

---

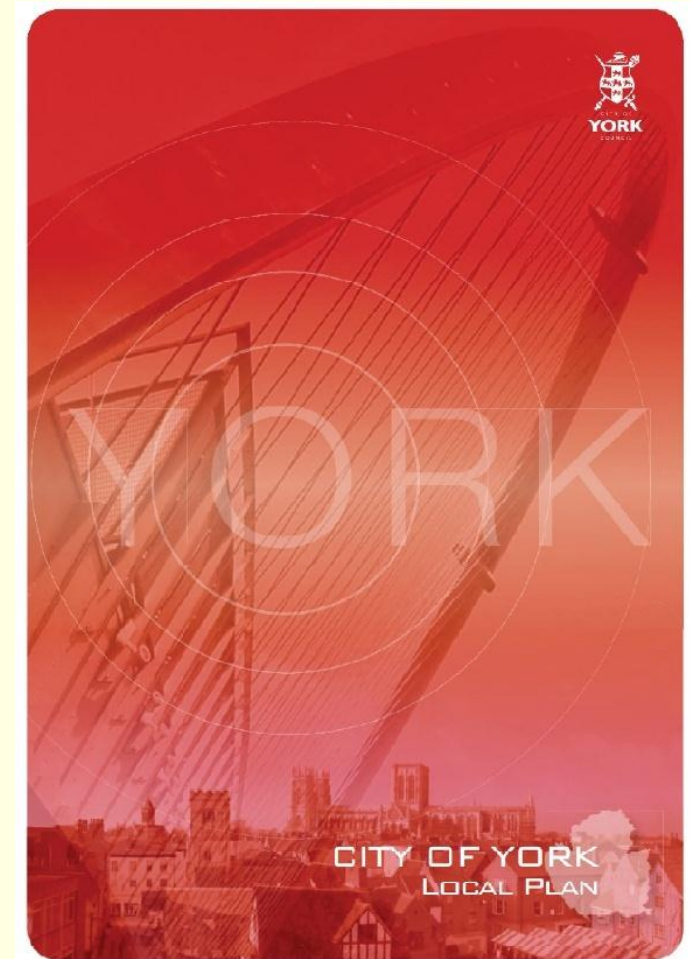
# **York Publication Draft Local Plan**

**Local Government North Yorkshire and York  
Friday 3 October 2014**

**Mike Slater Assistant Director  
Development Services, Planning and Regeneration**

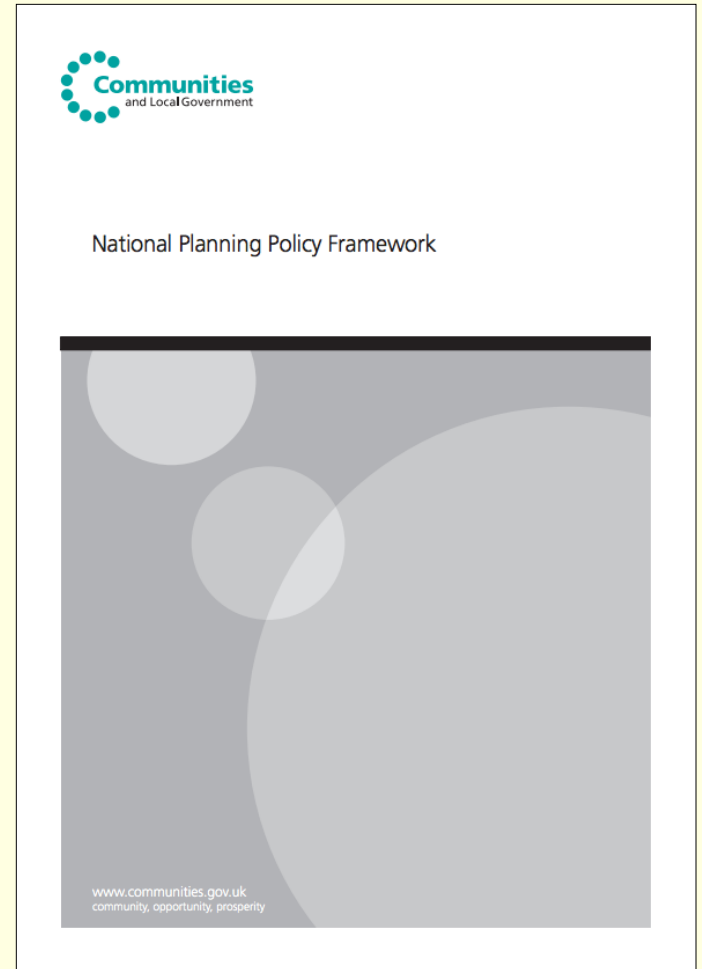
# A Local Plan for York

- Move away from a folder of development plan documents to a single plan.
- Existing evidence base work and consultation undertaken as part of the Local Development Framework process as a starting point.
- Creation of a planning strategy that responds to relevant contemporary issues facing York



