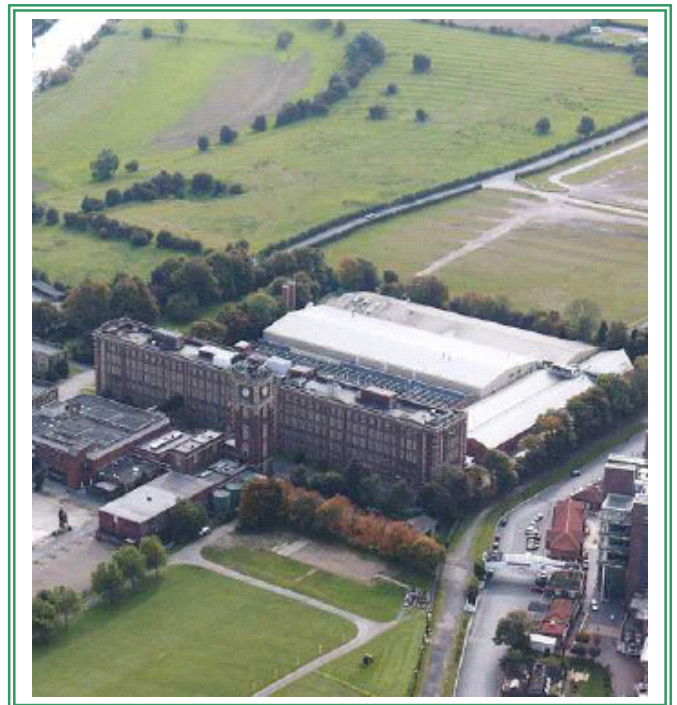


# Development Brief - Terry's



June 2006 (Revised April 2009)

City Development  
Directorate of City Strategy





FULFORD

RIVER BUSSE

NUN INGS

**KNAYESMIRE**  
[247]

RACE COURSE

SOUTH BANK



SOUTH BANK

RIVER  
OUSE

RACE COURSE

Warehouse  
Mass Plant

Central Services

Head Office

Time Office

Car Park

Clock Tower

Liquor Factory

Factory

Factory

KNAVE SMIRE

[247]

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# 1. INTRODUCTION

## Background

1.1 For many years, York and the confectionary industry have been synonymous. ~~Today, Nestle is a major employer in the City. A summary of the history of Terry's is included in Appendix 1.~~[9]

1.2 In April 2004, Kraft Foods made the decision to close the Bishopthorpe Road site in Autumn 2005. A significant site has become vacant and available for reuse and redevelopment. This provides an outstanding opportunity to bring the site and listed buildings back into viable use to the benefit of York, its residents and its visitors. The redevelopment of the site represents a major chance for the York economy and a significant opportunity to forward a number of the City's economic aims, including the [Sustainable Community Plan Strategy objectives of a for York – The "Thriving City" which states that "we will keep York's employment levels high and economy buoyant by supporting local employers, developing a diverse economy and balanced employment structure"](#). There is also potential to forward ~~and~~ the Council's Corporate [Aims Priority to "improve the economic prosperity of the people of York with a focus on minimising income differentials" which seek to "strengthen and diversify York's economy" and provide "improved employment opportunities for residents"](#). The site has the potential to build on York's international reputation as a tourism destination as well as creating a sustainable community in this part of the city. The redevelopment of the site also presents an opportunity to further the [Sustainable Community Strategy Objectives of a for York - The Sustainable City – "York should be a model sustainable city with a quality built and natural environment and a modern, integrated transport system" – and the Corporate Aim to "Take pride in the city, by improving quality and sustainability, creating a clean and safe environment"](#).

1.3 ~~Regionally, Yorkshire Forward (the Regional Development Agency) have recognised the wider economic driver potential of York. Along with Leeds, Bradford, Sheffield and Hull they have designated York as a Key City Sub Regional City and within the Leeds City Region with a significant role to play in providing economic benefit of regional significance. Regionally, The Yorkshire and Humber Assembly, through the Regional Spatial Strategy, have recognised the wider economic driver potential of York. York is a Sub Regional City within the Leeds City Region with a significant role to play in providing economic benefit of regional significance.~~ [21]

1.4 This is a high quality site with iconic landmark buildings, set within the attractive landscape of the vibrant and prosperous city of York. ~~The historic factory site forms a significant part of the Racecourse and Terry's Factory Conservation Area (No 10) which was designated in 1975. A Conservation Area Appraisal setting out its special characteristics was adopted in October 2006.~~ [14] This is a site which could generate global interest. [The regeneration of the site has already begun with the reuse and extension of the listed Time Office building as an office.](#)

## Vision

1.5 The site is principally an employment site. By virtue of its high quality buildings and setting, it has the potential to provide a prestige development which will be of considerable significance to the future success of York's economy. A balanced mix of complementary uses in an employment led mixed use development will assist in creating a sustainable community on the site where each use benefits from the presence of the others. The right mix will give the site vitality and viability to ensure it is a successful employment site and an important component in the success of Science City York. The development should deliver quality employment space for quality jobs. Creating the right environment is key to the success of the employment – led vision. An attractive, vibrant development will be of real benefit to the York economy.

1.6 York is now one of six national Science Cities and recognised as one of the main economic generators for the region. The need for quality employment sites, providing the high quality image and environment required by Science City York and the tourism and cultural industries is very clear.

1.7 The site and buildings offer the potential for creating a clear identity (potentially carrying on the Terry's name to brand the site) for a development centred on the service sector, IT, a creative industries complex integrated with business conferencing and distinctive high quality hotel facilities (to complement facilities at the Racecourse) as part of a viable mix of uses.

1.8 A single, creative, design concept is required to achieve this approach. An approach which targets the value-added sectors/demand highlighted above and which creates a lasting, iconic development that enhances the future of the York economy.

1.9 This is a major opportunity which benefits from its location on the Leeds/York employment axis. A highly visible and recognisable site capable of signifying the progressive image that the region as a whole aspires to. High standards of design, conversion and landscaping will be key requirements in achieving this.

1.10 By virtue of it's size, the Terry's site also presents an opportunity to provide a range of other uses to complement the employment objectives. It will be key to the successful redevelopment of the site that the mix of uses create a "sustainable community" on the site with a coherent identity. The mix of uses, which might include hotel, community, leisure and residential, should complement one another to assist the vitality and viability of the development.

1.11 The Council's vision for the redevelopment of this key site is:

*To create a sustainable, distinctive and prosperous high quality business focused location of strategic importance to the York economy with a range of complementary uses to generate vitality and viability, including good quality housing, in a sustainable community. It should have a unique and inspirational sense of place of exemplary design that builds on the iconic*

*qualities of the Terry's buildings and contributes to making York a more sustainable, [low carbon](#) city.*

## Objectives

1.12 To deliver the above vision and the Council's requirements for the site, the following objectives will be critical to the successful development of the site. The Council are seeking a comprehensive development solution that:

**NB – The Objectives have been reordered for clarity. The previous number is referenced at the end of each Objective for reference to Appendix 1 of the Committee Report. These will be removed from the finalised brief.**

1. Takes full advantage of this unique opportunity for a prestigious development that delivers an employment led mixed use comprehensive development scheme with opportunities for Science City York cluster uses – Bioscience and Healthcare York, Creative York, IT & Digital York (1)
2. Provides for employment use that supports the priorities of [York Economic Development Board](#), [the Sustainable Community Strategy](#), [Regional Spatial Strategy](#) and [Local Plan and emerging Local Development Framework Core Strategy](#) objectives and is a source of economic prosperity (2)
- ~~3.~~ [Provides for some housing which will be good quality and a good place to live within the South Bank area](#) Provides quality housing in an attractive environment which complements the overall scheme and the surrounding South Bank area (3) [13]
- ~~3-4.~~ Assesses the Listed Buildings on site to determine the most appropriate use(s) to bring these buildings back into active and viable use (4)
- ~~5.~~ [Respects the character and setting of the Racecourse and Terry's Factory Conservation Area, as set out in the Conservation Area Appraisal, and protects the qualities of the Green Belt, while protecting and enhancing the existing long distance southerly views of the factory and other important views from the City's open spaces such as the Knavesmire, Rowntree Park and strategic places along the River Ouse](#) (12) [16]
- ~~4-6.~~ Respects and reflects the historic importance of Terry's, the confectionary business in York and the cultural associations with the site (5)
- ~~5-7.~~ Is outward looking and provides a real benefit for the citizens of York and Yorkshire (6)
- ~~6-8.~~ Delivers community uses and services that benefit the South Bank area and future occupants of the site (7)
- ~~7-9.~~ Takes advantage of the proximity to York Racecourse in order to deliver complementary uses [such as a hotel with clear synergies with the conferencing and racing activities of the racecourse](#) (8) [2]
- ~~8-10.~~ Creates an environment which is vibrant and accessible both at day and night, by virtue of the mix of uses provided (9)
- ~~9-11.~~ Creates an outstanding development that demonstrates the principles of sustainable development in all aspects, including [low carbon](#) design, construction and use (10)



- ~~10-12.~~ Is of extremely high quality and provides a new source of civic pride (11)
- ~~12-13.~~ Respects the architecture of the listed buildings, including the quality and character of the interiors, and ensures their setting is maintained and that any new build complements them (13)
- ~~13-14.~~ Enhances the existing landscape framework (14)
- ~~14-15.~~ In prioritising movement within and through the site the needs of pedestrians and cyclists must come first within any framework (15)
- ~~15-16.~~ Effectively promotes and prioritises [3] sustainable transport options to “connect” the site to the wider city by co-ordinating with City and public transport provider initiatives. (16)

### Development Brief

1.13 This Development Brief expands on national, regional and local planning policies and provides specific advice on the way in which the Council would like to see the site developed. The Brief aims to provide a clear vision and a contextual framework for the redevelopment and refurbishment of the Terry’s factory site in York. The Brief sets out all the planning issues that will need to be addressed by potential developers. The Brief is supplementary to the Draft Local Plan 4<sup>th</sup> Set of Changes. The content of the Brief will be relevant in the preparation of the emerging Local Development Framework.

1.14 ~~If approved~~ ~~This Brief has been~~ will be adopted as ~~non-statutory Draft Supplementary Planning Guidance~~ an Interim Planning Statement. Development proposals will be required to comply with the adopted Brief.

### Public Participation

1.15 Public consultation was carried out on the Draft Development Brief in 2005, including a newsletter, feedback sheet and a drop-in session for residents in the South Bank area, and workshop with children at the Knavesmire School. ~~When bringing forward proposals prospective developers will be expected to work with the Local Planning Authority to carry out a community involvement exercise and clearly demonstrate that the local community, key stakeholders and statutory consultees have been extensively involved with any masterplanning and any subsequent planning applications and have taken their views into account. This should accord with the guidance on consultation on major planning applications at both pre-application and application stage as set out in the Council’s draft Statement of Community Involvement. The Council’s Statement of Community Involvement is now adopted. Prospective developers of the site must clearly demonstrate that the local community, key stakeholders and statutory consultees have been extensively involved in a constructive process of engagement in any master planning and any subsequent planning applications, and that they have taken these views into account. This should accord with the guidance on consultation on major planning applications at both pre-application and application stage as set out in the Council’s Statement of Community Involvement.~~

## 2. THE SITE

Please refer to *Plan 1 – Site Location* and *Plan 2 – The Site*

### Site Location

2.1 The site lies to the south of the City Centre on the edge of the built up area known as South Bank. The site comprises of two areas either side of Bishopthorpe Road. The area to the west of Bishopthorpe Road is the main factory site that has a total area of approximately 10 hectares (24.9 acres) and comprises the original 1920's factory buildings (Grade II listed) and single storey factory and warehouse buildings which have been added to the site in more recent years. This main site is bounded to the east by Bishopthorpe Road, to the west and south by National Cycle Network route 65 from Selby and the south. [22] ~~Campleshon Road forms the boundary to the north, York Racecourse and Micklegate Stray are situated to the west.~~ To the south of the site is an open space (Green Belt) ~~to the south~~ which extends towards the A64 and Bishopthorpe. York Racecourse and Micklegate Stray (which unlike York's other strays is protected by an Act of Parliament - Micklegate Strays Act, 1907) are situated to the west of the site. [23]

2.2 The area situated to the east of Bishopthorpe Road is known as Nun Ings and is slightly larger at 10.45 hectares (25.81 acres). The area sits within the Green Belt identified in the Local Plan. At present the majority of the area is open space apart from 0.86 hectares (2.12 acres) that was used as a car park for staff of the Terry's factory. The Terry's Pump House is located to the north east of this area. This supplied water to the factory. The River Ouse flows to the east of the area. The river bank is in the ownership of the Council. Residential development along Bishopthorpe Road and the continuation of NCN 65 [23] forms the built boundary to the north, Bishopthorpe Road lies to the west and open space to the south. There is a pedestrian link to the river immediately adjacent to the site.

### Site Description

2.3 The site forms part of the southern urban edge of York with predominantly open land to the south. The views towards the site from the south are important, as are views from Tadcaster Road, Bishopthorpe Road, Fulford and a number of other key locations. The factory buildings form a distinctive and iconic landmark that defines the character of the area and helps orientate the visitor. York Racecourse lies to the west of the site. The racecourse grandstands are also dominant features in the landscape. ~~A Conservation Area, designated in 1975, includes both the Terry's factory and the Racecourse buildings. These buildings are of special importance because of their prominent position in a parkland setting within the City of York Green Belt. The buildings and spaces are part of a Conservation Area designated in 1975. The southern half of the former factory site is within the Conservation Area. A recent Conservation Area Appraisal sets out the special characteristics of the area. There is a duty to protect or enhance a conservation area and its setting. A summary description of the area is added at Appendix 3 though it is important to read the full document. The tall buildings play a major role in the wider landscape of the city and its~~

surroundings. They appear to be in a parkland setting within the City of York Green Belt. [16] The developable site that the Brief addresses is the main factory area to the west of Bishopthorpe Road and, limited by green belt policy, the existing car park to the east of Bishopthorpe Road.

2.4 To the north of the site lies the predominantly residential area of South Bank which is characterised by grid form street pattern and tight-knit terraces of Victorian, ~~and~~ Edwardian ~~and inter-war~~[25] houses. Campleshon Road has two focal points for the local community with St Chads Church and Knavesmire Primary School.

2.5 The site boundaries are well defined and provide a strong framework for new development. The mature trees within the site and the brick wall boundary give the site a strong landscape setting which can be enhanced further. The metal fence bounding the north part of the main site and the car park along Bishopthorpe Road, is less in-keeping with the area and an unwelcome contrast to the attractive tree belt the site otherwise presents to the outside. The character of the site would benefit from its removal. The garden to the south east of the factory site forms part of the planned setting for the complex. The listed gate piers at the Bishopthorpe Road entrance to the factory complex are an important element of the sites' character. The distinctive site boundaries of the conservation area must be retained and enhanced, though minor opening up would be allowed to facilitate access and views. [16]

2.6 The trees within the perimeter of the factory site provide an almost parkland setting, which is experienced in association with the larger Knavesmire landscape as one travels through the area, with its many attractive mature trees. The site has a very close visual and physical relationship with the Racecourse. ~~The mounding and trees, although essentially planted for screening, now contribute to the attractive character of Bishopthorpe Road and Campleshon Road~~ The mounding along the north and northeast boundary was created both to shield the large warehouse inside the boundary from view and as a convenient method of disposal of spoil. With the potential removal of the warehouse as part of the redevelopment of the site, its original screening and noise attenuation function may not be fully required. Nonetheless, the tree cover located on the mounding makes a substantial contribution to the attractive character of Bishopthorpe Road and Campleshon Road. [26] They also serve to sit the buildings in the landscape (especially as viewed from the south) and screen the lower building masses. A Tree Preservation Order covers five groups of trees, that are not within the Conservation Area, at the Campleshon Road and Bishopthorpe Road frontages of the site.

2.7 The sloping roof of the buildings to the south of the site can be seen just over the trees along the southern boundary. This sloping roof of the later buildings is an undesirable element.

2.8 The inside of the factory complex reveals itself through the break in trees at the entrances off Campleshon Road and Bishopthorpe Road. The site

opens up along its western boundary with the Racecourse. The conservation area appraisal identifies three important spaces within the site and these must be acknowledged within scheme proposals. These areas: the forecourt to the Terry's Headquarters building, the wide access drive framed by the main gateway, the informal garden area partially enclosed by trees which provides a green and quiet oasis for people and wildlife. [16]

2.9 There are foot / cycle paths (including National Cycle Network route 65) [23] adjacent to the site that provide sustainable off-road routes in and around York, but which could benefit from extension of the network.

2.10 Within the site, buildings have been set out in a rectilinear manner. The original 1920s buildings still dominate, creating a build-up of massing towards the central spine running from the access off Bishopthorpe Road, with the clock tower as the focal point of the group. From this position at the main entrance gate the avenue of buildings present a strong unified composition. The Conservation Area Appraisal draws attention to the shared architectural language of Baroque Revival in distinctive red brick and art stone, the linear grid layout and the scale of buildings, vertical proportioning and flat roofs hidden by pronounced parapets. ~~—The strength of character is partly due to the linear layout and the shared architectural language of buildings of otherwise diverse form.~~ [16 ]The character might be further enhanced by the removal of any non-original additions to the buildings such as the 1<sup>st</sup> floor walkway link between the factory and buildings to the north and other unsympathetic additions to the listed buildings. Affected areas should be restored. Consideration should also be given to replacing the 1970s Central Services Building with a building which shares some of the language and materials of the historic buildings. [16] The 'avenue' vista is stopped by the Racecourse grandstands, the other dominant features defining the Conservation Area.

2.11 The approximate floor area of the listed buildings is 19,389 sq m. The approximate floor area of the non-listed buildings is 34,023 sq m. Of the 10.86ha factory site and car park, approximately 3.62ha is currently occupied by buildings.

### 3. PLANNING POLICY

3.1 The vision and objectives for the site set out in Section 1 and the potential uses set out in Section 4 are based on the policy approach of national, regional and local planning policy. The 'site' is the factory site to the west of Bishopthorpe Road. The existing car park and the green belt are addressed in sections 4, 6 and 9.

3.2 This section highlights some of the key policies and guidance that informs the approach taken in the Brief to the redevelopment of the site. This is in no way exhaustive and any proposals must demonstrate a comprehensive recognition of statutory and other relevant guidance. The requirements of these policies has been encapsulated in the commentary and requirements set out in the Brief.

3.3 The Statutory Development Plan for York comprises of the Regional Spatial Strategy for Yorkshire and the Humber adopted in ~~December 2004/2008 and covering the period to 2016 and the North Yorkshire County Structure Plan, Alteration No 3 adopted in October 1995, which provides policies for the period 1995-2006.~~ These is a are strategic documents and there is no adopted Local Plan. In determining planning applications, the Council also use non-statutory and emerging plans. The City of York draft Local Plan (referred to as the Development Control Local Plan) was adopted for development control purposes in April 2005. It represents the most advanced stage of Local Plan production, comprising the 1998 deposit draft amended up to and including the Fourth Set of Changes. Although it is unadopted, the Fourth Set of Changes to the Plan represents the current planning position in York and reflects the approach advocated in up-to-date national and regional policy guidance. ~~The emerging Regional Spatial Strategy is also a material consideration. This Development Brief, which has been subject to public consultation, is also a material consideration.~~

3.4 The Local Development Framework (LDF) for York is currently being prepared ~~over the 2005-2009 period, with DPDs due to be adopted in 2010. However, it is likely that any planning application would come forward prior to the adoption of the LDF, so will be determined in the context of the RSS, Development Control Local Plan, approved LDF Evidence Base and this Brief.~~ [43] ~~The weight to be given to emerging LDF Development Plan Documents (DPD) will depend upon the stage they have reached when a planning application is considered for this site, with the weight increasing as the DPD progresses through each stage and the nature and extent of any objections received. However, it is likely that any planning application would come forward prior to adoption of the LDF Core Strategy or the Site Allocation DPD, so will be determined with the context set by RSS, Structure Plan, Development Control Local Plan, Emerging RSS and this Brief.~~

#### National Planning Policy

3.5 National guidance exists in the form of Planning Policy Guidance (PPG), now replaced by Planning Policy Statements (PPS), to explain statutory provisions and provide guidance on planning policy and the operation of the

planning system. The development of the area should have regard to the following documents:

- PPS 1 – Delivering Sustainable Development
- PPG 2 – Green Belts
- ~~PPG~~ 3 – Housing
- PPG 4 – Industrial, Commercial Development and Small Firms
- PPS 6 – Planning for Town Centres
- PPS 9 – Planning and Geological Conservation
- PPG 13 – Transport
- PPG 15 - Planning and the Historic Environment
- PPG 16 – Archaeology and Planning
- PPG 17 - Planning for Open Space, Sport and Recreation
- PPG 21 – Tourism
- PPG 24 – Planning and Noise
- ~~PPG~~ 25 – Development and Flood Risk

## Regional Planning Policy

### [Regional Spatial Strategy for Yorkshire and Humber \(Selective Review of RPG 12\) 2004](#)

~~3.6 The Regional Spatial Strategy for Yorkshire and the Humber 2004 provides a spatial framework to inform the preparation of local development documents, regional and sub-regional strategies and programmes that have a bearing on land use activities. With the Structure Plan, it is part of the Statutory Development Plan for York. Policies of note include:~~

- ~~□S1 – Applying the Sustainable Development Principles~~
- ~~□S3 – Urban and Rural Renaissance~~
- ~~□S4 – Urban and Rural Design~~
- ~~□S6 – Sustainable Use of Physical Resources~~
- ~~□P1 – Strategic Patterns of Development~~
- ~~□P2 – Green Belts~~
- ~~□E1 – Town and City Centres~~
- ~~□E3 – Planning the Overall Provision of Employment Land~~
- ~~□E4 – Employment Site Selection and Development Criteria~~
- ~~□E5 – Managing the Employment Land Portfolio~~
- ~~□E6 – Tourism~~
- ~~□H2 – Sequential Approach to the Allocation of Housing Land~~
- ~~□H3 – Managing the Release of Housing Land~~
- ~~□H4 – Housing size, Type and Affordability~~
- ~~□T1 – Land Use and Transport Integration~~
- ~~□T2 – Public Transport Accessibility~~
- ~~□T3 – Personal Transport~~
- ~~□SOC3 – Retail and Leisure Facilities~~
- ~~□SOC4 – Open Space, Sport and Recreation~~
- ~~□N1 – Biodiversity~~
- ~~□N2 – Historic and Cultural Resources~~
- ~~□N3 – Landscape Character~~

