

Table 15.1	(a negative number shows the 'with local plan' outcome to be better on that corridor)
Para 15.16	<del>Because of local variations throughout the network, the values indicated in Table 3 should not be taken as meaning that the time to undertake a journey in 2016 (baseline year) will be 30% longer in 2032/33 or delays experienced on a journey in 2032/33 will be 50% higher than those currently experienced. To provide a more relevant indication of how a typical journey will be affected in the future year the changes on travel time on the fifteen specific routes that could be deemed to be representative of 'typical' trips on the network as shown in Figure 15.1 and Table 15. 1</del>
Para 15.26	...in accordance with relevant <del>UK and EU</del> legislation.
Para 15.28	It may also be caused by the <del>S</del> submission
Para 15.30	monitoring information provided through the <del>AMRAR</del> .
Table 15.2	References to deleted policies DP4, SS19, GB3 and GB4 are removed. Policies GB2, H7, ED3 and D7 are renamed as appropriate.
Table 15.2 Policy H5	Delivery of <del>10</del> additional Gypsy and Traveller pitches <del>within</del> the... Delivery of a sufficient number of pitches within Strategic Allocations for the <del>28 30</del> Gypsy and Traveller Households

## Glossary and bibliography

Submission Version Policy/Para	Modification
CIL	provide for the imposition of a charge – the Community Infrastructure Levy <del>are</del> were
Employment generating uses	Development, including those within the B2, B8 and E(g) Use Classes, public and main town centre uses and excluding housing development).
Gypsies and Travellers	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily <del>or permanently</del> , but
LTP	<del>It is used as an</del> Initially published <del>as a</del> 5-year plan, commencing in 2001, to bid to Government for funding transport improvements, <del>the</del> the last round of 5-year LTPs were published in 2011 and since then local authorities have been required to keep them under review.
Mitigation hierarchy	This seeks as a preference to avoid impacts, then to mitigate unavoidable impacts



Showpeople	have ceased to travel temporarily <u>or permanently</u>
Sui generis	Delete 2 <sup>nd</sup> sentence.
Use class	The Town and Country Planning (Use Classes) Order 1987 <u>(as amended)</u> requires the type of use which is being determined in a planning application to be identified.
Bibliography	March 2025 – Please note, this bibliography represents the submitted Plan position at May 2018 and further evidence may support the policy position. This will be made available on the Council's website.