# NPPF

- ‘Planning should operate to encourage and not act as an impediment to sustainable growth’



# A Local Plan for York

## Timetable:

- Preferred Options June 2013:
  - High level of response
  - 5,000 responses/ 17,000 comments/9,000 individuals signed petitions
- Further Sites Consultation June 2014:
  - Around 4,500 responses
- Publication & Submission 2014

# Spatial Vision



York aspires to be a City whose special qualities and distinctiveness are recognised worldwide. The Local Plan aims to deliver sustainable patterns and forms of development to support this ambition and the delivery of the city's economic, environmental and social objectives. This will include ensuring that the city's spaces and archaeology can contribute to the economic and social welfare of the community whilst conserving and enhancing its unique historic and natural environmental assets.

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

# Drivers

- **Promoting Economic Growth** to allow York to reach its potential (Creating 13,500 jobs across the Plan period) – Revised projections of economic growth
- **Meeting Housing Need** of current and future residents (Objective Assessment of Housing Need) – updated assessment of 996 dwellings per annum
- **Meeting York's needs within its own boundary**
- **Provide Viable and Deliverable Sites**

# Shapers

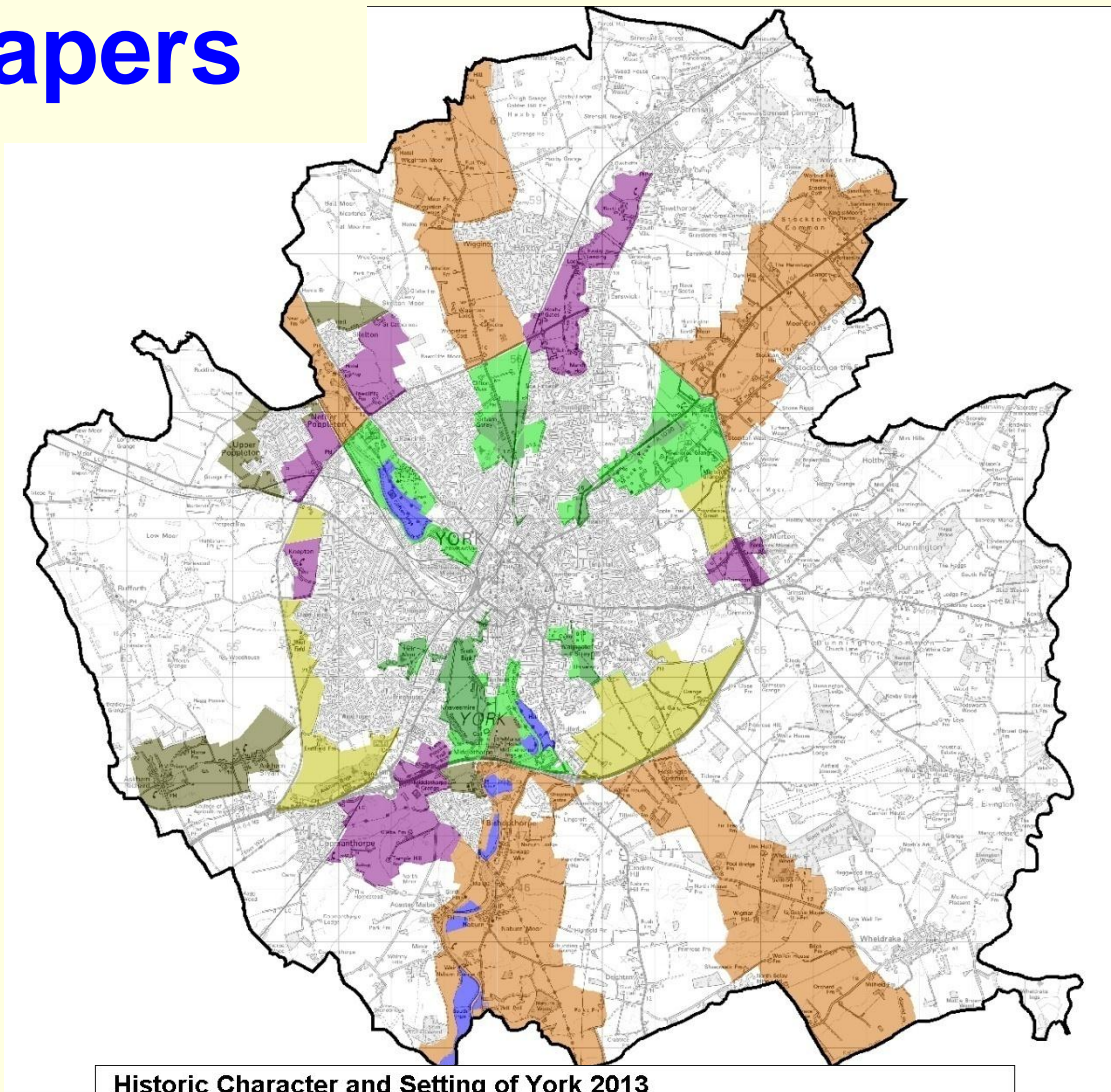
key elements:

- York's unique character & setting is protected;
- Flood Risk is appropriately managed; and
- Green Infrastructure is protected and enhanced.
- Access to services & public transport.