- ~~□R2—Development and Flood Risk~~
- ~~□R3—Water Resources and Drainage~~

#### North Yorkshire County Structure Plan 1995

~~3.7 The North Yorkshire County Structure Plan is the statutory planning policy document guiding and controlling development in York and North Yorkshire. Policies of relevance include:~~

- ~~□H6—Vacant or Derelict Land~~
- ~~□H8—Residential Density~~
- ~~□H9—Residential Use in York~~
- ~~□I5—Employment Land~~
- ~~□I6—Industrial and Commercial Development~~
- ~~□I11—Warehouses, Storage, Distribution~~
- ~~□I12—Provision for Business Use~~
- ~~□I13—Tourist Accommodation~~
- ~~□T9—Car Parking~~
- ~~□T10—Cycling~~
- ~~□T11—Transport for Industry, Commerce and Other Major Development~~
- ~~□S1—Shopping~~
- ~~□R1—Recreational, Leisure and Cultural Facilities~~
- ~~□R3—Recreational Developments~~
- ~~□R6—Footpaths and Bridleways~~
- ~~□R9—Community Leisure Facilities~~
- ~~□E4—Historic Environment~~
- ~~□E5—Archaeology~~
- ~~□E8—Green Belt~~
- ~~□E9—Planning Permission Within Green Belt Areas~~

#### Yorkshire and Humber Plan Regional Spatial Strategy 2005

~~3.8 The emerging Yorkshire and Humber Plan Regional Spatial Strategy was submitted to the Government Office for Yorkshire and Humber in December 2005, was subject to public consultation (December 2005-April 2006) and will be subject to examination in Autumn 2006 and adopted Autumn 2007. The Strategy has ‘weight’ as a planning document and is a material consideration. Relevant policies requiring consideration include:~~

- ~~□YH1—Overall Approach~~
- ~~□YH2—Climate Change and Resource Use~~
- ~~□YH3—Key Spatial Priorities~~
- ~~□YH4—Working Together~~
- ~~□YH5—Urban Focus~~
- ~~□YH6—Better Towns~~
- ~~□YH8—Location of Development~~
- ~~□YH9—Green Belts~~
- ~~□Y1—York Sub Area Policy~~
- ~~□H1—Provision and Distribution of Housing~~
- ~~□H3—The Provision of Affordable Housing~~
- ~~□H4—Housing Mix~~
- ~~□E1—Creating a Successful and Competitive Regional Economy~~

- ~~□E2—Town Centres and Major Facilities~~
- ~~□E3—The Supply of Land and Premises for Economic Development~~
- ~~□E4—Support for Regional Priority Sectors and Clusters~~
- ~~□E5—Safeguarding Employment Land~~
- ~~□E6—Sustainable Tourism~~
- ~~□ENV1—Floods and Flood Risk~~
- ~~□ENV5—Energy~~
- ~~□ENV6—Forestry, Trees and Woodlands~~
- ~~□ENV8—Biodiversity~~
- ~~□ENV9—Cultural Heritage~~
- ~~□ENV10—Landscape~~
- ~~□T1—Personal Travel Reduction and Modal Shift~~
- ~~□T2—Parking Policy~~
- ~~□T3—Public Transport~~
- T5—Transport and Tourism

3.6 Regional Planning Policy – The Yorkshire and Humber Plan 2008 (the current Regional Spatial Strategy) has been prepared by the Yorkshire and Humber Assembly (with input from a wide range of partners). It is a long-term strategy that guides where future development and investment should take place. It sets a framework within which local authorities can prepare Local Development Documents that set out detailed proposals for the development of their areas.

3.7 York is specifically identified in the Plan as a sub-regional city. It should be the main focus for growth within the York sub-area. The current Yorkshire and Humber Plan seeks to diversify and grow York as a key driver of the Leeds City Region economy and location for housing [37]and spread the benefits of York’s economic success to other parts of the sub-area.

## Local Planning Policy

Please refer to *Plan 3 – City of York Development Control Local Plan 2005*

3.98 As an existing employment site the Terry’s factory site was not given a specific development allocation in the City of York Development Control Local Plan (4<sup>th</sup> set of changes). However, the Local Plan emphasises the importance of retaining existing employment sites in employment use (Policy E3b – Existing and Proposed Employment Sites). Policy E3b provides criteria to determine the potential for other uses on existing employment sites. The Plan also reflects the RSS/RES approach of promoting Science City York as the key driver for the York economy ~~by identifying “premier sites” for “knowledge-based activities” (Policy E1a – Premier Employment Sites).~~ Further advice on how we see the site contributing to meeting Science City York objectives is set out in paragraphs 3.140-3.123 below.

3.109 See Appendix 6 for a list of [38] Relevant Development Control Local Plan policies ~~include:~~



Chapter 2—General Policies

~~GP1—Design~~  
~~GP3—Planning Against Crime~~  
~~GP4a—Sustainability~~  
~~GP4b—Air Quality~~  
~~GP5—Renewable Energy~~  
~~GP6—Contaminated Land~~  
~~GP7—Open Space~~  
~~GP9—Landscaping~~  
~~GP11—Accessibility~~  
~~GP13—Planning Obligations~~  
~~GP15a—Development and Flood Risk~~  
~~GP18—External Attachments to Buildings~~  
~~GP19—Satellite Dishes and Antennae~~  
~~GP20—Telecommunications Developments~~  
~~GP21—Advertisements~~

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~~3.11 The Local Plan does not include Terry's as a Premier Employment Allocation, as the site was not available at the time of drafting the 4<sup>th</sup> Set of Changes. A report by Segal Quince Wicksteed Limited, January 2001, *Science City York: Employment Land to 2021 – A report to City of York Council, in association with Science City York* identifies the Terry's site as a "site currently used by a single business which might become available in the longer term". The site is one of only two such sites ranking as a "high quality site" against a number of criteria to determine suitability as a high quality site for SCY businesses.~~

~~3.12 The site is therefore seen as an ideal opportunity to provide the right environment for Science City to encourage further growth in the sector and foster linkages between businesses in the SCY clusters. The site is therefore considered by the Brief in context of Local Plan Policy E1a – Premier Employment Sites. The site has capacity to deliver significant new accommodation for SCY and an appropriate balance of other uses. The mix~~

~~of potential uses included in the Brief recognises that a range of uses can sustain one another and help create a sustainable community.~~

~~3.10 The Terry's site is identified as a high quality employment site in the 2001-21 Employment Land Study (SQW) and as a good quality short-listed in the Employment Land Review (Stage 2) February 2009 for B1a use site in the 2008-2029 Employment Land Study (Entec) – ranked 11<sup>th</sup> in the list. [43] The mix of potential uses included in the Brief recognises that a range of uses can sustain one another and help create a sustainable community.~~

~~3.11 There needs to be an element of Science City jobs within the employment uses of the site redevelopment, and the recommendations of the Future York Report must be addressed should be taken into account [29] in any emerging proposals.~~

### **Achieving Science City York Uses**

~~3.132 Science City York is the key driver for the York economy. The Council considers that the redevelopment of the site can contribute towards the growth of knowledge sector employment in the York economy. As a guideline as to what is considered to be Science City York/knowledge-based activities, the guidelines of the Local Plan are repeated here for information. In order to ensure the vision and objectives of the Brief can be delivered and to assist the growth of creative and technology clusters in York, the Council will require any masterplan and subsequent planning application to identify which buildings, in part or full, are specifically for use for Science City York activities, as outlined in paragraphs 4.5 and 4.6 of this Brief. Such activities would generally fall within the B1 Business Use Class. For those particular buildings we would wish to see specifically used for Science City activities, through planning conditions and obligations, the Council will restrict freedoms for change of use within the B1 Business Use Class. Conditions would be based on the definition below of knowledge base activities given in the draft Local Plan in relation to Policy E1a Premier Employment Sites. For the other potential employment uses identified in Section 4 of this Brief no such conditions will be required.~~

“Guidelines for defining Science City York/knowledge-based activities:

The Science City York Project builds on the earlier “Bioscience York” initiative and contains three components: Information and Communications Technologies, Heritage and Arts Technology and Bioscience and Healthcare. There is a presumption that activities on premier sites will address the needs of firms within these clusters, and other emerging knowledge-based clusters though not exclusively. The following guidelines are to be applied to define appropriate activities:

Primary Considerations:

Future employers should meet at least two out of the following four primary considerations:

- they operate within a high tech sector and/or engage in innovative activities;

- a focus on Research & Development, product or process design, applications engineering, high level technical support or consultancy;
- at least 15% of staff are qualified scientists, technologists and engineers;
- established or proposed linkages with a research facility such as a university.

Other considerations:

- firms providing substantial support services to primary uses, including finance, legal and other professional and technical services, occupying no more than 10% of the total floorspace on sites". (Development Control Local Plan Paragraph 8.10c).

### **Local Transport Plan ~~(2001/02-2005/06) to be updated in 2006 by LTP2 (2006-2011)~~**

~~3.14 The Local Transport Plan sets out sustainable, integrated transport policies aimed at tackling the problems of traffic congestion and pollution across York, to meet the local vision and objectives in line with the Government's Transport White Paper (1998).~~

3.13 Building upon the successful first Local Transport Plan for the period 2001-2006, the city's second Local Transport Plan (LTP2) was published in March 2006. It sets out the council's transport strategy for York over the next five years to 2011, and also considers the longer-term transport strategy to 2021. The transport strategy set in LTP2 is based on the government's four shared priorities for transport:

- Tackling congestion
- Delivering accessibility
- Safer roads
- Better air quality

3.154 Sustainability is the underlying theme in the Plan with a strategic policy to locate new development in places where people have a choice of means of travel. The Council are seeking to reduce car traffic by promoting viable quality alternatives and thereby seeking to protect York's historic environment.

3.165 Key issues identified in this document, which should be reflected in the design of any schemes for the site, include;

- Priority to be given to pedestrians, cyclists and other vulnerable road users
- Promotion of connectivity within the area by foot and cycle and integration with public transport links
- Pedestrian and cycle routes, including those to public transport links and other facilities should be convenient, safe, durable and attractive to encourage maximum use;
- To reduce reliance on the car and demonstrate this with supporting Travel Plans (which should include an assessment of the transport impacts and

the range of measures to be introduced to reduce these to an acceptable level)

- Supporting well designed development that reduces the need to travel and encourages trips by more sustainable modes-
- Utilising new technology or other innovations to allow people to make informed travel choices

3.16 York's LTP2 also includes the priorities of 'Improving culture, health and well-being' and 'Enhancing education and the local economy', in recognition of the wider quality of life benefits that transport can provide.

3.17 Sustainability underpins the LTP2 strategy objectives to address these priorities and realise the city's vision for transport, which is: 'A thriving, sustainable (economically, socially and environmentally), vibrant community... where traffic will be less congested ...and everyone can access services and enjoy a better quality of life (including better air quality), without dependence on the availability of a car ...and with greater safety and security.'

3.18 The strategy objectives relate to the location of development and specific transport measures that minimise the need to travel and encourage travel by means other than the private car, to reduce traffic and thereby improve air quality and protect York's historic environment. The objectives include:

- Support well located and designed developments that reduce the need to travel and facilitate trips by more sustainable modes;
- To encourage people to make an informed choice for all their journeys and travel in a responsible manner;
- To provide links to key services – including education, employment and health – that are accessible and affordable to all;
- To maintain, improve and make more efficient use of the existing transport network;
- To improve levels of safety for all forms of travel and enhance community safety;
- To promote healthy living through increased levels of physical activity and wider access to health and social care, and
- To maximise the overall benefits of transport schemes, infrastructure or related developments, to the local community.

3.179 Section 9 – Accessibility, Traffic and Transport sets out guidelines for ensuring a sustainable transport approach is taken to the development of the site. The objectives of the Local Transport Plan must be read in conjunction with the Local Plan policies for Transport listed in paragraph 3.9 to ensure that all requirements for traffic and transport issues are taken into account in developing proposals[32]

### **Developing Proposals**

3.18 The preferred approach of the Council in taking forward any development proposals for the site is for a Masterplan to be produced in

~~consultation with the Council and the local community which takes full account of the provisions of this Brief. This is a prominent and important site in the City of York. The site is visually sensitive and of conservation importance. Therefore an extremely high standard of design is required that is based on a thorough understanding and analysis of the site and its surroundings.~~

3.18 The preferred master plan should have evolved through consideration of a number of broad option ideas, which will demonstrate how different approaches to layout and design can address the overall vision and key objectives for the site.

~~3.1920 A number of studies should be carried out to inform the masterplanning work. These should include: a survey of trees and hedgerows; an Ecological Appraisal; a full Conservation Area Appraisal based on English Heritage guidelines (currently being revised); Conservation Plans for the listed buildings to assess the significance of the heritage asset; measured surveys and condition surveys of the listed buildings to form the basis for feasibility work in terms of initial concept development and costings. These should include an Urban Design Appraisal, a Survey of Trees and an Ecological Appraisal. The findings of the Conservation Area Appraisal must also be observed in developing parameters for the site. Some of these are listed in section 2, though the full document should be consulted. In addition Conservation Plans would assist in determining the significance and potential of the listed buildings, and measured surveys and condition surveys would assist in feasibility work, initial concept development and costings. [44].~~ These studies are a pre-requisite for most external funding bodies and they would give authority to schemes based on their findings.

3.201 In advancing options and solutions, proposals should be presented in the form of a Design Statement with accompanying Masterplan and supporting assessments as detailed in this Brief. This will help to ensure the co-ordination and comprehensive delivery of the Council's vision and objectives.

3.212 A Masterplan should (CABE, 2004):

- Shows how the streets, squares and open spaces of a neighbourhood are to be connected;
- Defines the heights, massing and bulk of buildings;
- Sets out suggested relationships between buildings and public spaces;
- Determines the distribution of activities / uses that will be allowed;
- Identifies the network of movement patterns for people moving by foot, cycle, car or public transport, service and refuse vehicles;
- Sets out the basis for provision of other infrastructure elements such as utilities;
- Relates physical form to the socio-economic and cultural context and stakeholder interests;
- Allows an understanding of how well a new, urban neighbourhood is integrated with the surrounding urban context and natural environment;
- Identifies as far as possible individual development sites and potential phasing.

3.223 The Masterplan should follow the good practice guidance set out in the 2004 CABE (Commission for Architecture and the Built Environment) document *Creating Successful Masterplans*.

## 4. POTENTIAL USES

4.1 The Terry's factory site has played a key role in providing employment in York. This role should continue and aim to meet demand for employment uses that are central to the long-term success of the York economy. In addition, there is a very limited number of high quality large employment sites currently available. ~~Terry's is considered a "Premier Employment Site" as defined in the Development Control Local Plan.~~ This means that the employment focus is required to be on ~~Science City York~~ knowledge-based activities. This could be complemented by other B1 uses provided that they are of an acceptably high quality. Much of the growth in the Science City sector has taken place in existing sites and premises and at the Science Park. Further growth in the sector will require alternative sites. The Terry's site presents an ideal opportunity to provide space. ~~The Terry's site can be given a Science City York identity to assist this.~~ This section lists a number of other potential uses that, subject to a high quality masterplanned approach to redevelopment, could complement the knowledge-based activities and high quality B1 use to create a sustainable community on the site. Proposals are not required to provide all of the complementary uses.

### Nun Ings

4.2 The part of the site to the east of Bishopthorpe Road is known as Nun Ings. This part of the site is included in the City of York Green Belt. This land also forms part of the land holding. The continued use of the car park to serve the site is acceptable provided that a suitable scheme of landscaping is designed to enhance the Green Belt setting of the area including landscape screening of boundaries. Opportunities to improve pedestrian/cycle linkages across Bishopthorpe Road and the National Cycle Network route 65 link toward the river [59] should be explored. The potential for other uses is limited by the need to protect the openness of the Green Belt – see Section 6. A change to the Green Belt boundary is not acceptable.

### Factory Site

4.3 The following uses are considered appropriate for the main factory site as a whole. The retention of the listed buildings is paramount. PPG 15 – Planning and the Historic Environment - states that "In principle the aim should be to identify the optimum viable use that is compatible with the fabric, interior, and setting of the historic building. Appropriate uses for each building will be dependant on Conservation Plans. The use of each building must be designed to respect the fabric of the building. The acceptable level of intervention in the historic fabric will be dependant on the suitability of each building to conversion. There is potential for a mix of uses within the listed buildings.

4.4 The areas to the north and south of the listed buildings will require to be addressed in conjunction with the listed buildings as part of the Masterplan to ensure the cohesive redevelopment of the site.

The Knowledge Based Economy ~~Science City York~~



4.5 Development proposals should provide suitable premises to further the vision Strategic Aim of the York Economic Development Board Sustainable Community Strategy for York to have a “leading edge, modern, knowledge and science-based economy” and to contribute towards achieving the Strategic Action to achieve this which is by “increasing the levels of start-ups, spin-outs and growing businesses through Science City York business development and skills development programmes”. ~~The Board’s Strategic Framework – Future Strategic Direction and Vision – provides the economic policy: A leading edge, modern, knowledge based economy, using the science-base as a key economic driver for the economy as a whole (the Science City York concept / vision). A priority of the Board is: Intensifying Science City York activity to increase business growth and start-ups, and to generate business activity in other parts of the economy.~~ Development of the site has the potential to:

- Provide grow-on space for businesses spinning out of the Science Park incubators
- Provide space to meet the needs of other established York firms looking to grow and to attract in-movers. Developers will need to liaise closely with the Science City York team (and through the team to York businesses) in developing their plans. Mechanisms exist to facilitate this
- Provide space on a sectoral basis which would allow firms working in similar areas to inter-relate
- Reuse existing buildings that have the capability to provide that “iconic” quality/image which is vital for value-added type businesses.

4.6 ~~Liaison with the Council’s Economic Development Unit prior to developing proposals is essential to identify the potential to meet Science City aims and wider economic aims of the City. Further information on the economic development objectives of the City and Science City York, including specific Science City aims for the site, are included in Appendix 4. In shaping proposals, it will be necessary for the developer to consult with Science City York in order to establish how best to meet the desire expressed in the Strategy alongside liaison with the Council’s Economic Development Unit to help shape proposals which can contribute towards the economic aims of the city.~~

#### Complementary Employment Uses

4.7 Linked to the development of York's knowledge economy through Science City York clusters, are a number of complementary industry sectors, which includes:

- Professional services sectors uses - offering specialist advice and support to science-based and support businesses
- Sustainable Technologies research and development uses
- Food Technology uses ~~– the potential to reuse part of the clean-room and scale-up food production facilities for food production~~<sup>[76]</sup>
- Research, Education and Skills development uses
- Office space for a range of smaller start-up businesses, including managed office and live/work space.

#### Headquarters and administrative / office requirements

4.8 The unique and special identity of the landmark Terry's buildings provide an excellent opportunity for prestigious HQ / administrative uses. ~~Local Plan Policy E1a, while promoting Science City uses, states that: Other B1 uses that fall outside these guidelines would only be acceptable where they are of an acceptably high quality such as companies in the professional and financial sectors or headquarter functions and it can be demonstrated that no other suitable highly accessible sites could be found, firstly in the city centre, secondly in the York Central area and then thirdly within the rest of the urban area.~~

#### Production / Warehousing

4.9 There is potential for production, potentially with associated warehousing, on the site, as this is the existing use, and for start-up units. The nature and extent of such use would be considered in context with the wider redevelopment of the site through the masterplanning process, Environmental Impact Assessment and Transport Assessment.

#### Business Tourism / Hotel / Conferencing / Leisure

4.10 The site has the potential to accommodate a distinctive, high quality hotel which is currently missing from the York "offer". ~~A high quality hotel, linked to the racecourse, is accepted and welcomed as a potential use on site. There will, however, need to be robust justification for anything over and above this within any proposed master plan for the site. The provisions of the Development Control Local Plan Policy V3 - Hotels and Guest Houses – will apply. The Local Plan aims to promote hotels to contribute to the tourism / business conferencing economy. Hotels must be designed in such a way as to avoid any adverse impacts on residential amenity.~~ There is a requirement to explore possible links with the adjoining Racecourse and exploring conferencing/exhibition synergies and this is especially encouraged. The opportunity exists within this development to create a new facility which has regional significance. ~~There is also the opportunity to explore synergies and linkages with the Racecourse.~~

4.11 There will be a need to work with ~~the First StopVisit~~ York, the city's single tourism organisation, ~~tourism partnership~~ in developing plans. The partnership can help with promoting the site to potential end-users and operators. Mechanisms are in place within ~~First StopVisit~~ -York to achieve this. Prospective developers of the site are encouraged and invited to work with the City Council and york-england.com in order to agree a robust and bespoke marketing strategy for the site. ~~The provisions of the Development Control Local Plan Policy V3 – Hotels and Guest Houses – will apply. The Local Plan aims to promote hotels to contribute to the tourism / business conferencing economy. Hotels must be designed in such a way as to avoid any adverse impacts on residential amenity.~~

4.12 Class A3 – Restaurants and Cafes - and Class A4 – Drinking Establishments – uses are acceptable. The provisions of Local Plan policy S6

- Control of Food and Drink (A3) Uses – (written prior to Statutory Instrument 2005/84 which introduced the A4 class) will apply. This policy requires careful consideration of amenity and security issues. A3 use on the site would contribute towards the Visit York ambition - "to secure added value from York's visitor offer with a renewed focus on ..... the evening economy."

4.13 There is potential for leisure uses, including a major leisure use, providing a visitor attraction linked to complementary hotel use and the sites relationship to the Racecourse. This could establish the basis of a leisure conferencing "quarter". ~~The Economic Development Board's priority for tourism is to "create an international quality visitor destination ranked among the top European cities"~~ Visit York's vision is "to deliver long-term and sustainable growth in the value of the visitor economy, for the benefit of visitors, businesses and residents by: building on York's distinctiveness; enhancing the quality of the visitor experience; promoting York as a world class visitor destination. It is anticipated that tourism / leisure proposals at this important location will satisfy this vision. Leisure uses to serve local need, including those who are employed by businesses on the site, of a suitable scale may also be acceptable.

4.14 The Council is currently working with interested parties to examine the potential for a new sports stadium within the City. Large sites of previously developed land within the York settlement limit, of which the Terry's site is one, will require to be considered as part of a separate site finding exercise. The protection of the sites' conservation value and listed buildings would be a critical part of this process.

#### Community Facilities

4.15 See section 8 below regarding the potential to provide community facilities on-site. These could include for example: child day care, a Medical Centre, public art and open space and sports provision, (indoor) leisure facilities and community meeting space.[61] The need for community facilities in the local area will be informed by community involvement. An audit of the existing area would help guide what is needed. The site is also suitable for employment uses or community facilities that would benefit disabled people.

#### Shops

4.16 Local Plan Policy S8 - Provision of Shops in Non-Retail Development - encourages the provision of retail use within major new residential and employment developments as a means of providing for the day-to-day needs of residents and workers and to reduce the need to travel. An element of retail use would be acceptable on the site subject to a sequential test to demonstrate need and to consider impact (as per the requirements of Planning Policy Statement 6).[45]

#### Housing

4.167 The emphasis for the future of the site is employment use but residential development is acceptable provided that it is complementary to the primary employment use of the site as this can help contribute to the vitality and viability of the mix of uses on the site and help create a "sustainable

community”. Innovative dwellings such as live/work units with dedicated work space for office/studio/workshop use should form a component of the range of employment accommodation offered on site. Live/work spaces have been provided in other recent high quality employment sites in Yorkshire. At Terry’s such provision will be beneficial to the Science City York creative sector in particular. A live/work unit is accommodation that is specifically designed to enable both residential and business use. It differs from ordinary home working in its nature and the intensity of business use that may be involved. The work element may be designed to accommodate more workers than just the resident, and may be set up to encourage company growth.

4.178 An element of residential development not linked to commercial activity is acceptable, subject to design, amenity and highways considerations, and with the inclusion of an appropriate element of affordable housing ‘pepper-potted’ within any agreed housing area(s). Any residential element must include an appropriate mix of house types and sizes in accordance with Local Plan Policy H3c – Mix of Dwellings on Housing Sites. Housing design and layout should be sympathetic to and inspired by existing site characteristics and include strong green landscape components and follow the principles of sustainable design and construction.

[4.189 PPS3 has, in recent years, prompted higher density residential schemes throughout the country. This has helped to relieve pressure for development on the edge of York, on greenfield sites, but has also led to an over-supply of 1 and 2 bed apartments/ flats.](#)

[4.1920 The Strategic Housing Market Assessment \(SHMA\), June 2007, now gives a rounded understanding of how the housing market operates in York. It provides an assessment of recent and current trends in housing supply and demand, and helps us to understand the various factors, which drive the demand or need of different households for different types of housing.](#)

[4.201 The study concludes that the supply and demand for flats and houses in York is not in tune. 66% of homes being built in the city are flats, but the demand is at just 36%. In terms of home size, the demand remains for all types \(21% 1 bed, 29% 2 bed, 29% 3 bed, and 21% 4 bed\). What is clear is that there is currently an unmet demand for 2 and 3 bed houses rather than flats.](#)

[4.212 The findings of the SHMA were reported to the Council’s Executive in 2007, where Members agreed to use a 60/ 40% \(house/ flat\) target for individual site negotiation. The study is recognised as part of the LDF Evidence Base. Any departure from the target will need to be ably justified.](#)

4.18223 The Council’s Affordable Housing requirement will apply if a new housing development of 15 dwellings/0.3ha or more is proposed. This includes potential conversion of existing buildings to part or full residential use as well as new build. If the policy applies, 50% of the total number of homes are required to be provided in partnership with a Registered Social Landlord.

The Policy applies equally to live / work units subject to overall viability. Early discussion with Council Officers is encouraged.

~~4.19 The required tenure split is 45% affordable rent, 5% discount sale of the total number of homes. Affordable rents will refer to Housing Corporation benchmarks and appropriate discounts agreed with the Council having regard to the City of York Housing Needs Study 2002-2007.~~

~~4.234 The 2007 SHMA also assesses affordable housing need in the city and concludes that, within the overall 50% target, 60% of the affordable homes should be social rented and the remaining 40% at a discount from the open market value in order to qualify as affordable housing. Discount sale prices will be agreed with the City Council, in partnership with Registered Social Landlords, and will, in the first instance, be offered to households on the Council's Housing Waiting List who are able to afford the set mortgage.~~

4.2045 Affordable homes are required to:

- match pro-rata the size of the privately owned homes
- match pro-rata the car parking provision of the privately owned homes
- match the quality of the privately owned homes
- be visually indistinguishable from the privately owned homes
- be satisfactorily 'pepper-potted' within the scheme.

4.2156 For further information please refer to Local Plan policy H2a - Affordable Housing - and the Council's Affordable Housing Advice Note, July 2005.

#### Heritage Link

4.2267 Terry's heritage within the city is highly valued and needs to be retained and translated into a real benefit to the local community – potentially in some form of heritage attraction or permanent public art record of its history (see Section 8). Early contact with the Council and the York Museums Trust is encouraged.

## 5. SUSTAINABLE DEVELOPMENT

### Sustainable Development in York

5.1 Planning Policy Statement 1 – Delivering Sustainable Development – sets out the Government’s commitment to planning for sustainable development. The broad themes the Masterplan must work towards are: social cohesion and inclusion; protection and enhancement of the environment; the prudent use of natural resources; and sustainable economic development.

5.2 Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs. It must enable people to enjoy a better quality of life now and in the future, through balancing social, economic and environmental needs. It embraces not only local issues but also national and global matters, such as climate change.

5.3 ~~The York City Vision and Community strategy 2004-2024 outlines six themes for the development of the City. Sustainability is one of these themes with the objective that York should be a model sustainable city with a quality built and natural environment and~~ The Sustainable Community Strategy contains the objective that York should be a model sustainable, low carbon, city...capable of mitigating and adapting to climate change with a modern, sustainable [93]integrated transport network.

5.4 Any new development will increase the Ecological and Carbon [93]Footprint of the city. However, in doing so it will also have social and economic benefits. The purpose of using the Ecological Footprint as a success measure is to ensure that any new development reduces the negative impact on the environment thus helping to balance the social and economic benefits against reduced environmental impacts ~~and carbon footprint~~. [93]

5.5 The promotion of sustainable development and the creation of [93]a low car-bon city isare a key objectives of the Council and underpins the vision of the Local Plan. This is outlined in the Local Plan Strategy and in Policy GP4a – Sustainability. The policy covers a wide number of issues which include the protection of irreplaceable environmental assets, promoting economic growth, sustainable design and layout of development, transport policy, re-use of previously developed land and materials, reduction in energy use and the protection/promotion of public open space. Development proposals should take into account the requirements of the Council’s approved Interim Planning Statement: Sustainable Design and Construction 2007.

5.6 The Terry’s site offers an outstanding opportunity to redevelop previously used land along sustainable development principles. A development that embodies the principles of sustainable development will reduce running costs for future users and therefore improve marketability, improve the attractiveness of the area and provide additional public open space and the environmental enhancement of the Green Belt.

5.7 Sustainable design and construction techniques are required to be incorporated at the earliest stage of development design. Consideration should be given to the environmental impact of the proposals in all phases from construction, use and ultimately demolition. Proposals must consider whole life costs and life cycle analysis of materials and identify its effect on York's Ecological [and Carbon](#) [93]Footprint.

5.8 Cognisance should be taken of the ~~emerging~~ [93]Regional Spatial Strategy policy ENV5 - Energy. This contains requirements for energy efficiency and for ~~“at least 10% of the energy to be used in sizeable new development to come from on-site RE sources a requirement that new developments of more than 10 dwellings or 1000m2 of non-residential floorspace should secure at least 10% of their energy from decentralised and renewable or low-carbon sources, unless, having regard to the type of development involved and its design, this is not feasible or viable”~~. [93]

### **Sustainability Statement**

5.9 Any new development proposals are required to be accompanied by a Sustainability Statement (as required by Policy GP4a) to demonstrate how sustainability issues have been taken into account in the formulation of the design, construction, future use, maintenance and disposal of a scheme. Sustainability issues will also need to be included in other documents such as the Design Statement, which will be required as part of the planning application. The Sustainability Statement is required to refer to externally accredited schemes such as [Eco-Homes](#) [the Code for Sustainable Homes](#) and BREEAM (Building Research Establishment – Environmental Assessment Method) retail and office standards.

5.10 The Sustainability Statement should address the following issues [and requirements of the approved Interim Planning Statement: Sustainable Design and Construction 2007](#):

1. 'Whole life' costs of the proposal and life cycle analysis of materials
2. Bio-climatic design including the orientation of building elements to maximise solar gain and the use of solar based energy generation and heating
3. High thermal mass for new buildings and the use of energy systems which are efficient and *above that* required by building control regulations to provide enhanced thermal and cooling qualities
4. Retro-fitting of existing buildings to improve thermal efficiency and general environmental performance
5. Renewable energy generation such as ground source [/ air source](#) [96] heat pumps, wind, biomass and combined heat and power [and the renewables target as set out in the approved Interim Planning Statement, especially creating site-specific solutions with future adaptability citywide](#)
6. The efficient use of water through the use of grey water and rainwater harvesting systems and the treatment of waste water on site

7. The effective management of water on-site to reduce run off through building design and sustainable urban drainage systems
8. Building design that provides space for wildlife
9. Use of indigenous species and planting that has wildlife value
10. The reuse of demolition materials on site as aggregate and, if this is not available, the use of aggregate from recycled materials, ideally from a local supplier
11. Different construction techniques and materials, such as timber frame, prefabricated building units
12. The use of materials that are healthy, naturally occurring from renewable sources or recycled
13. Reduce waste generation on site during construction and use. Design in space for waste separation
14. The use of local labour, contractors, products and suppliers
15. Training opportunities for local people during construction
16. Opportunities to improve public transport and links between different transport modes.

5.11 The above list is not intended to be exhaustive and developers are advised to liaise with the Council's Sustainability Officer at an early stage in the formulation of their proposals. Further advice on sustainability issues is outlined in the Council's [~~Supplementary Planning Guidance – Sustainable Design and Construction – which will be available for consultation~~ Interim Planning Statement: Sustainable Design and Construction 2007](#).



## 6. LANDSCAPE AND NATURAL ENVIRONMENT

### Landscape Character

6.1 The existing landscaping is crucial to the site's character and its relationship to South Bank and the greenbelt. Through a combination of mature belts of trees and level changes, the majority of the low level blocks that make up the main of the factory complex footprint are hidden from view. This allowed [113] the factory and suburb to act as distinct entities, as was historically intended, and is crucial to the relationship between suburb and open countryside. Redevelopment of the factory site will increase the relationship between the site and the neighbouring suburbs, whilst still playing a key role in the transition between town/suburbs and countryside.

6.2 Development Control Local Plan Policy GP1 – Design – requires development to: *retain, enhance and / or create urban spaces, public views, skyline, landmarks, the rural character and setting of villages and other townscape features which make a significant contribution to the character of the area, and take opportunities to reveal such features to public view.*

6.3 Any Masterplan and subsequent application for the development of this site will be required to demonstrate that proper cognisance has been taken of the Landscape Character Assessment for the York area (York Landscape Appraisal, 1996). The site is divided into two character types identified within the Appraisal - the River Ouse Flood Plain and the Race Course Stray (Micklegate Stray). The development of the Terry's site could impact on the character of these areas. The Masterplan is required to further the aims of the Landscape Strategy for each area and follow the relevant Management Guidelines.

6.4 Landscape Character Type 9 – River Ouse Floodplain - consists essentially of grazed meadows. The Ings offer ready access to the open countryside and provide an important resource for quiet recreation. Care should be taken to maintain the traditional character of the Ings. The Management Guidelines for the character type include:

- Support traditional farming practices and the diverse landscape of the riverside corridor
- Encourage the continued operation of traditional agricultural practices e.g. Ings meadows
- Restore fragmented hedgerows through re-planting and provide landscape enhancement and wildlife opportunities.

6.5 Within Landscape character type 11 – Race Course Stray – significant upgrading of Bishopthorpe Road should be strongly resisted as this would have a significant effect on the historic qualities and mature trees adjacent to this route. The Management Guidelines for the character type include:

- Protect and conserve the traditional pattern and character of minor road networks. Minor roads have historic origins and are integral to landscape character
- Improve access to countryside through maintenance and upgrading of footpaths and bridleways. Seek opportunities to create new footpaths

and bridleways in key locations (e.g. on rivers edge).

6.6 Bishopthorpe Road segregates these two characters and the difference from one side of the road to the other is quite distinct. The landscape abruptly changes from the large building blocks of the factory and Racecourse, set within a relatively vast open landscape of neat lawns and tree lined roads, to the Nun Ings River Ouse corridor, with its more naturalistic landscape of rough pasture meadows and unkempt hedgerows. At the same time the Race Course Stray provides a transition from the dense urban grain of Dringhouses, Tadcaster Road and South bank, to the rural countryside.

### Views

6.7 By the very nature of the height and mass of the 1920's building and the open environment around it, much of it is visible from many view points. A Site Analysis, as part of the Design Statement, is required to establish key views and vistas from all directions, both near and far. This analysis should determine the importance of retaining or enhancing certain views and components and alternatively which elements should be screened or altered.

6.8 The views have a range of receptors and functions. For example, the long distance views from the south play an important role in providing an attractive impression of the City of York from the A64, [NCN 65, and the river Ouse.](#) [114] From the north, the views are experienced at much closer quarters, where the site is appreciated in more detail, and its physical association with the community of South Bank and the Racecourse is more direct.

6.9 The views from the south are of the top two storeys and tower of the 1920s building, sitting above a wooded fringe that screens any views into the site. Along the southern boundary the trees are currently tight up against the building. They do not entirely screen the building. In order to 'protect' the view from the south, built development [should be significantly lower than the factory building and clocktower, \[17\] is possible in this quarter up to a certain height and a belt of trees would need retaining. The masterplan will determine the required level of management and/or additional planting to maintain the quality of the views,](#) [127] however the belt of trees needs supplementing with an additional width of planting.

6.10 The view from the north (from Knavesmire Road and Campleshon Road) across the openness of the racecourse over-flow car park is very important. This presents a grand façade to the city and the South Bank community which it may serve in the future. Other long distance views of the factory complex are also important and should be reflected in design proposals, these include: views from the City's major open spaces in particular the Knavesmire and Rowntree Park; views west from Tadcaster Road, south along Bishopthorpe Road, south from the City Walls, and east from various vantages in Fulford and the east bank of the River Ouse. More immediate views into the site are also important for consideration, such as at the site entrance on Bishopthorpe Road [and from the adjacent racecourse stands.](#) [17]

### Green Belt

6.11 Of the portion of the site within the Green Belt, the field closest to the river is most critical. The public right of way which takes you alongside the River Ouse is a great recreational facility enabling direct access into the countryside from the city centre. This field is accessible by foot and essentially marks the start of the countryside, and a release from the city centre. It provides an enjoyable countryside experience and presents quite a different landscape to the recreational areas closer into the city, for example the grassed areas around the Millennium bridge. This area, which is part of an identified green wedge and which penetrates into the city as far as and including Rowntree Park, is absolutely critical in segregating Bishopthorpe from York city centre.

6.12 Not only is there a need to protect the openness of the Green Belt, it is also essential to protect the agricultural landscape character and countryside experience of this location within the Green Belt. As such, there are uses within the Green Belt that would retain the openness but could be highly detrimental to the character and function of this part of the critical green wedge. The sloping topography does not lend itself to any sports pitch provision. Any earthworks to combat this would also be hugely detrimental. Therefore this area is not suitable for sports pitch provision, as it would result in too great a change in character.

6.13 While the car park provides some degree of “openness” in the Green Belt, it does jar with the pastoral landscape in which it sits and it is isolated from the factory site by Bishopthorpe Road. ~~The best course of action for this site would be to return it to pasture, but since the car park is already in existence it could be retained for this use~~The most beneficial option for the landscape would be to return it to pasture, but it is likely that since the car park is already in existence it would be retained for this use. ~~Nonetheless if this were the case, efforts should be made to reduce its impact, especially from Bishopthorpe Lane. The street scene would also benefit from the removal or at least relocation of the security fencing away from the road edge~~Efforts should be made to soften the impact of the car park, especially from Bishopthorpe Road. The street scene would also benefit from the removal or relocation of the security fencing away from the road edge. [123]

6.14 PPG2 – Green Belts – and Local Plan Policy GB1 – Development in the Green Belt – set out appropriate forms of development in the Green Belt. PPG2 - Green Belts – para 3.1 – states that: “The general policies controlling development in the countryside apply with equal force in Green Belts but there is, in addition, a general presumption against inappropriate development within them. Such development should not be approved, except in very special circumstances”. While development for an appropriate use in the Green Belt may be acceptable in some instances, this must comply with the provisions of Local Plan Policy GB1 in particular the need to protect the open character of the Green Belt. The potential for development in this area is further constrained by Flood Risk (see section on Hydrology below) and by nature conservation constraints.

### Landscape Framework

6.15 Local Plan Policy GP1 - Design – requires that: *where opportunities exist, new open space / landscape treatment should be incorporated to close gaps between green corridors and take account of ecological principles through habitat restoration / creation.* The Policy also requires development to: *avoid the loss of open spaces, important gaps within development, vegetation, water features and other features that contribute to the quality of the local environment.*

6.16 The Masterplan will therefore be required to incorporate a Landscaping Scheme that addresses all the criteria set out in Local Plan Policy GP9 – Landscaping. Of particular importance is the need to augment a soft urban edge whilst protecting important views (see Landscape Character above); respect and utilise existing landscape features; include planting to provide a long-term landscape setting for the development; be appropriate for the layout and mix of uses on the site to protect amenity; and create microclimates that benefit energy efficiency.

6.17 The Landscaping Scheme is required to be accompanied by a detailed survey of the location and ecological value of existing trees and hedgerows, and indicate how these will be incorporated into the proposed layout and how these areas will be sustained in the long-term, including new planting. An Ecological Appraisal will be required to be undertaken at an initial stage of the design process and accompany any proposals for the site. This will be used to identify any areas of value which should be retained and protected and to establish any ecological enhancement opportunities. This ecological enhancement should be incorporated into the design of all aspects of development both the built environment and open space and landscape.

6.18 During construction, existing mature planting is required to have suitable physical protection in accordance with Local Plan Policy NE1 - Trees, Woodlands and Hedgerows. The details of this are required to be agreed with the Council prior to the commencement of any work. Please refer to the Supplementary Planning Guidance – Trees on Development Sites – for further information.

6.19 The current public experience of the factory part of the site, especially the historic buildings, is by way of long distance views, as well as restricted views into the site at entrance points. The internal workings of the site were generally limited to employees and visitors. Were there to be a change of use within the site, i.e. a mixed use development which may include residential, the experience of the site will change as parts of it are opened up to the public and re-developed. Thence there will be a need to create a more suitable immediate setting for the historic buildings because the public will no longer only experience the buildings from a distance over an apron of trees, but also at close quarters; therefore its immediate setting becomes more important. In this respect the proposed ~~spaces and~~ [128]landscape treatment should have a strong relationship with the listed buildings. To reinforce this, it should be bold and simple and of an appropriate large scale. The landscape framework

will play a key role in giving the site new meaning, protecting/enhancing the setting of the listed buildings, whilst respecting/highlighting the cultural heritage. The ~~open spaces~~ landscape [128] should assist in making a connection between the factory buildings and new development and the surrounding residential areas and greenbelt, whilst conserving the current positive aspects of long distance views of the site.

6.20 The Council are preparing a Green Infrastructure Strategy SPD, the findings of which should be considered in the Masterplanning process once approved by Members, please contact the City Development team for details. The Council expects the inclusion of high quality green spaces designed and managed as multifunctional resources capable of delivering both ecological and quality of life benefits. The design of such spaces should respect and enhance the character and distinctiveness of the area with regard to habitat and landscape types. Well designed green spaces should thread through and surround the built environment, and should seek to link newly created areas with existing areas of natural habitat and open space to facilitate the movement of wildlife between sites. The Masterplan should facilitate links between areas of public open space and public routes nearby, as well as incorporating extensions of these routes into green spaces on the site. The key principals of PPS9 – Biological and Geological Conservation should be followed by ensuring that areas of public open space also provide habitat for native wildlife. Green infrastructure can also help alleviate flood issues. [103]

### **Existing Landscape Features**

6.201 The site contains a massive footprint of additional buildings and areas of hard standing, the majority of which is screened by the generally [116] attractive belt of trees around the perimeter of the site. It is these areas that should generally be utilised for development, leaving the existing open areas and trees etc as landscape features to be enhanced for incorporation into a scheme. A Tree Preservation Order covers five groups of trees, that are not within the Conservation Area, at the Campleshon Road and Bishopthorpe Road frontages of the site. The presence of such a substantial set of trees is very important, especially given how few trees there are within the dense residential streets north of the site and the open areas to the south of the site. The tree cover provides differing visual functions around the site perimeter. Some stretches of the woodland belt are of a higher amenity value than others. For example the trees along the southern boundary provide an essential skirt of trees around the base of the listed buildings as viewed from the Knavesmire and the A64 in the south. The trees on the junction of Bishopthorpe Road and Campleshon Road provide a significant depth of trees that is fundamental to the attractive character of the streets and provides a strong and significant landscape feature on both leaving and entering the edge of the city. Other planting successfully screens the large substation. Therefore the trees are of value to the local environment. Nonetheless there are some areas where the trees have a negative effect on the street; for example stretches of tall, dark, conifer hedge, which do not provide the same variation and interest and seasonal transparency than other sections. [116]

6.242 Any development towards the perimeter of the site should be set a

distance away from the trees to create a margin of open space such that the trees appear as part of a landscape setting rather than a mere boundary treatment that sits tight up against the buildings. Similarly, built development should be kept a sufficient distance from young and proposed trees to allow full crown development without posing a nuisance at full maturity.

6.223 ~~The majority~~ Many of the trees are located on mounding. Therefore development of the site would generally need to retain these earthworks ~~and avoid the need to cut into existing mounding which would result in significant if it were to avoid substantial~~ [125] tree loss. Any proposal to open up gaps in the mounding will need to demonstrate that there will be overwhelming benefits to the surrounding community ~~considerable benefits to the surrounding community and the general environment. Any trees lost should be replaced with a similar quantity of mixed tree planting in such a way as to protect or enhance the existing street character and improve the landscape infrastructure within the site and connectivity to the surrounding areas.~~ [117]

6.234 Although the majority of trees have been served with a tree preservation order (TPO) or are in a conservation area, that does not imply that none of them can be removed. The trees considerably contribute to the amenity of the immediate vicinity and are valued by local residents. Serving a TPO gives the local authority control over the suitable treatment of the existing trees and paves the way for negotiation.

6.245 It is recognised that it would be appropriate to open up the site at strategic locations. A full tree survey will inform which sections of the tree belt are ~~least~~ most valuable in their content. An analysis of this alongside other criteria should inform the design of the masterplan, rather than a preconceived masterplan being imposed on the site. The tree survey should be constantly referred to, in order to inform the design process.

6.256 The two aims of retaining the majority of the protected trees and opening up access and views of the site are not incompatible. Any removals of trees and mounding will be discussed and agreed with the council and will be part of a comprehensive approach to landscaping and its management across the whole of the site.

6.267 There is a high proportion of conifer within the belts and therefore some management would be required to encourage a more balanced mix of species.

6.278 Design solutions aimed at retaining trees must ensure that the environmental conditions required for the vigorous growth of the trees is maintained; their amenity value is retained or increased; and the proposed structures and land use are compatible with the trees. The design should not limit the trees' access to water/nutrients/oxygen or create circumstances leading to pressure to fell or severely prune. Therefore, design solutions should leave the tree in a self-sustaining environment and not rely upon artificial solutions that can not be regulated or enforced. For example, proposals should prevent the need to carry out crown reduction or thinning to

increase light levels, as these only result in the need to carry out regular and costly maintenance in the future and often depletes the amenity value and attractive form and health of the tree. Greater allowance will be needed for young trees to allow for the full spread of the tree as it matures.

6.289 BS 5837 'Trees in relation to construction' provides for the physical protection of trees during development. In addition to this are certain design considerations to ensure compatibility between end users and existing trees. For example, residential blocks and work spaces should be oriented to avoid main aspects being in the shadow of trees, or should be located a sufficient distance away from trees to avoid loss of light, especially on the south side. Large trees retained close to property are often perceived as being a dangerous threat (even if the tree is healthy) due to a fear of falling branches or an entire tree, therefore such concerns should be designed out. To avoid any concerns over potential subsidence, distances from trees should be sufficient to allow for standard-depth, trench foundations to be used in accordance with NHBC (National House Building Council) standards 'Building near trees', e.g. for Oak species this is 18 metres. Healthy existing trees of aesthetic value should be incorporated into the public realm where applicable, or be in a clearly visible location, so as to add to the general public amenity.

6.2930 The tree report should indicate the minimum acceptable distances of protective fencing around trees in accordance with BS 5837:2005 Table 2 Calculating the RPA (root protection area). The feasibility of adhering to this 'protected area' throughout demolition and development operations, must be considered during the design process and demonstrated in the proposals, such that it will be practicable to exclude all building work, including scaffolding and access, storage of materials, site huts and sales cabins, parking of site vehicles, etc. from the 'protected area' of the trees for the entire duration of the development.

6.301 Proposals should show the existing and proposed levels, such that there is no raising or lowering of ground levels within the protected zones. The proposals should also show the location of all existing and proposed service runs and other over head or buried apparatus to demonstrate the compatibility with existing trees.

6.312 Bin stores, cycles sheds, boundary walls et al should not be an after thought, both in terms of their integration into the amenity of the site and their potential impact on existing trees. These structures usually involve excavations for foundations and services too and may affect trees, therefore their siting and construction also needs careful consideration in the early design stages.

6.323 Provision should be made for some new tree planting along the western boundary to sit new development in a treed landscape as viewed across the Knavesmire and surrounds race course in order to protect the character of the conservation area. [129]

~~6.334 Parked cars and expanses of hard surfacing should not dominate a street scene (reference – Manual for Streets).” Streets should be designed in accordance with guidance in Manual for Streets. [130]~~

6.345 New trees can be a hugely valuable contribution to the quality of a street. Nonetheless proposals for new street trees must be realistic, especially in relation to potential underground services.

6.356 Minimum distances to trees along the southern boundary of the site and along the western side of the existing garden will depend on the building function. Setbacks from existing trees should be determined in accordance with guidance given in the current British Standard 5837 ‘Trees in Relation to Construction’. [131] For example, the existing factory is set back 13m from the southern site boundary. A clearance of about 20m from the site boundary for residential buildings will be required. Similarly residential development should be set back a further 6.5m than the existing factory building line from the trees along the west side of the garden.

~~6.3267~~ The tree survey shall be in accordance with section 4.2 of BS 5837:2005 ‘Trees in relation to construction’ and shall be based on the current conditions of the site i.e. the recommendations should not be swayed by development proposals, but should be based purely on good arboricultural practice.

~~6.3378~~ The survey should include an overall grading of the trees’ desirability for retention, from A to C and R, with A being the most desirable in accordance with Table 1 of BS 5837:2005. All category A and B trees shall be retained and protected. Individual category C trees shall be retained where possible, but shall not impede appropriate development if it is of sufficient quality to justify removal of the trees. Category C trees should be retained where they contribute to a group of trees which as a whole have significant amenity value. Any trees that are removed shall be replaced on a two for one basis.

~~6.3489~~ The survey should show the accurate canopy spread of all the trees/edge of woodland in a North, East, South, West direction. It is very rare that the spread of a tree forms an exact circle around the trunk.

~~6.35940~~ The tree survey should inform which trees are of least value to the site and the surrounding area and hence which removals would be most acceptable to create new entrances into the site. For example, lines of single species conifers have low amenity value other than for screening the existing low level factory units.

### **Internal Landscape Features**

~~6.36401~~ Although the site is surrounded by large expanses of open land, it will be important to provide immediate amenity space within the site for the well being of employees and other users, as part of an appropriate internal landscape structure.



~~6.37412~~ The area of formal open space, within the main factory to the south east, should be retained and enhanced. This space is an integral part of the historic factory complex and was laid out in the 1930s. The trees along the garden's western boundary are also of value; the garden presents a suitable frontage to Bishopthorpe Road and the greenbelt. The integrity of the existing garden should remain intact, but there is a need to adapt/ renovate it to suit its new situation. This will broaden its functional appeal to an introduced population of potentially different ages and occupations, whilst protecting the existing trees that provide its essential attractive setting. The area of formal open space in the south east corner of the site, should be retained and enhanced. The garden, which was laid out in the 1930's, is part of the historic factory complex. The integrity of the existing garden should remain intact, but there is a need to adapt/renovate it to suit its new situation in order to broaden its appeal to an introduced population of potentially different ages and occupations. Any changes should respect the essential setting and character of the space, which is one of three key spaces identified in the Conservation Area Appraisal. [98]

6.38423 A new avenue leading up to the main building from the Campleshon Road entrance would be a suitable landscape feature.

### Habitats

6.39434 The provision of landscaping and open space in and around the site provides an excellent opportunity to support the principles of the developing York Biodiversity Action Plan through the protection and enhancement of existing wildlife habitats as well as the creation of new ones. [100/101] Local Plan Policy NE7 - Habitat Protection and Creation – states: *Development proposals will be required to retain important natural habitats and, where possible, include measures to enhance or supplement these and to promote public awareness and enjoyment of them. Within new developments measures to encourage the establishment of new habitats should be included as part of the overall scheme.* Cognisance is also required to be taken of the provisions of Local Plan Policy NE8 - Green Corridors. [100/101]

6.4045 To ensure protection of existing habitats, ~~cognisance is required to be taken of the provisions of Local Plan Policy NE8 – Green Corridors – as well as and existing habitats~~ guide enhancement through with appropriate habitat and species choice, appropriate survey work will be required. [100/101] Wildlife survey work should be undertaken in consultation with the Council's Countryside Officer but will include a Phase 1 Habitat assessment of the holding and an assessment of any likely protected species issues. These surveys and any proposed mitigation and enhancement will be required in any development proposals. Existing survey data may form part of any survey and evaluation of the site provided that it is still relevant. [100/101]

6.4156 Should any Species Protected by Law be present on-site, the provisions of Local Plan Policy NE6 - Species Protected by Law – will apply.

6.4267 The value of the existing buildings and trees as habitats is required to be evaluated, notably for bats but also for certain other species such as

swifts, [100/101] and details of appropriate measures provided for protection and enhancement of the habitat in consultation with the Council, including a bat survey. Any prospective developers are advised to have existing buildings that are proposed for conversion to be checked for bats by a properly licensed and qualified person (all species of bat are fully protected under the Wildlife & Countryside Act 1981 (as amended). Trees to be felled should be checked for bats. In addition it may also be necessary to evaluate the potential of the site not just for roosts but as part of foraging and migration corridors in order to assess the full value of the site in relation to the surrounding landscape and bat ecology. [100/101]

6.4378 Further opportunities for habitat creation should be pursued as part of the creation of a Sustainable Urban Drainage scheme for the site.

### River Ouse

6.4489 Local Plan policies NE2 - River and Stream Corridors, Ponds and Wetland Habitats and NE3 - Water Protection - require the protection of the River corridor and enhancement of existing natural features. The Local Plan includes an indicative location of a proposed cycle / pedestrian network adjacent to the River Ouse and within the site. Landscape proposals are required to take cognisance of this network and contribute to wildlife enhancement on the River Ouse and to increase the river's value as a wildlife corridor. It is important to maintain and where possible enhance the biodiversity value of such land, some of which may be classed as seasonal wetland.

### Hydrology

6.45950 An extract from the Environment Agency flood risk map is attached – *Plan 6 – Flood Risk*. Part of the site to the east of Bishopthorpe Road and nearest to the River Ouse is an area that has a High probability of flooding part of the Functional Floodplain (Flood Zone 3b) as is much of the Knavesmire and Knavesmire Road. [104] The chance of flooding each year is 45% or greater. An adjacent area west of this towards Bishopthorpe Road is an area that has a ~~Low to~~ [104] *Medium* probability of flooding (Flood Zone 2). The chance of flooding each year is 0.1% - 1%. There are no flood defences protecting the site. This part of the site to the east of Bishopthorpe Road [104] is designated as Green Belt and subject to policies limiting the potential to develop such land. The land is also outside the Defined Settlement Limit. Policy GP15a – Development and Flood Risk – states that: *There will be a presumption against built development (except for essential infrastructure) within the functional floodplain outside existing settlement limits. Proposals for new built development on previously undeveloped land outside defined settlement limits will only be granted where it can be demonstrated that the development will not result in the net loss of floodplain storage capacity, not impede water flows and not increase flood risk elsewhere. Within flood zone 3b only water-compatible uses and essential infrastructure are appropriate uses. Within flood zone 2, all uses are appropriate except highly vulnerable uses. PPS25 states that “subject to the sequential test being applied, the highly vulnerable uses...are only appropriate in this zone if the Exception Test...is passed (PPS25)”.* [104]

~~6.46501~~ In accordance with Planning Policy ~~Guidance Statement~~ Note 25 (PPGS 25) [104] the Environment Agency will require a Flood Risk Assessment ~~as the site exceeds 5ha and a detailed drainage strategy, based on sustainable drainage principles, for this site. This should accompany any planning application for the site. It should be confirmed that York Council's Drainage Engineers are satisfied with the proposed scheme.~~ [104] Prior to carrying out such an assessment potential developers are advised to contact the Environment Agency and the Council to discuss the scope of the Assessment required and also to establish what information may be available. ~~Both the Council and the Environment Agency would expect to see a proposed reduction in existing surface water run-off rates from the site, to take into account the effects of climate change and mitigate its effect on flooding, and this should be in accordance with the Council's guidance.~~ [104]

6.47512 Surface water disposal from the site will be addressed in the flood risk assessment and the Environment Agency will be able to advise on the capacity of the receiving watercourse which is likely to be the River Ouse.

6.48523 Any discharges from the site into the River Ouse will have to meet Environment Agency standards to ensure non-contamination and, through appropriate Sustainable Urban Drainage Systems (SUDS), could contribute to biodiversity enhancement. The EU Water Framework Directive requires that all rivers must achieve at least 'good' standards in terms of their water quality by 2015.

~~6.4953~~ ~~Surface water run-off from the development is required to be restricted to no more than the existing discharge rates in accordance with Environment Agency requirements. This may necessitate on-site storage.~~ [104]

~~6.54~~ ~~Support for the SUDS approach to managing surface water run-off is set out in paragraph 22 of Planning Policy Statement 1 (PPS): Delivering Sustainable Development and in more detail in Planning Policy Statement 25: Development and Flood Risk at Annex F. Paragraph F8 of the Annex notes that "Local Planning Authorities should ensure that their policies and decisions on applications support and complement Building Regulations on sustainable rainwater drainage". Further information on SUDS can be found in:~~

- ~~• PPS25 Annex F~~
- ~~• the PPS25 Practice Guide~~
- ~~• the CIRIA C522 document Sustainable Drainage Systems-design manual for England and Wales~~
- ~~• the CIRIA C697 document SUDS manual~~

~~the Interim Code of Practice for Sustainable Drainage Systems. The Interim Code of Practice provides advice on design, adoption and maintenance issues and a full overview of other technical guidance on SUDS.~~ [104]

## 7. BUILT ENVIRONMENT

Please refer to *Plan 4 – Conservation Area, Listed Buildings and Archaeology*

### Design Principles

7.1 In any development proposal it is important to respect and reflect the historic importance of Terry's and its business and cultural associations in the way in which buildings are converted and new buildings are designed. The historic factory buildings and their immediate site have a strong character. Creating a distinctive sense of place will be key to the design of any new build, complementing the Listed Buildings, respecting and enhancing the character of the Conservation Area, protecting the openness of the Green Belt and respecting the local community.

7.2 Section 2 establishes that the site contains listed buildings, protected tree belts and has Conservation Area status in part. The section also highlights the prominence of the site and its distinctive character, it is important that it is read in conjunction with the Conservation Area Appraisal. [17] Section 3 – Developing Proposals – sets out requirements for studies to be carried out at an early stage to inform the development of design proposals. This section focus on design principles, as a basis for developing a masterplan and design statement. Information is also provided on archaeology, including the key issues to be considered and requirements of developers.

7.3 A Design Statement is required to accompany a Masterplan. This will include a rigorous contextual analysis, site analysis and justification for the design approach in light of the analysis and the requirements of this Brief. A Design Code is required as part of the Design Statement. This would set out aspects of the new build which would offer an element of continuity with existing architecture and site planning. New architecture should be developed within this shared framework.

7.4 While the Brief is intended to be a framework for design and not overly prescriptive, the following key points should clearly influence development proposals.

**NB – Design Principles have be reordered for clarity. The previous number is referenced at the end of each design principle for reference to Appendix 1 of the Committee Report. These will be removed from the finalised brief.**

1. The Design Code should be specific to the site, drawing on the intrinsic nature of the existing forms and materials and developing the code for the public realm. This is an opportunity for demonstrating how continuity and change are being addressed. The code and the drawings must correspond with each other (1)
2. It is imperative that a number of broad design approaches (options) are explored and tested against the brief at an early stage of the master planning process. (2)
3. The strategy behind the master plan should be robust enough to allow for some flexibility over time. (3)

4. Any new scheme should capitalise on the symbolic potential and landmark quality of the factory building in order to highlight the nature of the site as a major employment destination (4)
- ~~11.5.~~ The clock tower and the factory building are landmarks and symbols for York. Any proposals must maintain their dominance over the skyline of the site with new development being significantly lower (18) [113]
- ~~12.6.~~ Any new build is required to be designed to protect the existing setting and views of the Listed Buildings - these views are intrinsic to the character of the Conservation Area (19)
- ~~10.7.~~ Some of the buildings on site are of great historic and symbolic importance, others are of little architectural and historical value and it is important to identify these at an early stage (17)
- ~~8. Phasing of work should allow for repair and conversion of the listed buildings to take place at an early stage of the overall works programme. A phased and detailed programme of works should be agreed with the Council. This must allow for repair of the listed buildings to prevent their deterioration pending end-users being found.~~ (28) [151]
- ~~1.9.~~ The site is in a prominent position within the City and acts as a gateway, forming first impressions (5)
- ~~4.10. Designs should maintain the “hidden” nature of the site—the site is a “bridge” between town and country. Designs should maintain the leafy character of the site, which acts as a bridge between ‘town and country’.~~(8) [148]
- ~~6.11. A belt of trees should be retained along the southern boundary. The trees along the southern boundary should be reinforced and~~Generally however, [152] entrances should be opened up/enhanced as gateways into the site. Thus the development would have a direct dialogue and connectivity with the surrounding area at key points, which would reduce the current sealed off nature of the site, whilst maintaining its attractive, renowned presence in the larger landscape. Please also see paragraphs 6.21 and 6.23 for other trees around the site.-(12) [152]
- ~~12. The western boundary of the site, adjacent to Park Pavilion Fields, requires particular consideration as this is one of the few open edges of the site. It is adjacent to the conservation area and forms the boundary to one of the main spaces within it. It is also prominent in mid distance views from outside of the area. A tree belt may be more appropriate than provision of a built edge.~~ (13) [150]
- ~~5.13.~~ The development should be inward looking but with outward looking elements at key points – Campleshon Road, Bishopthorpe Road entrances – at these points the site becomes more visible as it also does from Knavesmire Road along the more open boundary with the Racecourse (10)
- ~~14. The link to the Racecourse should be physical as well as visual, taking account of the opportunity of hotel guests accessing the conference/ exhibition facilities, the implications for race days, and general public access to ensure that integration of the two sites is maintained and enhanced.~~ [143] Any prospective developer should

demonstrate that all efforts have been made to achieve synergy between the two sites. (11)

7-15. Careful consideration should be given to the nature of links and relationships with the surrounding community. Welcoming points of entry or “transition zones” could exploit the potential for shared facilities (14)

9-16. Facilities should be provided to enhance the community focus of Campleshon Road (16)

~~8-17.~~ All public spaces and buildings should be fully accessible to those with disabilities. The public realm should be designed primarily for pedestrians, then to facilitate cycling (15) [147]

~~2-18.~~ The design of any development proposals must be to the highest standard (6)

~~3-19.~~ The high standards of design required apply to the whole site. While only part of the site is included in the Conservation Area, the setting of the Area is equally important. The special character and appearance of the conservation area is set out in the Conservation Area Appraisal and any scheme must demonstrate that the essential qualities of the conservation area will be preserved and enhanced, including views in and out of the site (7) [17]

~~13-20.~~ The grain, massing and character of the existing site and buildings are quite different from the surrounding area – this must be recognised in development proposals - see paragraph 2.140 (20)

~~14-21.~~ It is important to continue the complementary nature of the relationship between buildings and spaces, where buildings define the spaces in the new layout (21)

~~15-22.~~ New build should consider a contemporary interpretation of the forms, materials and details of the Listed Buildings and where appropriate it should acknowledge the local vernacular – to be analysed as part of the Design Statement (22)

~~16-23.~~ Buildings should be legible (i.e. the purpose of the building should be easily understood) – this is particularly important at street level and if buildings are in multi-use (23)

~~17-24.~~ Buildings should be orientated where possible to take advantage of passive solar gain for energy efficiency (24)

~~18-25.~~ The implications of the microclimate in the area adjacent to the tall Listed Buildings should be considered (25)

~~19-26.~~ Space for circulation, orientation and relaxation through appropriate soft and hard landscaping should be provided (26)

~~20-27.~~ Transition spaces should be clearly designed, in particular transitions from public to private space and spaces associated with buildings. (27)

28. Prospective developers must demonstrate how the topography of the site has been accommodated in proposals.-(9)

7.5 Any proposed development within the Terry’s site should be designed in such a way as to promote crime prevention. This can be achieved by following the seven attributes of Safer Places set out in Safer Places - The Planning System and Crime Prevention (ODPM, Home Office 2004) and the principles of Secured by Design (ACPO). All planning applications should

demonstrate how crime prevention measures have been considered [and take account of Local Plan Policy GP3 – Planning Against Crime – which requires development to incorporate crime prevention measures including natural surveillance, secure locations for parking, satisfactory lighting and provision of CCTV](#). This should form part of the Design Statement.

7.6 Planning Policy Guidance 15 – Planning and the Historic Environment – provides national policy and guidance on the redevelopment of listed buildings and development in Conservation Areas. Potential developers should take cognisance of the process and requirements for listed building consent and conservation area consent applications. For further information on the five Listed Buildings on-site please refer to Appendix 2 - Description of the Listed Buildings. For further information on the Conservation Area please refer to Appendix 3 - Description of the Conservation Area.

7.7 The Local Plan contains a number of policies which will have implications for design. This includes policies on: sustainable design, storage space for waste recycling and litter collection, residential amenity, planning against crime, lighting, accessibility for disabled people, conservation areas, listed buildings, security shutters in historic locations, advertisements in historic locations, trees and landscape, residential density, the mix of dwellings on housing sites. Please refer to the Local Plan for detail.

### **Archaeology**

7.8 Parts of York are designated as an Area of Archaeological Importance (AAI) under the Ancient Monuments and Archaeological Areas Act 1979. The site is not within an AAI. The area around the Terry's factory has produced archaeological finds and there is well-preserved medieval ridge and furrow to the south-west of the site.

7.9 York Archaeological Trust was commissioned to undertake an archaeological desk-based assessment of the Terry's Factory and an adjoining piece of land to the east of Bishopthorpe Road giving a total site area of 21hectares, in October 2004.

7.10 The desk-based assessment revealed that there are two main areas of archaeological and historical interest. Firstly a possibility of Roman occupation deposits or burials surviving beneath the site. Secondly the original buildings within the factory complex are a significant part of the landscape of York.

7.11 The desk-based assessment suggests that a Roman Road to York from the south, following the line of the present day Bishopthorpe Road may exist and, given the positioning of the site straddling Bishopthorpe Road, the Roman Road may run through the site. Evidence for Roman settlement and cemeteries in the area has also been recovered.

7.12 The area to the east of Bishopthorpe Road is known as Nun Ings and occupies the western bank of the River Ouse. There is well-preserved

medieval ridge and furrow in this area reflecting the largely agricultural character of the area during the Medieval Period.

7.13 Following on from the desk-based assessment a programme of archaeological evaluation was undertaken. This was carried out in accordance with a written Scheme of Investigation prepared by the City of York Council. This evaluation looked at those parts of the site available for archaeological trenching at the time. It did not examine the area under the factory buildings to the south of the main listed factory building. It is essential that this area of the site is evaluated prior to the submission of a planning application.

7.14 A copy of the York Archaeological Trust archaeological evaluation report has been deposited with the City of York Council. This has demonstrated the presence of Romano-British features and deposits on that part of the site currently occupied by a garden adjacent to Bishopthorpe Road. There are few archaeological features on the rest of the site. It will be necessary to carry out further evaluation works under the modern factory extension in the southwest corner of the site. It can be assumed that an archaeological watching brief on all groundworks will be required.

7.15 The building of the Terry's works commenced in 1924. The single storey factory with northern lights roof, the pump house, boiler house and clock tower, the bean cleaning and roasting buildings, time office block and the general office block were all included in the first phase of building. The multi storey factory was constructed in 1930 with the next major stages of building occurring in the late 1960's and 70's. The 1920's and 30's buildings were Grade II listed in 2005.

7.16 Many of the original fixtures and fittings such as the windows, doors, timber panelling and cornicing in the single storey factory and original tiling and ironwork in the other buildings still exist.

7.17 The clock tower is the most visually recognisable feature and is part of the York skyline. The tower functioned as a chimney and a water tower. The clock is considered important as one of the very few remaining examples of Gent's "Waiting Train" turret clock system still working in a major building in the UK.

7.18 In addition there are what appear to be a series of semi-underground structures which may represent second world war air-raid shelters.

7.19 A buildings survey has been carried out of the main buildings by the owners. It will be necessary to carry out a full recording exercise to a specification agreed with the City of York Council on all the buildings and machinery prior to any demolitions or alterations taking place. This building record can be covered by an appropriate condition should consent be granted for development on this site.

7.20 Any application for this site must include the following items:



- A report on the desk-based assessment and the full archaeological evaluation;
- A copy of the buildings survey;
- An assessment of the impact new development will have on archaeological deposits and a strategy for mitigating that impact.

### **Services**

7.21 Up-to-date confirmation of appropriate levels of service with regard to gas, electricity, telecommunications and water supply should be agreed with the relevant statutory undertakers. Through liaison with telecommunications companies, opportunities should be maximised for the early provision of cable communications. Appropriate agreement should also be entered into for the phasing and safety considerations in the carrying out of works which may affect existing or proposed service infrastructure.

7.22 In developing the site every opportunity should be taken to co-ordinate and share trenches and other conduits with undertakers of highways and landscaping works. Therefore, all these issues should be resolved prior to the commencement of any construction as part of the planning process.

7.23 Service infrastructure should be provided as development proceeds, and standard conditions will be applied to ensure the minimum of disturbance to nearby residents during construction.

## 8. LOCAL COMMUNITY

### Community Facilities

8.1 South Bank is one of York's most well-established housing areas. Though surrounded by open spaces and other facilities, the area itself is tightly-knit; with little scope for any additional facilities that may be needed actually within the community.

8.2 The Terry's site and South Bank, though part of an individual and identifiable part of the City, are made somewhat remote from one another by their respective predominantly single land uses and the intervention of Campleshon Road. The redevelopment of Terry's is an opportunity to bring the two areas closer together, through shared facilities and improved physical links across Campleshon Road.

8.3 Requirements for new / improved local community facilities will be dependant on the nature and scale of any development proposals. Should an element of residential development be proposed this will impact on the capacity of various local resources including open space and education provision, and other leisure and community facilities. [156] Open space and public art are also important elements of an employment development. There is potential to meet recognised needs of the South Bank community via on and off-site provision of community facilities. Appropriate provision or developer contributions towards community facilities may be secured through a Section 106 agreement. The Community Forum, that is to be established to represent community views in the development of the masterplan, will be an important consideration in determining the nature and extent of any community needs generated by the development of part of the site for residential use. [161]

### Public Art

8.4 Public art is required to be a proactively considered element of any new development scheme in York. The Council's Public Art Strategy 1998 seeks 1% of the total cost of any new development to be set aside for public art. Successful public art is work that resonates with the site and context, and creates an opportunity for the range of people using the site to engage with it. Works deriving from the archaeology, and / or salvaged machinery from the factory, should be considered as this is one way of achieving a living engagement with history. The Terry's brand and the imposing landmark factory are synonymous with York and are an intrinsic part of the City's cultural identity. The garden area to the south east of the factory site is one potentially suitable location for public art, given that the 1967 commemorative fountain (marking the 200<sup>th</sup> anniversary of Terry's) originally located in the garden, was unfortunately stolen during the mid 1990s.

8.5 Public art may be integral to the design of the development, eg. the re-interpretation of the public realm/ landscape framework in relation to the conserved factory buildings, a designed entrance, paving, lighting, or as a separate work of art. [163] Public art should not be confined to one area or one audience and should be developed in context and with the local

community. Public consultation and involvement with the public art process will be required. An approved artist should be appointed at an early stage in order to bring together a coordinated public arts programme that integrates art into the development. Please refer to the Council's Public Art Strategy 1998.

### Education

8.6 Any new housing within the site will have an impact on school facilities in the area. Local Plan Policy ED4 - Developer Contributions Towards Educational Facilities – states: *In considering proposals for new residential development, any consequences for existing schools, early years and other community facilities will be assessed in accordance with the approved Supplementary Planning Guidance. Where additional provision is necessary as a direct result of the proposal, developers will enter into a Section 106 agreement to make a financial contribution towards the provision of these facilities.*

8.7 If an element of residential development is accepted as part of the comprehensive redevelopment of the site, a developer contribution may be required. The appropriate level will depend on an assessment of existing education provision at foundation stage and the primary and secondary schools affected and the number and nature of the dwellings proposed. Further information regarding the calculation of the number of children generated by a housing development and the level of contribution required is contained in Draft Supplementary Planning Guidance – Developer Contributions to Education Facilities ~~(April 2006 – March 2007)~~ (April 2008 – March 2009). [157]

8.8 Knavesmire Primary School, Campleshon Road, is in the near vicinity of the site. The school is an Edwardian building with no safe access to green open space. ~~DfES~~ The DCSF [157] recommend that a school of this size should have 5,000m<sup>2</sup> of playing field. The school currently use the Knavesmire for some activities (weather permitting), [157] but this space is not controllable and is accessible only by crossing Campleshon Road. ~~The Local Authority and the school are currently working together to create a very basic MUGA (Multi Use Games Area) within the school grounds. An arrangement with the Racecourse also exists which allows the school to use part of the Racecourse car park 'C' for most sport based activities, but only on non race-days between Easter and October. Access to this land is also not controllable. The school is therefore in need of dedicated playing field provision. A MUGA (Multi Use Games Area) has recently been constructed on the school site, yet community use of this facility is restricted due to close proximity to residential property, and is unavailable after 18:00 during the week and at any time over weekends as a result.~~ [157] The redevelopment of the Terry's site therefore presents an opportunity to explore the ~~potential to enhance current open space provision by creating facilities which could provide sports provision for all members of the community and assist the school in forging ever better community links~~ need for dedicated outdoor sports and open space provision for both the school and the wider community. [157]

8.9 Potential developers are required to make early contact with the Council's Education Policy [Support](#) [157] Officer to discuss requirements (see contacts).

### Open Space

~~8.10 Local Plan Policy L1c—Provision of New Open Space in Development—states that: “Developments for all housing sites or commercial proposals over 2,500m<sup>2</sup> gross floor space will be required to make provision of the open space needs of future occupiers. This should be provided in addition to any area required for landscaping”. The Council has commissioned consultants, PMP, to undertake an assessment of the City's open space, sport and recreation facilities. The study forms part of the evidence base for the Local Development Framework (LDF) and will help to shape the strategic direction of the Core Strategy for the City of York, and the Allocations DPD, as well as the City Centre and York Northwest Area Action Plans. The study is in line with the requirements of PPG17 (Planning for Open Space, Sport and Recreation). It was approved by the Council's LDF Working Group in August 2008. [158]~~

~~8.11 Cognisance should be taken at an early stage of the Council's emerging Draft Supplementary Planning Guidance—Open Space in New Developments—A Guide for Developers (please contact the City Development Team). The study identifies 11 typologies of open space, and assesses open spaces of public value which offer important opportunities for sport and recreation. It addresses the quantity, quality and accessibility for each type of open space as part of the PPG17 Assessment and considers the Strategy, Key Priorities and implementation of the outcomes of the study. The study includes a comprehensive audit of open spaces in the City.—[158]~~

~~8.12 Employment, retail and leisure developments schemes of 2,500m<sup>2</sup> and above are required to provide informal amenity open space, principally for the use of staff. This is required to be provided on site and is in addition to the required landscaping. The level of provision is dependant on the number of employees, as set out in the Open Space SPG. For each typology, the study recommends a standard per 1,000 population of open space provision, and this must be considered in parallel with accessibility (in terms of time / walking distances from the open space) and quality standards. [158]~~

~~8.13 Residential developments are required to provide children's equipped play space, informal amenity open space and outdoor sports pitches. The level of provision required is dependant on the number of dwellings and the number of bedrooms in each dwelling, as set out in the Open Space SPG. Provision is normally required to be on site. There is a known deficiency in the quality and quantity of sports pitches in the area and potential developers are encouraged to make early contact with the Council's Sport and Active Leisure team to determine exact requirements and to refer to the Active York Partnership's Sports and Active Leisure Strategy. The developers should consider the outcomes of the study, in assessing the open space requirements on the site. [158]~~

~~8.14 On site open space should be designed to provide a network of green spaces and link to pedestrian and cycle routes. [158]~~

~~8.15 The SPG also sets out the requirements for the maintenance of open space, minimum sizes and the obligations of developers. [158]~~

~~8.164 In calculating the provision of amenity open space within the proposed development, the Council will not consider insubstantial, incidental, isolated areas of planting that are un-associated with any open space or outdoor / recreational facility, nor and trees, and cycle routes or footways that have no landscape setting [164], for example, to contribute to the required quantity of open space. Similarly, the existing steep perimeter mounding will not contribute to the requisite open space provision. The steep gradients and dense tree planting render its function as aesthetic rather than recreational.~~

~~8.175 In designing amenity open space areas, Disability Discrimination Act access requirements and privacy issues need to be taken into account. In addition, public open space should incorporate footpath and cycle path [160] links following 'desire lines' and be appropriately designed to take into account the function of adjacent buildings.~~

~~8.16 On site open space should be designed to provide a network of green spaces and direct priority links to pedestrian and cycle routes. [159]~~

## 9. ACCESSIBILITY, TRAFFIC AND TRANSPORT

Please refer to *Plan 5 – Accessibility, Traffic and Transport*

### Hierarchy of Transport Users

9.1 At the heart of York's Local Transport Plan lies the commitment to a 'hierarchy of transport users'. This is a priority listing applicable when making land-use and transport-related decisions and implementing transport measures. The order of priority is as follows:

- Pedestrians
- People with mobility problems
- Cyclists
- Public transport users (includes rail, bus, coach and water)
- Powered two wheelers
- Commercial/business users
- Car borne shoppers and visitors
- Car borne commuters.

9.2 ~~The scale and significance of the proposed development demands that careful consideration is given to the provision of facilities for pedestrians, cyclists, as well as public transport users. Proposals will need to take account of the needs of disabled people and pay particular attention to Disability Discrimination Act requirements. These requirements represent the minimum standards acceptable for development. The opportunity should be taken to achieve imaginative and flexible solutions to create higher levels of accessibility. The scale and significance of any proposed development on the existing traffic and transport network demands that a suitable traffic and transport solution must be adopted, based upon sufficient suitable facilities within and around the site for pedestrians, cyclists and public transport users. Proposals will need to take account of the needs of disabled people and pay particular attention to Disability Discrimination Act requirements. These requirements represent the minimum standards acceptable for development.~~

### Access

9.3 As a general principle, all commercial activities within the development site should be accessed from the existing junction on Bishopthorpe Road. The existing junction on Campleshon Road, which lies opposite Knavesmire Primary School, should in future act as a secondary means of access to the site and carry much lower volumes of ~~commercial~~[216] traffic, in comparison.

9.4 Commercial traffic associated with the development should ~~continue to~~ be directed to the main entrance from the A64 Trunk Road via Tadcaster Road, Knavesmire Road and Campleshon Road. It is particularly important that such ~~through~~ traffic is kept away from the village of Bishopthorpe, to the south of the site.

9.5 Any complementary housing to the main employment use should be capable of access from both the Bishopthorpe Road and Campleshon Road

frontages in order to facilitate traffic management arrangements introduced on race days in that area.

9.6 To promote the relief of new traffic on the existing network, created by the new development, the Council is investigating a possible new two-part road link. The first link is from Tadcaster Road, west of Sim Balk Lane junction to Sim Balk Lane and a second link from Sim Balk Lane to Bishopthorpe Road, to north of Church Lane. This investigation is ongoing and will establish the feasibility of providing the links and benefits that will come from a scheme. It is expected that the Council will consider a report early in 2009.

### **Cycling / Walking**

9.67 A network of safe and direct [208] routes should be provided throughout the site for both pedestrians and cyclists. ~~Where appropriate and possible,~~ these routes should link to existing and proposed new cycle and pedestrian routes and public transport services.

9.78 Pedestrian routes should be designed to make them convenient, comfortable, safe, durable, direct and attractive. Pedestrian routes must be designed to be open to provide a feeling of safety and careful consideration must be given to lighting.

9.89 In order to encourage cycling and walking to the City Centre and surrounding residential areas, suitable high quality links (including sufficient suitable crossing points as necessary) should be provided with the site. ~~These should include a link to the riverside route which crosses the Millennium Bridge (Route 65) and a link to the on-road route through the South Bank district.~~ These should include a link to the riverside route which crosses the Millennium Bridge (Route 65), a link to the on-road route through the South Bank district, and an on-road/ off-road link to the new orbital route on Tadcaster Road. Access routes should be safe, direct, durable, obvious and convenient with full access for those with mobility difficulties as an integral part of the design. Crossing points should have full access for those with mobility difficulties and should be made accessible for those with visual and hearing impairments. The potential to provide talking signs should also be explored. All cycle infrastructure will comply with Cycling England standards.

9.910 ~~It is a poor cycle/pedestrian link from the river to Bishopthorpe Road. Travelling from the North, the cycle track along the river narrows down and comes to an abrupt end at the boundary with the Green Belt, where it deflects to the West along a narrow track enclosed by the car park security fencing and dense vegetation on both sides. Along this short length, its visual status and appeal as part of a long distance cycle route is greatly reduced. The Bishopthorpe Road entrance to the factory site is conveniently located at the end of the cycle track; however the crossing point is further along. It may also be appropriate to create a new gateway link off the cycle track that runs parallel with the southern boundary. The existing Route 65 cycle/pedestrian link, which connects the section running alongside the River Ouse to Bishopthorpe Road, at the eastern boundary of the main site, is poor and~~

requires to be upgraded as part of the development.<sup>[209]</sup> Approaching, in a southerly direction, the southern end of the riverside section of National Cycle<sup>[209]</sup> route 65, where it meets the green belt boundary, the cycle track narrows and turns sharply to the right (west). It then heads steeply uphill in a westerly direction for approximately 150 metres passing in between a car park on the south side and a residential home/houses on the north side, where high fencing and dense vegetation on both sides create a visually unappealing and potentially intimidating aspect for this section of a long-distance cycle route. The Bishopthorpe Road entrance to the existing factory site is conveniently located opposite where the cycle track emerges on to Bishopthorpe Road. However, the existing crossing point (with central refuge) lies approximately 150 metres south of this point so is, therefore, off the likely desire line to the site.

9.11 Route 65 continues on the east side of Bishopthorpe Road, running along the southern edge of the site. A new cycle/ pedestrian gateway at this ~~southern edge must be created point should be investigated~~ <sup>[221]</sup> as part of any development proposals: this will enable a north/ south cycle link to be provided through the site, connecting the South View residential area to the (off road) long distance cycle route, which avoids Bishopthorpe Road.

9.102 As a means of promoting the use of cycles by the new occupants, the developer will be expected to fund the provision of an appropriate number of cycle parking spaces in accordance with the anticipated agreed modal split targets, which shall be both secure convenient, secure and covered. Residential cycle parking provision must be lockable and covered. Further advice on cycle provision can be obtained from the Council's Highway Development Control team.

### **Accessibility**

9.143 The inclusive design of provision for disabled people should be carefully considered at an early stage and discussions with the Council are encouraged. Development proposals should consider internal spaces and facilities, the spaces between and around buildings, links to other areas and routes within, through and surrounding the area. A disability audit or impact assessment should form part of the design proposals as they are developed.

9.124 All public spaces and buildings must be fully accessible to those with disabilities. Further requirements should be obtained from the Disability Discrimination Act (2005) and Part M of the Building Regulations 2004. These requirements represent the minimum standards acceptable for development. The opportunity should be taken to achieve imaginative and flexible solutions to create higher levels of accessibility. The Gateshead Access Panels' "Designing to Enable" Guide is recommended to be followed, as is "Designing for Accessibility" a joint publication between the Commission for Accessible Environments and RIBA Enterprises.

### **Bus Service**

9.135 Convenient, regular and good quality bus services together with their associated infrastructure, are required from the outset to ensure a reduced



dependency on the private car. The site is currently served by a commercial bus service (No. 11) by FirstYork at a half hourly weekly daytime frequency, supplemented by Council supported hourly Sunday and weekday evening journeys. There is likely to be a need for a pro-active relationship with bus service providers who may need some financial assistance for enhancements to existing services or the provision of new services up until these have become self sufficient, or 5 years after the development is complete, whichever is the sooner, in order to increase the frequency and reliability of the bus service, to meet Local Plan standards for a site of this size.<sup>[210]</sup> ~~services until up to one year after the development is complete and fully occupied.~~

9.146 Good quality seating, waiting and shelter facilities should be provided at all bus shelters within and around the site, together with up-to-date information facilities. This can be co-ordinated through early dialogue between the prospective developer, the City of York Council and bus service providers. The Council is currently developing a project to provide a new Park and Ride site at Askham Bar, which will increase the existing capacity. ~~Opportunities may exist~~ The developer should investigate what opportunities exist <sup>[230]</sup> to serve the commercial element of any proposed development of this enlarged site by this service.

### Transport Assessment

9.157 A comprehensive Transport Assessment Report should be prepared by the prospective developers which will address the effect of the proposed development on the following key areas:

- Measures to improve access to and movement within the site by pedestrians, cyclists and bus users
- Traffic generated by the development site, with a particular focus on its impact upon Bishopthorpe village, Bishopthorpe Road and Tadcaster Road by all modes of transport
- Traffic impact upon key junctions leading from the site, particularly Bishopthorpe Road and the main site access, Bishopthorpe Road / Campleshon Road, Tadcaster Road / Knavesmire Road and those included in the scoping study <sup>[212]</sup>
- Proposed measures to ameliorate the traffic impact of the development:
- Any mitigation work affecting the conservation areas of Tadcaster Road and Bishopthorpe should be carefully designed, in liaison with relevant officers from DCSD, and subject to public consultation. <sup>[144]</sup>

### Travel Plans

9.168 ~~Travel Plans are used as a soft measure by the Council to achieve a reduction in car usage by encouraging sustainable transport modes for people commuting to work and in connection with work business. They identify ways in which sustainable transport practices can be developed and promoted by individual companies for its own employees and visitors. The Council encourages the take up of Travel Plans as a 'soft measure' to reduce the need to travel or enable people to commute or undertake business travel using more sustainable (and healthy) forms of transport. The Council believes~~

that travel plans are an integral part of the planning process and an essential measure to mitigate the impact of traffic generated by new development.[234] Travel Plans identify the likely travel demands of a site (either through an integral analysis or supporting Transport Assessment), and ways in which sustainable transport policies and measures can be formulated and promoted by developers or individual companies (site users) for occupiers, staff and visitors.

~~9.179 A Travel Plan will be required as supporting documentation for any planning application for development, where more than 30 people would be employed. Where a particular occupier is not identified at the planning stage a condition would be attached to any planning consent requiring a Travel Plan to be submitted for approval. Any subsequent occupiers would need to submit and agree their Travel Plan within a specified time frame (e.g. within six months of occupation). There will be requirements for on-going monitoring set against targets. A Travel Plan will be required as supporting documentation for any planning application for development where more than 30 people are likely to be employed or more than 50 residential units are to be built.[235] It will be the responsibility of the developer to fund the post of travel plan co-ordinator for the site for an agreed period.[236]~~ Guidance on the preparation of Travel Plans is available from the Council's Transport Planning Unit.

### **Low Car Ownership Development**

~~9.1820~~ In recognition of rising traffic congestion and wider environmental reasons for controlling traffic growth in York, the Council is ~~keen to consider~~expect wanting to see a low car use ~~and ownership~~ development delivered through a sustainable transport solution~~measures~~. [222] Early discussion with Council officers will be expected ~~however, in order~~ to agree measures to prevent a displacement of car parking associated with the development into the surrounding residential areas.

### **Car Share Club**

~~9.1921~~ The Council ~~is keen to promote~~will expect any development proposals to include an expansion of the City's the introduction of car share clubs facilities, as one option for meeting future residents and occupiers transport needs. ~~In this regard, any~~The developer ~~will be expected to investigate the viability of this, and similar initiatives within their proposals in order to provide~~should therefore make provision for the necessary dedicated car parking spaces and the associated finance ~~to operate successfully~~allow its successful operation in this area. [225]

## 10. ENVIRONMENTAL ISSUES

### Environmental Impact Assessment

10.1 Potential developers should approach the Local Planning Authority at an early stage for a screening opinion to establish if an Environmental Impact Assessment will be required. The request for a screening opinion should include a plan, a brief description of the nature and purpose of the proposal and its possible environmental effects, giving a broad indication of their likely scale.

10.2 The issues referred to below are offered as guidance for potential developers but are not intended to be exhaustive.

### Noise and Other Amenity Issues

10.3 The development of the site has the potential to result in noise, dust and smell issues, including:

- Noise and dust from construction and demolition activities as the proposed developed takes shape
- Traffic noise from the development impacting upon existing residents
- Existing traffic noise upon future occupants of the development
- Noise from commercial activities upon future occupants and existing residents
- Noise from deliveries and waste removal
- Noise from any fixed plant and machinery that forms part of the development upon existing residents and future occupants, especially where they form part of the same building
- Cooking smells from any A3, A4 and A5 uses.

10.4 These issues must be addressed as part of the design process and be included within any submitted application. The following are key to ensuring these issues are successfully designed out:

- Use of appropriate demolition and construction techniques (eg. piling methods and dust suppression)[239]
- Careful consideration of site layout and orientation of buildings (eg. delivery yards)
- Careful consideration of neighbouring uses
- Internal layouts of premises
- Noise insulation through construction methods and materials
- Careful specification and positioning of fixed plant and machinery
- The correct specification and positioning of kitchen extraction units (low level discharge units are not recommended).

10.5 A noise impact assessment is required. Within this, the impact of noise upon any proposed development, and the various uses contained within it, must be considered. The assessment must also consider the impact of existing noise sources in the vicinity of the site (eg traffic noise), and also the impact of noise introduced as a result of any proposed development, upon noise sensitive uses (eg business uses near to dwellings).

10.6 Noise that arises as a result of this site being developed (eg traffic noise and noise from plant/machinery) must be assessed for its impact upon the local area. The final proposed uses for the site will affect the extent of assessment needed for this area.

10.7 The noise impact assessment must look at the above matters in the context of relevant standards (eg Planning Policy Guidance 24, British Standard 8233, British Standard 4142, World Health Organisation Guideline Noise levels). Where excessive noise levels are anticipated, mitigation measures must be fully explored (eg noise insulation) as part of a planning submission.

### **Air Quality**

~~10.5 The Terry's site is approximately 600m from part of the city's Air Quality Management Area. As with any development of this scale, consideration must be given to minimising the potential impact upon air quality, particularly from the use of motor vehicles. There are a number of measures that can be adopted that can help achieve this, including:~~

- ~~The provision of a well-integrated public transport system~~
- ~~Ensuring that only the minimum amount of parking is provided to encourage the use of alternative transport forms~~
- ~~The provision of a car club and car share schemes, to reduce the dependence on car use and encourage the use of alternative transport~~
- ~~The provision of dedicated charging points to encourage use of electric vehicles (this could tie in with parking provisions and the car club)~~
- ~~The provision of secure and weather proof cycling storage facilities to encourage use of this form of transport~~
- ~~The establishment of a bicycle club to provide easy access to this form of transport.~~

~~10.6 As part of any application, the impact on air quality must be fully assessed, including the use modelling techniques where appropriate. An early discussion with the Council's Air Quality Team is recommended in this respect. Where mitigation measures are required for the impact upon air quality, developers will be required to enter into a S.106 agreement to implement measures to offset any increases in local pollutant emissions and/or make an appropriate financial contribution towards the monitoring of air quality in the city.~~

10.8 As part of any application, the impact on air quality must be fully assessed, including the use modelling techniques where appropriate. An early discussion with the Council's Air Quality Team is recommended in this respect. Where mitigation measures are required for the impact upon air quality, developers will be required to enter into a S.106 agreement to implement measures to offset any increases in local pollutant emissions and/or make an appropriate financial contribution towards the monitoring of air quality in the city.[241]The following approach must be taken for any application for development on this site. The following scenarios should be modelled, subject to agreement between the Council and the developer:.[243]

1. A detailed air quality impact assessment using a dispersion model such as ADMS-Urban.

2. The modelled area should, as a minimum, include specified receptor points on the roads listed below. Where possible these receptor points should be chosen to coincide with locations where CYC is undertaking air quality monitoring:

- Nunnery Lane
- Prices Lane
- Bishopgate Street
- Blossom Street
- The Mount
- Scarcroft Road
- Bishopthorpe Road
- Knavesmire
- Mount Vale
- Campleshon Road
- Tadcaster Road
- Any other roads in the vicinity of the site likely to experience a greater than 5% increase in traffic flows as a result of the development
- Any new roads provided as part of the development, which will have flows of greater than 10,000 vehicles per day

3. The following scenarios should be modelled:

- Existing operation for 2008 (or 2009 - depending on when the project commences)
- Existing operation in project completion year
- Terry's peak operational level in completion year
- Development operation in completion year

4. The following inputs must be agreed with CYC before commencement of modelling:

- AADT traffic flows - assumed current and predicted traffic flows and HGV / LGV ratios must be approved by CYC prior to commencement of modelling
- Meteorological data to be used
- Assumed background pollutant concentrations
- Modelled receptor locations
- Pollutants to be modelled

5. Point source data (industrial emissions) must be included in the modelling - this may require combustion data for any large plant proposed on the site eg. biomass burners

If a screening model indicates any increase in pollutant concentrations on any of the following roads in the existing AQMA then they will be required to proceed to a detailed assessment before any decision is taken on the application.

AQMA roads:

- Nunnery Lane
- Prices Lane
- Bishopgate Street
- Blossom Street
- The Mount
- Scarcroft Road
- Bishopthorpe Road (south of Southlands Road)
- Mount Vale

**Contaminated Land**

10.79 The Terry's site has a long commercial history. Land contamination could have resulted from a number of sources, such as fuel and chemical spillages, underground storage tanks and areas of made ground. As a result, the full extent of any land contamination will need to be established. Site investigation work will be required to assess the impacts on all receptors, as detailed in Part IIA of the Environmental Protection Act 1990. Details will be required as to how any contamination can be successfully remediated and this should be included within the EIA. Developers should contact the Council's Contaminated Land Officer to discuss a suitable strategy for site investigations and remediation; this work is likely to be conditioned through the planning permission. Having a commercial history, the site will potentially be affected by land contamination. To ensure this matter is properly addressed at the EIA stage and in accordance with PPS 23, a desk study and site investigation will be required (it is acknowledged that there will be limiting factors such as existing structures and the like). Conceptual models looking at the source-pathway-receptor concept must be provided, to help demonstrate what final uses would be suitable for the site, or what remediation works may be required to deliver the proposed development. A minimum period of 3 months land fill gas monitoring will be required, to address the potential impact of the now closed land fill on Nun Ings, and the area where infilling is believed to have occurred around the north area of the main site.'

10.10 To ensure that work carried out in the above areas is appropriate, and will meet the Council's requirements, prospective developers are urged to contact the environmental protection unit prior to starting, in order to agree what must be covered.

**Recycling**

10.811 The Council is committed to increasing the amount of waste that is recycled. As such the development will be required to provide suitable locations and facilities to encourage recycling. Local Plan Policy MW7 - Temporary Storage for Recyclable Material – states: *Proposals for new development, particularly employment, housing, shopping leisure and community facilities will be expected to provide an appropriate level of space for the temporary storage of recyclable material.*

## Appendix 1: A Summary of the History of Terry's

- 1767: Confectioners Bayldon and Berry founded on a site near Bootham Bar
- 1793: Joseph Terry born
- 1823: Terry's name first appears when Joseph Terry, trained as an apothecary, becomes a partner
- 1824: Firm moves to St Helen's Square
- 1828: Terry now the sole owner, retains the existing peels, lozenges and pharmaceutical products and adds bakery, candles, boiled sweets and comfits, and starts to develop the chocolate side of the business
- 1840: Company name changed to Joseph Terry and Sons
- 1850: Sir Joseph Terry dies and is succeeded by his son
- 1862: New factory built at Clementhorpe to provide better transport links – supplies of sugar, cocoa, glucose, orange and lemon rinds all arrived by steam (along with coal supplies) along the River Ouse
- 1886: Increased interest in fine chocolate led to a specialised chocolate section being added to the factory
- 1923: Frank and Noel Terry launch the Chocolate Orange
- 1924-30: Continued expansion led to the need for new premises for Terry's of York – expansion at Clementhorpe was prevented by the creation in 1921 of the adjacent Rowntree Park. A greenfield site is chosen at Bishopthorpe Road. A Factory, Clock Tower (water tower and boiler house), Liquor Factory, Time Office Block and Head Offices were designed by architects J G Davies and L E Wade in red brick with sandstone ashlar dressings. Production starts in 1926
- 1937: Factory visited by Their Majesties King George VI, Queen Elizabeth and the Princess Royal
- 1939: Factory makes aeroplane propellers during the Second World War
- 1960/70s: Further expansion of the Bishopthorpe Road works
- 1963: Terry's family sell business to Forte
- 1967: The Bicentenary of Terry's was marked by the installation of a commemorative fountain in the garden
- 1977: Business sold to Colgate Palmolive
- 1980s: Premises at Clementhorpe sold by United Biscuits. Now residential flats
- 1981: Premises at St Helen's Square (office) sold by Colgate Palmolive. Now in use as a shop
- 1982: Terry's of York acquired by United Biscuits
- 1993: Kraft General Foods buys the Terry's Group from United Biscuits and amalgamates it with Jacobs Suchard to create Terry's Suchard
- 2004: Kraft announces the closure of the Terry's site in 2005. The factory most recently produced Terry's Chocolate Orange, Terry's All Gold and Twilight. Future production is expected to

- be transferred to Kraft's existing facilities in Sweden, Belgium, Poland and Slovakia.
- 2005: Five original buildings of the Terry's factory were listed as grade II buildings of architectural and historic importance
- 2005: Factory closes 30<sup>th</sup> September 2005.



## **Appendix 2: Description of the Listed Buildings**

### PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990

### 20<sup>TH</sup> AMENDMENT OF THE 23<sup>RD</sup> LIST OF BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST

### DISTRICT OF YORK (NORTH YORKSHIRE)

WHEREAS:

1. Section 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (“the Act”) requires the Secretary of State, for the purposes of the Act and with a view to the guidance of local planning authorities in the performance of their functions under the Act and the Town and Country Planning Act 1990 in relation to buildings of special architectural or historic interest, to compile lists of such buildings, and she may amend any lists so compiled.
2. On 14 March 1997, the Secretary of State compiled a list of buildings of special architectural or historic interest situated in the District of York.
3. The Secretary of State, having consulted with the Historic Buildings and Monuments Commission for England and such other persons or bodies of persons who appear to her appropriate as having special knowledge of, and interest in, such buildings, considers that the said list should be amended in the manner set out in the Schedule hereto.

NOW THEREFORE the Secretary of State, in exercise of the powers conferred on her by Section 1 of the Act, hereby amends the said list in the manner set out in the Schedule hereto.

### **SCHEDULE**

The following building shall be added:-

**BISHOPTHORPE ROAD**  
**YORK**  
**Liquor Factory**  
**493075**  
**II**

Liquor store, now disused, built 1924-30 for Terry’s of York by architects J G Davis and L E Wade. Red brick in English bond with sandstone ashlar dressings. Single storey, with raised entrances and a brick parapet concealing a concrete and asphalt flat roof. Frontage to entrance road; central double half-glazed wooden doors with overlights approached up flight of nine steps with brick walls and posts, one side demolished. Former basement windows now bricked up. Mullioned and transomed small-paned

window to each side. Eaves strip in sandstone below parapet. Left return has two raised entrances up short flights of open steps, both having overlights. Additional larger entrance to ground level at left end of building. Four windows as at front, basement windows bricked up but two with sandstone lintels remaining. Further buildings added to rear, not of architectural or special interest.

INTERIOR: Viewed through windows: now an empty space.

HISTORY: Terry's of York began as a confectionary business owned by Bayldon and Berry in 1767 on a site near Bootham Bar. Joseph Terry, connected by marriage to Berry and trained as an apothecary, joined the firm, which moved in 1824 to St Helen's Square. By 1830, Terry was the sole owner, and gradually developed the chocolate side of the business. New factory premises were built at Clementhorpe in 1862 to provide better transport links, but continued expansion led to the need for new premises which were built at Bishopthorpe Road.

SUMMARY: This building is one of a group consisting of headquarters offices, factory, clocktower, Time Office block and liquor factory, which were all built at the same time. The complex is a strong group in architectural terms, presenting a unified style which reflects the strength and importance of the corporate image of Terry's chocolate firm. The buildings also have a strong historic interest, representing the most complete surviving expression of the importance of the confectionary business in York, and confirming, on a national scale, York's high status in this business.

SOURCES: Colbeck, Maurice, 'made in York', 1992, pp. 23-32.  
'Terry's of York, 1767-1967', 1967, (Private Publication).  
'C.M.W.', Journal of Jos. Rowntree, 1925 (pamphlet).

## **BISHOPTHORPE ROAD YORK**

**Terry's of York Clock Tower, Water Tower and Boiler house with transformer house attached**

**492560**

**II**

Clock tower, water tower and boiler house, with attached transformer house, built in 1924-30, with later additions by J G Davies and L E Wade for Terry's of York. Red brick in English bond with sandstone dressings and parapet. Concrete and asphalt roof, metal framed windows. Tower has six stages and attached buildings have three storeys. Tower has brick angle pilasters with sunk-panel ashlar heads at the fifth stage, and large small-paned sash windows with triple keyed lintels. Top stage has ashlar quoins and a clock face on each side on which the letters TERRY YORK replace numbers. The parapet has large corner blocks with balustrades between. The boiler house and transformer house both have small-pane sashes in plain surrounds, and brick parapets above sandstone eaves bands.

INTERIOR: ground floor only; boiler/transformer house still operational with machinery filling the ground floor.

HISTORY: Terry's of York began as a confectionary business owned by Bayldon and Berry in 1767 on a site near Bootham Bar. . Joseph Terry, connected by marriage to Berry and trained as an apothecary, joined the firm which moved in 1824 to St Helen's Square. By 1830 Terry was the sole owner, and gradually developed the chocolate side of the business. New factory premises were built at Clementhorpe in 1862 to provide better transport links, but continued expansion led to the need for new premises which were built at Bishopthorpe Road.

SUMMARY: This building is one of a group consisting of headquarters offices, factory, clocktower, Time office block and liquor factory, which were all built at the same time. The complex is a strong group in architectural terms, presenting a unified style which reflects the strength and importance of the corporate image of Terry's chocolate firm. The buildings also have a strong historic interest, representing the most complete surviving expression of the importance of the confectionary business in York, and confirming, on a national scale, York's high status in this business.

SOURCES: COLBECK, Maurice, 'made in York', 1992, pp. 23-32.  
'Terry's of York, 1767-1967', 1967, (Private Publication).  
'C.M.W.', Journal of Jos. Rowntree, 1925 (pamphlet).

**BISHOPTHORPE ROAD**  
**YORK**  
**Terry's of York Factory**  
**492559**  
**II**

Factory built 1924-30 by J G Davies and L E Wade for Terry's of York chocolate manufacturers. Steel framed construction with red brick in English bond with sandstone ashlar dressings and centrepiece, with a concrete and ashlar roof. Five storeys, 500ft long, with entrance front towards central road through site. Central entrance block of ashlar, slightly projecting, flanked by quoin strips of alternating red brick and ashlar sandstone. Double large doors for vehicular access with smaller personal doors to either side separated by Tuscan order columns, with antae to the sides and plain frieze and cornice above. This doorway and a row of small-paned windows above occupy two floors in height. Second and third floors have symmetrically arranged one and two light mullioned and transomed windows with cornices. Vestigial pediment over centre window on second floor. Fourth floor has million and transom windows in the centre flanked by glazed oculi in keyed ashlar surrounds. To either side the windows on all floors are mullioned and transomed with those on the first floor having cornices and those on the top floor with triple keyed lintels. Slight projecting bay on either side mid way between centre and end blocks. End blocks also project and have mullioned and transomed windows flanked by transomed single window, all with cornices, except top floor which has glazed oculus in keyed surround flanked by transomed single lights with

keyed lintels. Outside projecting end blocks, a tier of single lights in an ashlar strip to full height and alternating quoin strips on corner. Ashlar parapet is stepped above projecting bays. Left return towards Bishopthorpe Road has single light tiers in ashlar strip as at front flanking projecting bay with same window arrangement as end blocks to front. Rear is plainer with ranks of metal framed windows with ashlar sills and lintels throughout. At ground level an extension joins the factory to further buildings to the rear which were formerly separate.

**INTERIOR:** Ground floor not fully examined as still in use; leads to hallway with free-standing and engaged pillars. First and remaining floors are now empty. Staircases near each end of building with toilet facilities on half landings; open spaces within with walls half-tiled with white tiles and black banding. Pillars run down the centre length of each floor, and steel frame construction is visible in boxed beams. To rear of each floor, wooden loading bay doors. Roof houses heating system etc.

**PROCESS:** Goods were loaded in at the top floor and manufacturing processes cascaded downwards. The blended beans were roasted, cracked and winnowed, then taken to the nibbing machine where the 'nib' of the bean was extracted, this being the part used for chocolate making. The nibs were ground to produce cocoa mass, at which point other ingredients such as sugar or milk were added as required. The result was a paste which was refined several times. The next process was 'conching' where the mass was stirred for many hours at a constant temperature to produce a smooth cream. In the enrober department the chocolate was added to the various fillings, and the results were then foiled, packaged and dispatched. These processes, once carried out in the factory building, are now more compactly completed in the ground floor of the factory and the 1970 building opposite.

**HISTORY:** Terry's of York began as a confectionary business owned by Bayldon and Berry in 1767 on a site near Bootham Bat. Joseph Terry, connected by marriage to Berry and trained as an apothecary, joined the firm, which moved in 1824 to St Helen's Square.

## **BISHOPTHORPE ROAD**

### **YORK**

#### **Terry's of York Time Office Block**

**492558**

**II**

Office and transit/recreation room, 1924-30, architects J G Davies and L E Wade for Terry's of York chocolate manufacturers. Red brick in English bond with sandstone ashlar dressings, two storeys, flat concrete and asphalt roof. Baroque Revival style. Facade facing entrance road and headquarters block: central single storey entrance porch with tripartite window above, flanked by quoin strips in alternating red brick and sandstone, with frieze above. Three 2-light windows to either side plus slightly projecting end blocks with tripartite windows similar to centre on both floors. End blocks are framed in ashlar pilaster strips with a frieze over. All windows and frames are C20

replacements. Ashlar faced parapet which is stepped up over centre and end blocks. Left return has one 3-light first floor window; right return has two 3-light windows to each floor. Rear has similar fenestration to front, with end blocks defined by quoin strips of alternating brick and ashlar, a door replacing one of the windows to the right of the end block and a central door framed by windows and an overlight.

**INTERIOR:** the interior is now largely empty and the building is unused. Spiral iron staircase leads to first floor.

The building originally had two archways leading through it from front to back, through which delivery vehicles would pass. The brick infill can be clearly seen at the rear of the building, showing that the ground floor windows in the ranges to either side of the centre block are later additions. This building was also where employees clocked in, hence its name of the Time Office Block.

The building is included for group value.

**HISTORY:** Terry's of York began as a confectionary business owned by Bayldon and Berry in 1767 on a site near Bootham Bar. . Joseph Terry, connected by marriage to Berry and trained as an apothecary, joined the firm which moved in 1824 to St Helen's Square. By 1830 Terry was the sole owner, and gradually developed the chocolate side of the business. New factory premises were built at Clementhorpe in 1862 to provide better transport links, but continued expansion led to the need for new premises which were built at Bishopthorpe Road.

**SUMMARY:** This building is one of a group consisting of headquarters offices, factory, clocktower, Time office block and liquor factory, which were all built at the same time. The complex is a strong group in architectural terms, presenting a unified style which reflects the strength and importance of the corporate image of Terry's chocolate firm. The buildings also have a strong historic interest, representing the most complete surviving expression of the importance of the confectionary business in York, and confirming, on a national scale, York's high status in this business.

**SOURCES:** COLBECK, Maurice, 'made in York', 1992, pp. 23-32.  
 'Terry's of York, 1767-1967', 1967, (Private Publication).  
 'C.M.W.', Journal of Jos. Rowntree, 1925 (pamphlet).

**BISHOPTHORPE ROAD**  
**YORK**  
**Terry's of York Head Office**  
**492557**  
**II**

Head office building for Terry's of York chocolate manufacturers, built 1924-30, by architects J G Davies and L E Wade. Red brick in English Bond with sandstone ashlar dressings, centrepiece and corner sections, two storeys with roof of north lights surrounded by concrete and ashlar. Baroque Revival style.

Facade facing Bishopthorpe Road has centre entrance with panelled double doors and overlight, and distyle, in antis porch with Doric columns, all in ashlar. French doors on first floor above with elaborate pedimented tripe-key surround and balustraded balcony over the porch. Five windows to either side with six-over-six vertical sashes in architraves, those on ground floor with alternating triangular and segmental pediments and on first floor with cornices. Beyond these, slightly projecting end blocks in sandstone ashlar with quoin strips of alternating bands of brick and ashlar, with central six-over-six sash flanked by narrow four-over-four sashes, of which the central first floor windows have Doric pilasters and triangular pediment with corbelled balustraded balconies. A parapet conceals the roof and is stepped above the end blocks, and in the centre rises to an attic decorated with a festooned cartouche. Left return facing entrance road, and right return are identical, with centrepiece between 7 window ranges and end blocks which repeat front facade design. Centrepiece is ashlar with pilasters at the angles and three six-over-six windows on each floor, divided by quoin strips of alternating brick and sandstone. Parapet above has urns over the quoin strips.

INTERIOR: the plan is of a central double height space surrounded on all four sides by ground and first floor corridors and offices that face the exterior of the building. The original entrance, no longer used, has entrance lobby with inner floor leading to broad hallway with tiled floor. Grand staircase rising from centre rear of hall, with splayed lower flight, wrought iron balusters and square wooden newels and handrail, bifurcating from central landing to two flights with quarter turns from centre and higher landings. Wood panelled reception area to right of and partly beneath stair, and corridors off to each side. Central cupola over hallway with coloured glass and ironwork. Ceiling elsewhere is coffered with dentillated cornices and glass panels. Half-height wood-panelled corridors off hallway lead round building, enclosing central large open double height office space, which has glass panelled barrel-vaulted ceiling with dentillated cornices, below roof with north lights. Space partly partitioned with glass and wooden screens, not original. Walls are panelled with pilasters at the corners and semi-circular windows to the first floor at each end. Corridors have original double doors at intervals with decorative glass panels. Offices and other rooms to the outer side of the corridor all have oak panelled doors with eared architraves, and original wooden framed windows. The rooms vary in the amount of architectural detail, the manager's room and the board room having decorated plaster ceilings, classical moulded cornices, and waist-high wainscoting, while other offices are plainer. The boardroom additionally has a triangular pediment over a plain frieze over the main door, and consoles supporting a cornice above another. First floor rooms are in general of lower status. Some original washbasins and wood and glass screens in lavatories.

HISTORY: Terry's of York began as a confectionary business owned by Bayldon and Berry in 1767 on a site near Bootham Bar. Joseph Terry, connected by marriage to Berry and trained as an apothecary, joined the firm, which moved in 1724 to St Helen's Square.

By 1830 Terry was the sole owner, and gradually developed the chocolate side of the business. New factory premises were built at Clementhorpe in

1862 to provide better transport links, but continued expansion led to a need for new premises at Bishopthorpe Road.

**SUMMARY:** This building is one of a group consisting of headquarters offices, factory, clock tower, Time office block and liquor factory, which were all built at the same time. The complex is a strong group in architectural terms, presenting a unified style which reflects the strength and importance of the corporate image of Terry's chocolate firm. The buildings also have a strong historic interest, representing the most complete surviving expression of importance to the confectionary business in York, and confirming, on a national scale, York's high status in this business.

**SOURCES:**

COLBECK, Maurice 'Made in Yorkshire', 1992, pp. 23-32.

'Terry's of York, 1767-1967', 1967, (private publication).

"C.W>M>" Journal of Jos. Rowntree, 1925 (pamphlet).

Dated:- 4<sup>th</sup> March 2005

Signed by authority of the Secretary of State

ELAINE PEARCE

Department for Culture, Media and Sport

## Appendix 3: Description of the Conservation Area

### Conservation Area No 10 (18.2 ha) The Racecourse and Terry's Factory

#### Introduction

This conservation area was designated in 1975. It includes the racecourse buildings and Terry's chocolate factory which are sited on the Knavesmire, the northern part of Micklegate Stray. The majority of the conservation area lies within the City of York Green Belt.

#### History

The first race meeting was held in 1731, but it was not until 1752 that the City approved the lease of land for a permanent stand.

Although all that remains of that first stand is the lower storey, recreated in the paddock earlier this century, it has a special historic significance. In a limited architectural competition the design of John Carr, then mostly known as a good stone mason, was chosen over that of other popular architects of the day (including James Paine). It was this commission that launched him upon his fashionable career as one of the most successful provisional architects of the 18<sup>th</sup> Century, bringing him to the notice of the nobility and gentry, many of whom became his patrons. The elegant County Stand of 1834 is overshadowed by the Grandstand (1965), and the Tattersalls stand. Although large, these structures are themselves overlooked by the redbrick tower of Terry's Factory, built on higher ground adjacent to Bishopthorpe Road.

In 1926 Joseph Terry and Sons relocated their long established confectionary business from the City centre to a greenfield site. The building was designed by J.G. Davis and L.E. Wade.

#### Important Buildings

The lower part of John Carr's grandstand, now incorporated into the Guinness Bar, and the County Stand at the racecourse are Listed Buildings, new grandstands have been built since the 1960's.

Terry's Bishopthorpe Road works is a large neo-Georgian industrial building with a clock tower disguising the chimney. It is built in brick and buff coloured stone.

#### Character

The landscape is open with good long views both into and out of this conservation area. Looking from Tadcaster Road, the buildings cluster in one corner of the Knavesmire, which has the appearance of a large urban parkland.

Terry's Clock Tower and adjacent factory buildings, located as they are in the Green Belt, are a significant landmark when approaching the City from the south. From the racecourse and Terry's there are views towards the large number of mature trees lining Tadcaster and Knavesmire Roads, and within the gardens which back onto the Stray.

These buildings, defined as the Conservation Area, are of special importance because of their parkland setting (that is, the racecourse and the stray) within the City of York Green Belt.

The main elements of the character and appearance of the area are:

- (1) A cluster of buildings set in open landscape;
- (2) The buildings of both Terry's factory, especially the clock tower/chimney, and the racecourse grandstands rising out of their parkland setting in the York Green Belt;
- (3) The open views across the Knavesmire from Terry's factory and the racecourse towards Tadcaster Road with its mature trees and the gardens backing onto the stray.



## Appendix 4: Economic / Science City York Aims

The Economic Development Objectives of the City are the key drivers for development of the site:

- Generate business growth and start-ups in science, creative tourism and other key business sectors to protect existing jobs and provide higher quality, sustainable and higher paid jobs
- Attract investment to strengthen the city's high growth sectors and generate quality jobs
- Promote pride in the city, high quality services and products, and safe/fair practices among York businesses
- Create a vibrant city centre through a proactive partnership approach to visitor management and by increasing investment
- Ensure that the University and other higher education providers contribute to business growth and generate quality jobs and underpin skills training opportunities for local people
- Collaborate with regional and sub-regional partners in providing a complementary approach to business activity and jobs
- Support residents into learning and work, and improve skill levels in key areas of the economy.

York's drive to achieve regional, national and international recognition as a "Science City" has been at the heart of the Science City York partnership between City of York Council, the University of York, Yorkshire Forward, and private industry over the last seven years. Science City York was created to capitalise on the international research strengths of the University of York and other strengths of the city and sub-region to generate additional high quality business and employment opportunities in the York economy. The Science City York model was based on gaining high levels of business engagement to provide direction and support in order create an environment in which creative, science and technology excellence can thrive and this has been achieved.

The vision for Science City York is based on a firm understanding of the success factors required, drawn from the real results achieved from initiatives undertaken to date. In order to achieve its future vision of creating an additional 15,000 technology based jobs by 2021, Science City York is working with a wide range of partners to ensure that its approach to growth is complemented by holistic strategies reviewing sites, infrastructure, technology, skills, education, supply chain and community development.

Science City York's vision is to be a leading centre at the forefront of innovation, creativity and change within a prosperous and thriving economy by focusing on three fast growing technology clusters: Bioscience and Healthcare, Creative Technologies and IT & Digital. Since 1998, 2,641 new jobs have been created, a 60% increase in employment in the seven years since Science City York was launched.

~~One of the central components of the development of Science City York's infrastructure is the development of this key strategic site to support the growth of the existing Science City York clusters, which have over 240 companies, employing over 7300 people. It will also act as a key hub to potential movers and new start-ups in York, particularly appealing to the creative and digital industries, which will be inspired by the heritage of the site.~~

The aims of the Sustainable Community Strategy (York – A City Making History) for York – The Thriving City – should be the key drivers for development of the site. These aims are repeated here for information.

### **Top Level Objective**

To continue to enhance the economic well-being of the city by:

- Being at the forefront of innovation and change with a prosperous and thriving economy
- Supporting the progress and success of existing businesses and encouraging new enterprises that will sustain high employment rates
- Ensuring that all sections of the community are able to benefit from economic opportunities.

### **Issues facing the City**

- Maintenance of York's position as a market-leader in the development of its knowledge and science base in an increasingly competitive global economy;
- Increasing competition in the leisure and business tourism markets, particularly demonstrated by a fall in visitor numbers;
- The on-going reduction of employment in York's manufacturing base;
- Lack of investment in the city's heritage and tourist industry;
- Lack of quality employment sites and accommodation particularly within the city centre, whilst recognising the availability of significant brownfield land;
- Skills gaps and barriers to work facing York residents in an increasingly specialised workplace environment, and the need for quality jobs offering higher pay together with ensuring that as many residents and employees as possible can benefit from new economic opportunities;
- Need for a modern, uncongested transport infrastructure and improved international travel connections to meet the needs of a modern, knowledge-based economy;
- Balancing and using the successful economy to achieve high environmental standards and quality of life, taking account of the commitment to limit any impact on the carbon footprint of the city.

### **Strategic Aims and Actions**

1. To have a leading edge, modern, knowledge and science-based economy.
  - To further develop York as a centre for leading edge, modern, knowledge and science-based businesses. We will achieve this by increasing the levels of start-ups, spin-outs and growing businesses through Science City York business development and skills development programmes.

2. To be ranked as an international quality leisure and business visitor destination.
  - The leisure and business visitor market will be developed further through focused marketing activities. This will include investment in the heritage, cultural and conference infrastructure, improved visitor information services and skills development activity through the new Visit York single tourism organisation
3. To have a broad based economic structure, characterised by good working practices, and with a highly skilled and motivated workforce;
  - The city's broad-based economic structure, including the tourism and cultural sectors and city centre economy, will be maintained and developed. Business support services will be provided, there will be direct intervention with key sectors and businesses and important development sites will be advanced. Additional work will be undertaken to enhance the engagement of local businesses
4. To be a focus for high quality external investment and supportive of local business and small business development;
  - Joint working through york-england.com with regional and sub-regional partners will continue to promote York in order to attract high value external investment to support and add value to local business development.
5. That the University of York maintains its top global position acting as a key local and regional economic generator. In addition to increasing the scale and impact of all Further and Higher Education institutions in the city.
  - York University will be supported in its role as a key economic generator for the city through joint action between Science City York and the Higher York Partnership.
  - Ensuring that the expansion and diversification of learning opportunities are central to increasing economic activity and broadening cultural life.
6. To play a full regional and City regional economic role.
  - Economic benefits will be maximised at a local and regional level through collaborative work in the region's Yorkshire Cities project, with Yorkshire Forward and the Regional Assembly.
7. To have a modern, sustainable and uncongested transport network.
  - To contribute to the development of a modern, sustainable, uncongested transport infrastructure that meets the needs of the York economy. This will be achieved by strategic planning and investment through the Local Transport Plan and direct intervention with key rail, bus, coach, air and freight transport operators.
8. To enable local people, including those with disabilities, to benefit from the new job opportunities and increased income levels from increased economic prosperity, with a focus on minimising income differentials in the City.
  - Skill levels within the York workforce will be enhanced through partnership working with the Learning & Skills Council, Lifelong Learning Partnership, education and training providers and Future Prospects.

- To address the issue of economic inclusion and worklessness so that as many residents and employees as possible can benefit from new economic opportunities.

### Success Measures

- Overall employment rate and rate of unemployment compared to regional and national rates.
- % of businesses surveyed who are satisfied with York as a premier business location.
- Working age people on out of work benefits. (LAA)
- Working age population qualified to at least NVQ level 4. (LAA)
- Average earnings of employees in the area. (LAA)
- Maintain percentage difference between York and regional median and 25% percentile figures for residents pay in York (av. gross weekly earnings). (LAA)
- VAT registration rate. (LAA)

Potential Science City York aims for the site:

- ~~Grow on space for businesses is needed for those spinning out of the Science Park incubators~~
- ~~Space is required to meet the needs of other established York firms looking to grow and to attract in-movers. Developers will need to liaise closely with the Science City York team (and through the team to York businesses) in developing their plans. Mechanisms exist to facilitate this~~
- ~~Space should be provided on a sectoral basis which would allow firms working in similar areas to inter-relate~~
- ~~Existing buildings have the capability to provide that “iconic” quality/image which is vital for value-added type businesses~~
- ~~The site provides potential to meet the much needed York requirement for high quality business accommodation in the short/medium term. Currently only a very limited number of options are on offer. Here is a unique new dimension which can enhance York’s economic growth sector.~~

## Appendix 5: City of York Council Contacts

As at ~~July~~ ~~December~~ ~~April~~ 2006~~89~~

01904 55 + Extension

Please contact ~~Ewan Taylor~~ Derek Gauld in the first instance

~~Ewan Taylor~~

<u>Derek Gauld, Principal</u> City Development Officer	1408
<del>Gareth Arnold, Development Area team Leader</del>	<del>1320</del>
<u>Richard Beal, Assistant Area Team Leader, Development Control</u>	<u>1610</u>
<del>Gail Goodall, Assistant Development Officer</del>	<del>1667</del>
<del>Chris Newsome, Community Planning Officer</del>	<del>1673</del>
<u>Katherine Atkinson, Community Planning Officer</u>	<u>1694</u>
John Oxley, Archaeologist	1346
Janine Riley, Conservation Architect	1305
<del>Martin Lowe, Conservation Officer</del>	<del>1329</del>
Esther Priestley, Landscape Architect	1341
Bob Missin, Countryside Officer	1662
<del>Kristina Peat, Sustainability Officer</del>	<del>1666</del>
<u>Jacqueline Warren, Sustainability Officer</u>	<u>1666</u>
Howard Watson, Area Engineer, Network Management	1332
Bryn Jones, Head of Economic Development	4418
Mike Tavener, Project Manager (Structures and Drainage)	1473
<del>Sean Suckling, Principal Environmental Protection Officer</del>	<del>1567</del>
<u>Anthony Dean, Principal Environmental Protection Officer</u>	<u>1588</u>
<u>Andrew Gillah/ Liz Bates, Principal Air Quality Strategy Officer</u>	<u>1532/1529</u>
<u>Lucie Hankinson, Senior Environmental Protection Officer</u>	<u>1533</u>
<del>Fiona Derbyshire, Housing Development Manager</del>	<del>4153</del>
<u>Andy Kerr, Housing Development Manager</u>	<u>4153</u>
Jake Wood, Policy Officer, Learning, Culture & Childrens Services	4673
Vicky Japes, Senior Active Leisure Officer	3382
Gill Cooper, Head of Arts and Culture	4671
Denise <del>Dodd</del> <u>Stuart</u> , Chief Executive, york-england.com	4644

## **Appendix 6: Relevant Local Plan Policies** [38]

### Chapter 2 – General Policies

GP1 - Design

GP3 - Planning Against Crime

GP4a - Sustainability

GP4b - Air Quality

GP5 - Renewable Energy

GP6 - Contaminated Land

GP7 - Open Space

GP9 - Landscaping

GP11 - Accessibility

GP13 - Planning Obligations

GP15a - Development and Flood Risk

GP18 - External Attachments to Buildings

GP19 - Satellite Dishes and Antennae

GP20 - Telecommunications Developments

GP21 - Advertisements

### Chapter 3 – Nature Conservation and Amenity

NE1 - Trees, Woodlands and Hedgerows

NE2 - River and Stream Corridors, Ponds and Wetland Habitats

NE3 - Water Protection

NE7 - Habitat Protection and Creation

NE8 - Green Corridors

### Chapter 4 – Historic Environment

HE2 - Development in Historic Locations

HE3 - Conservation Areas

HE4 - Listed Buildings

HE5 - Demolition of Listed Buildings and Buildings in Conservation Areas

HE8 - Advertisements in Historic Locations

HE10 - Archaeology

HE11 - Trees and Landscape

### Chapter 5 – Green Belt and Open Countryside

GB1 - Development in the Green Belt

GB6 - Housing Development Outside Settlement Limits

GB11 - Employment Development Outside Settlement Limits

GB13 - Sports Facilities Outside Settlement Limits

### Chapter 6 - Transport

T2a - Existing Pedestrian/Cycle Networks

T2b - Proposed Pedestrian/Cycle Networks

T4 - Cycle Parking Standards

T5 - Traffic and Pedestrian Safety

T7b - Making Public Transport Effective

T7c - Access to Public Transport

T13a - Travel Plans and Contributions

T16 - Private Non-Residential Parking

T17 - Residents' Parking Schemes

T20 - Planning Agreements

Chapter 7 - Housing

H2a - Affordable Housing

H3c - Mix of Dwellings on Housing Sites

H4a - Housing Windfalls

H5a - Residential Density

Chapter 8 - Employment

E3b - Existing and Proposed Employment Sites

Chapter 9 – Educational Establishments

ED4 - Developer Contributions Towards Educational Facilities

Chapter 10 - Shopping

S6 - Control of Food and Drink (A3) Uses

Chapter 11 – Leisure and Recreation

L1a - Leisure Development

L4 - Development Adjacent to Rivers

Chapter12 - Visitors

V1 - Visitor Related Development

V3 - Hotels and Guest Houses

Chapter 13 – Community Facilities

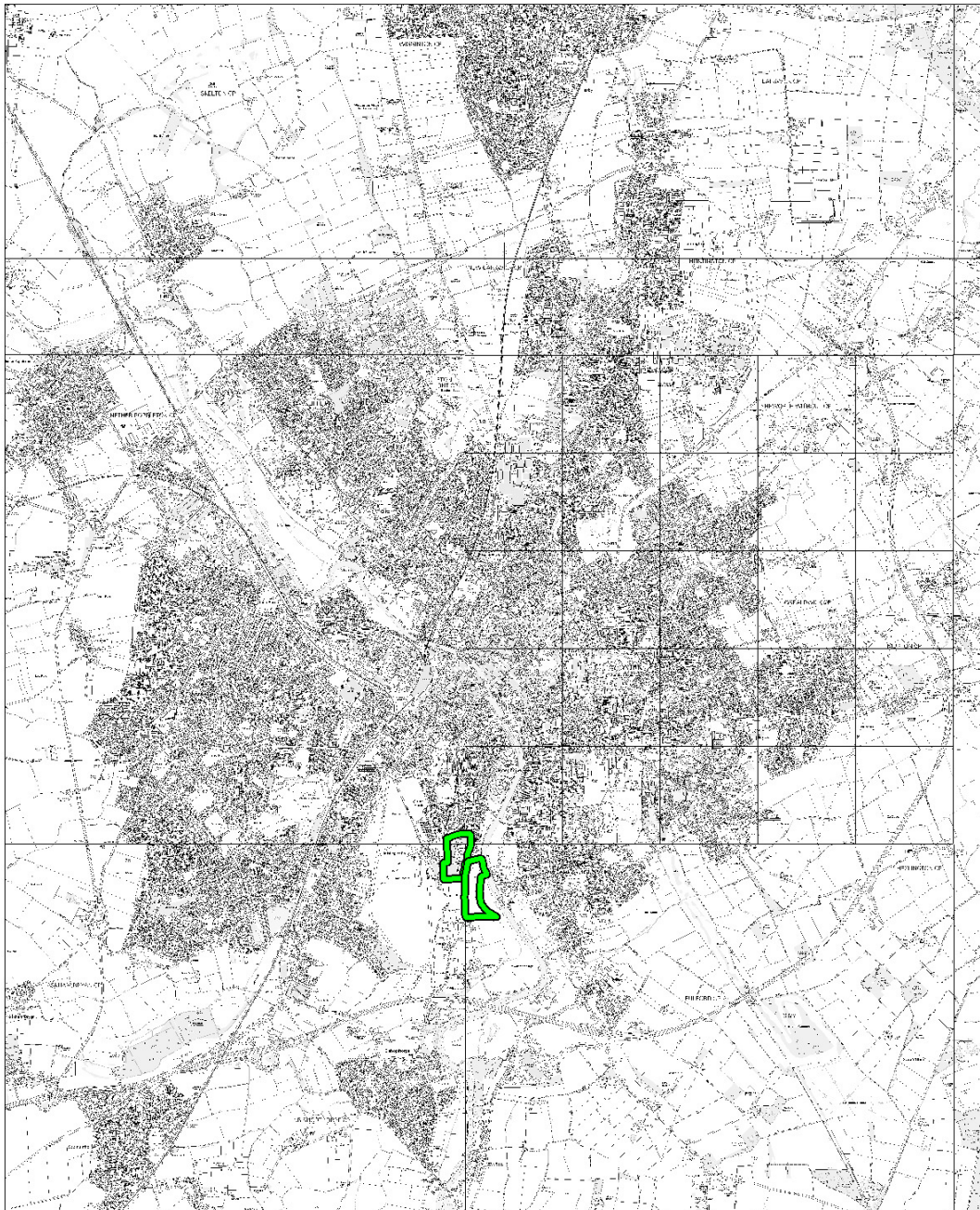
C1 - Community Facilities

C6 - Developer Contributions Towards Community Facilities

Chapter 14 – Minerals and Waste

MW7 - Temporary Storage for Recyclable Material

# Plan 1: Site Location



## TERRY'S - PLAN 1 Site Location



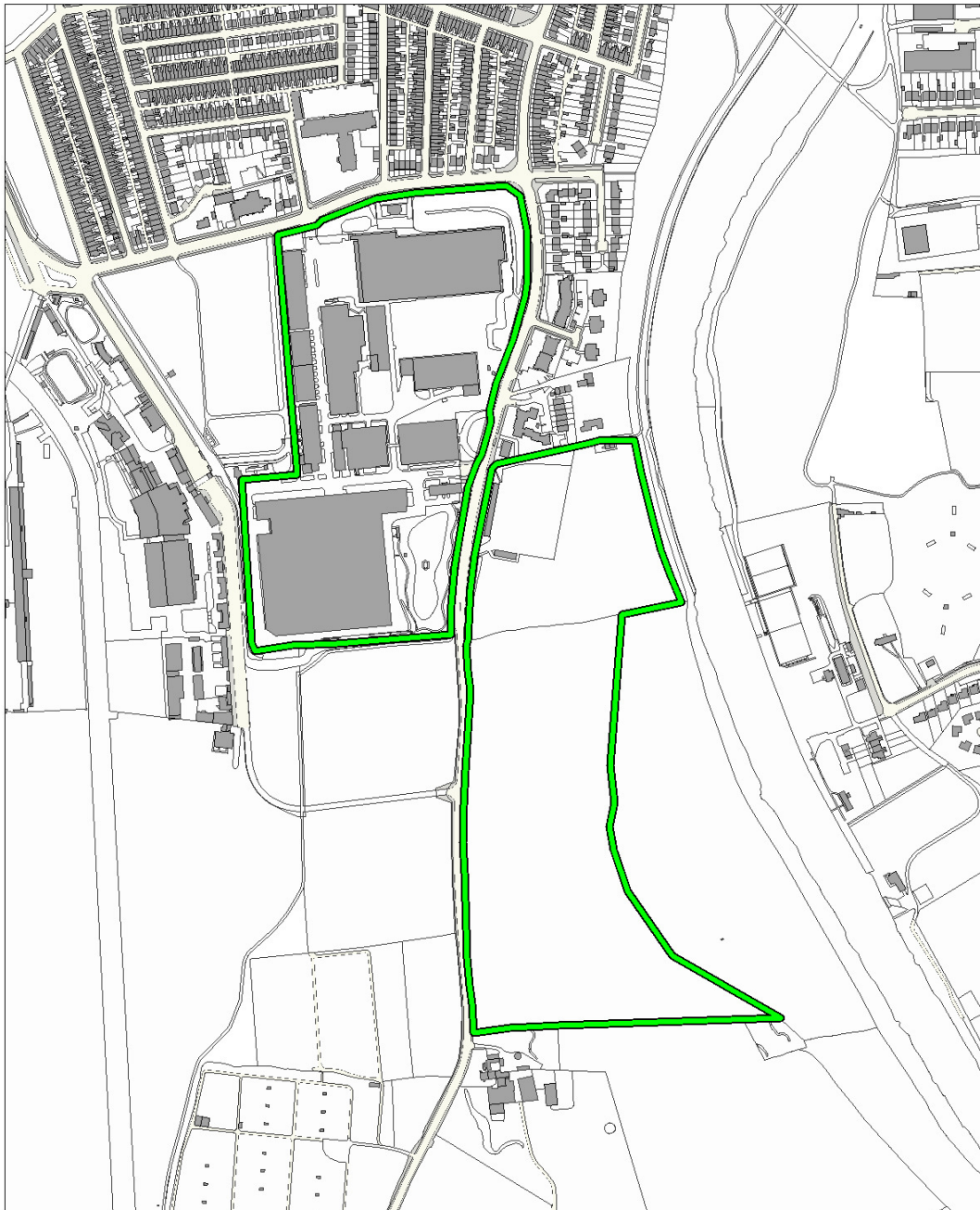
Originating Group: City Development	Drawn by: KS	Date April 2009
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## Plan 2: The Site



### TERRY'S - PLAN 2 The Site

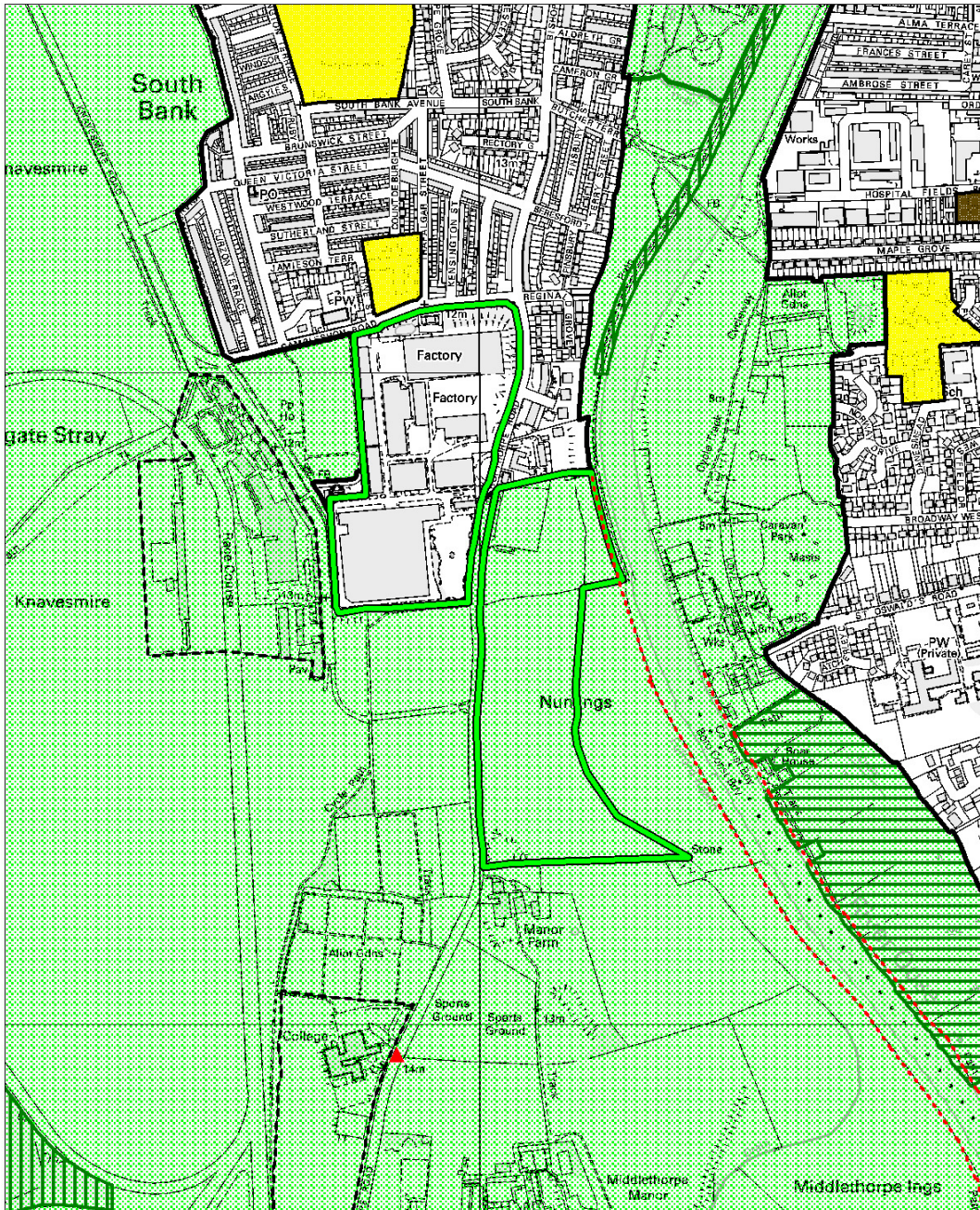


Originating Group: City Development	Drawn by: KS	Date April 2009
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# Plan 3: Development Control Local Plan Proposals Map



## TERRY'S - PLAN 3 Development Control Local Plan



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# Plan 3: Development Control Local Plan 2005 Map Legend

<b>KEY</b>	
	Local Plan Boundary
	City Centre Inset Boundary
<b>LOCAL PLAN STRATEGY (CHAPTER 1)</b>	
	Action Area (SP8)
<b>GENERAL PLANNING POLICIES (CHAPTER 2)</b>	
	Open Space (GP7)
<b>NATURAL ENVIRONMENT (CHAPTER 3)</b>	
	Site of Special Scientific Interest (NE4a)
	RAMSAR Sites (NE4a)
	Special Protection Area (NE4a)
	Special Area of Conservation (NE4a)
	Non Statutory Nature Conservation Site (NE5a)
<b>HISTORIC ENVIRONMENT (CHAPTER 4)</b>	
	Conservation Area (HE3) (see appendices)
	Area of Archaeological Importance (HE10) (see appendices)
	Historic Park / Garden (HE12)
	Reserved Land (GP24a)
<b>GREEN BELT (CHAPTER 5)</b>	
	Green Belt (SP2)
	Defined Settlement Limit
	Major developed site in the Green Belt (GB10a)
<b>TRANSPORT (CHAPTER 6)</b>	
	Pedestrian Priority Zone - Footstreets (T1)
	Proposed Cycle / Pedestrian Network (T2) - Indicative Locations
	Proposed Cycle/Pedestrian Bridge (T3a)
	Park and Ride Allocation (T6)
	Railway Station site (T8a)
	Highway Improvement Scheme (T19a)
	Potential Park and Ride (T6) - Indicative Locations
<b>HOUSING (CHAPTER 7)</b>	
	Housing Allocation (H1.6, H1.24, H1.31 to H1.37, H1.39 to H1.41, H1.43 to H1.46)
<b>EMPLOYMENT (CHAPTER 8)</b>	
	Premier Employment Allocation (E12a to E12d and E12f)
	Standard Employment Allocation (E3a.1 to E3a.10)
<b>EDUCATION (CHAPTER 9)</b>	
	Educational Establishments (ED1 and ED5)
	St Barnabas Centre (ED2)
	Existing University of York Heslington Campus (ED6)
	New University Campus (Phase 2) Indicative Boundaries (ED9)
	New University Campus (Phase 1) Indicative Boundaries (ED9)
<b>SHOPPING (CHAPTER 10)</b>	
	Shopping Sites (S1a)
	District Centres
<b>LEISURE AND RECREATION (CHAPTER 11)</b>	
	Recreational Opportunity Areas (L1d)
	Recreational Opportunity Areas (L1d)
<b>COMMUNITY FACILITIES (CHAPTER 13)</b>	
	York District Hospital (C4)
	Bootham Park Hospital (C5)
<b>MINERALS AND WASTE (CHAPTER 14)</b>	
	Area of Search for Minerals (M001)
	Mixed Use Site
	Terry's Site Boundary



## TERRY'S - PLAN 3 Local Plan Context Legend



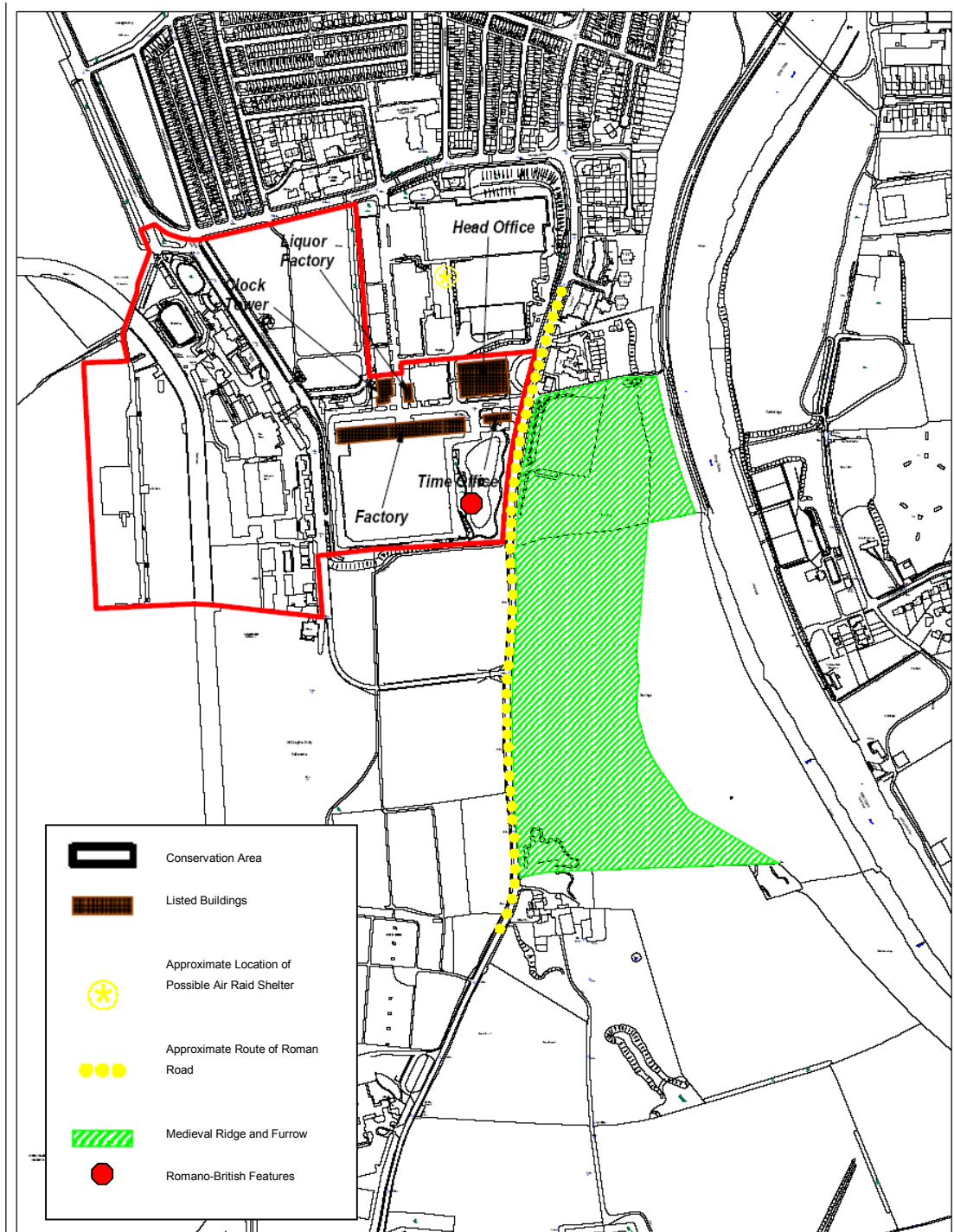
Originating Group: City Development Drawn by: AC Date 12/10/2005

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# Plan 4: Conservation Area, Listed Buildings and Archaeology



	Conservation Area
	Listed Buildings
	Approximate Location of Possible Air Raid Shelter
	Approximate Route of Roman Road
	Medieval Ridge and Furrow
	Romano-British Features



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## TERRY'S - PLAN 4 Conservation Area, Listed Buildings and Archaeology

SCALE 1:6000

DRAWN BY JB

DATE 15/9/2005

Originating Group

Project

Drawing No.

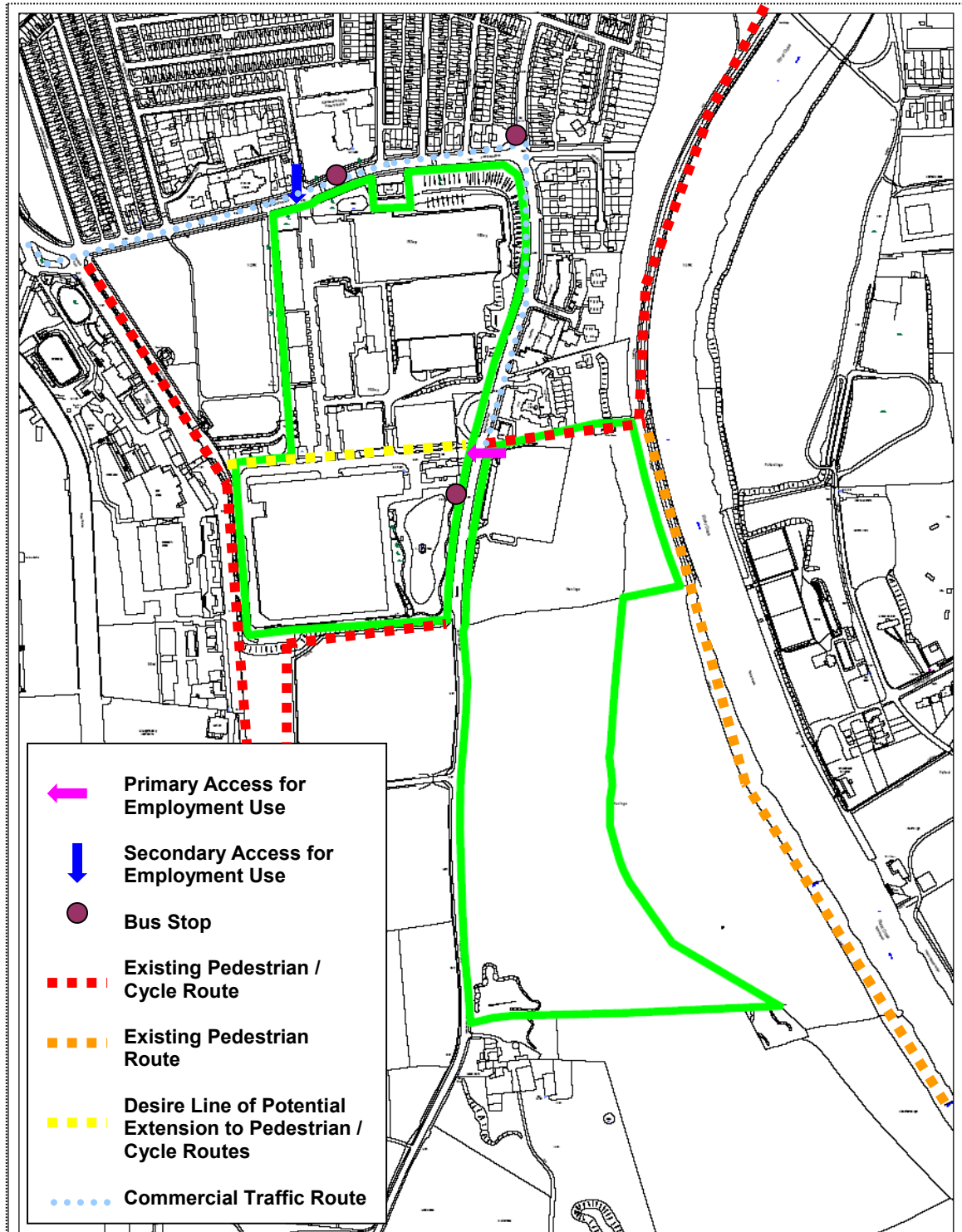
Organisation

CD/05/46

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# Plan 5: Accessibility, Traffic and Transport



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## TERRY'S – PLAN 5 Accessibility, Traffic and Transport

SCALE 1:5000

Original Group

Organisation

DRAWN BY JB

Project

DATE 15/9/2005

Drawing No.

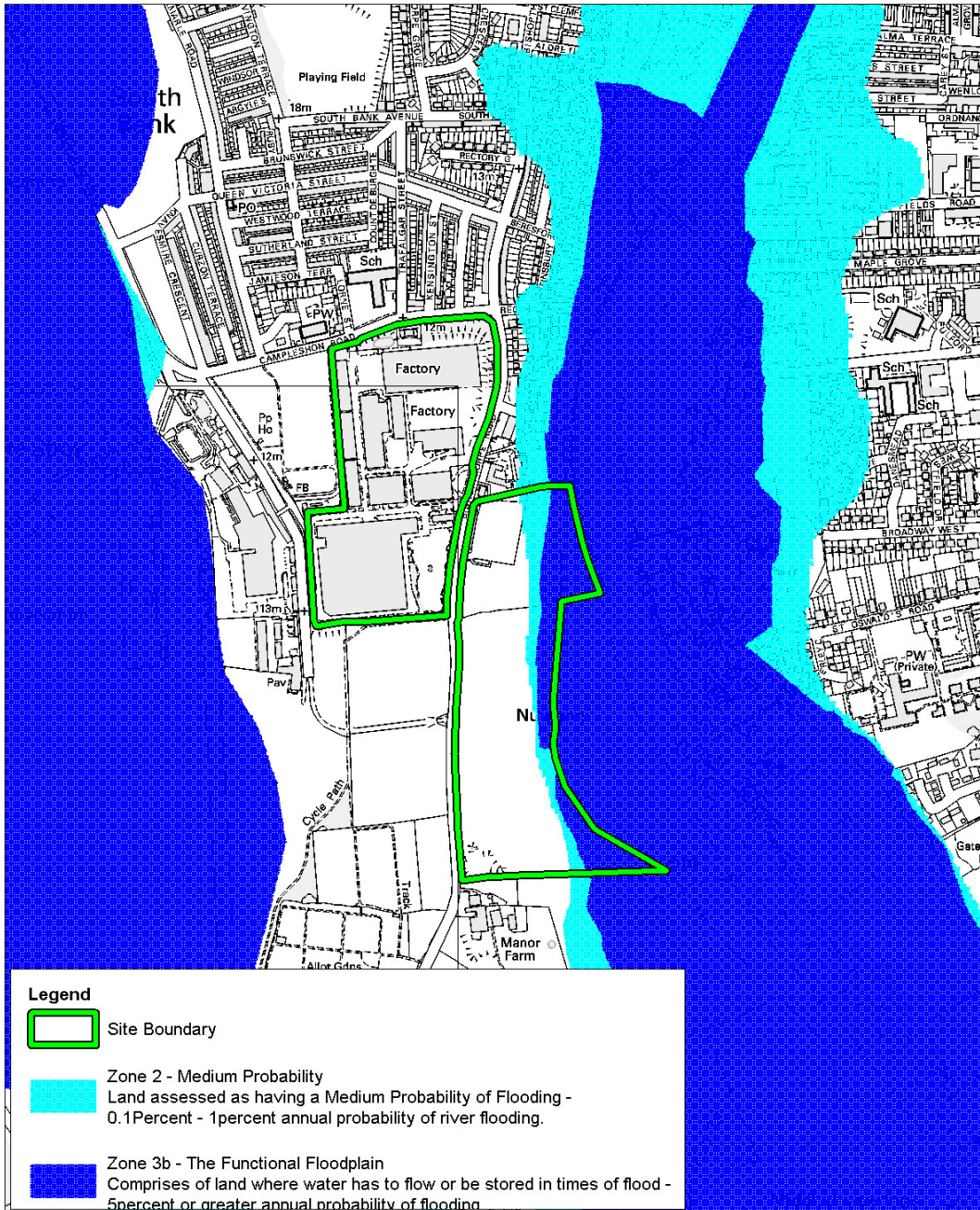
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# Plan 6: Flood Risk [250]



## TERRY'S - PLAN 6 Flood Risk



Originating Group: City Development	Drawn by: KS	Date April 2009
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