# Shapers



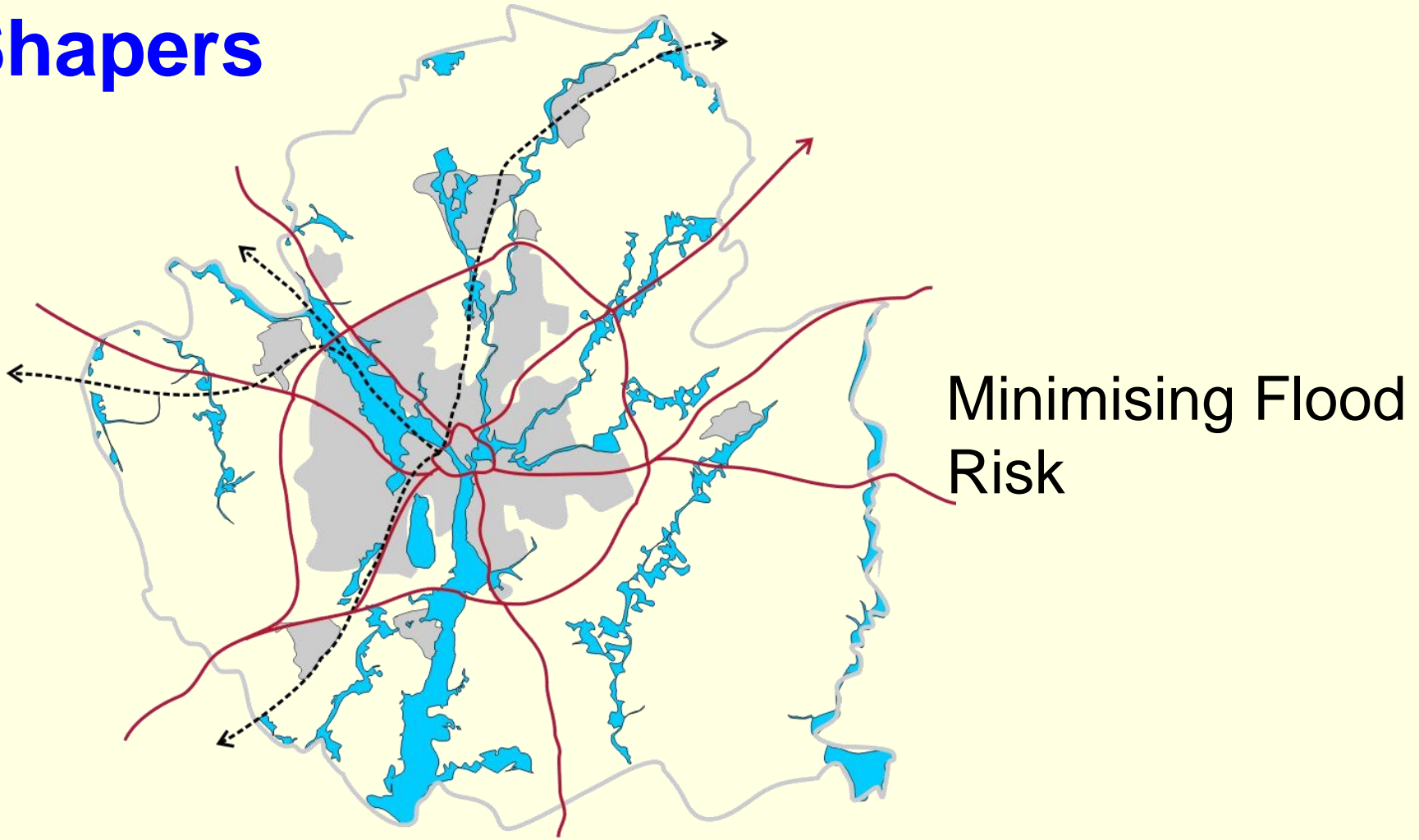
**Historic Character and Setting of York 2013**

- |   |                               |   |                              |
|---|-------------------------------|---|------------------------------|
|  | Green Wedges                  |  | Areas Preventing Coalescence |
|  | Village Setting               |  | Extension of Green Wedge     |
|  | River Corridors               |  | Strays                       |
|  | Areas Retaining Rural Setting |   |                              |


Protecting the areas that Preserve York's Historic Character & Setting



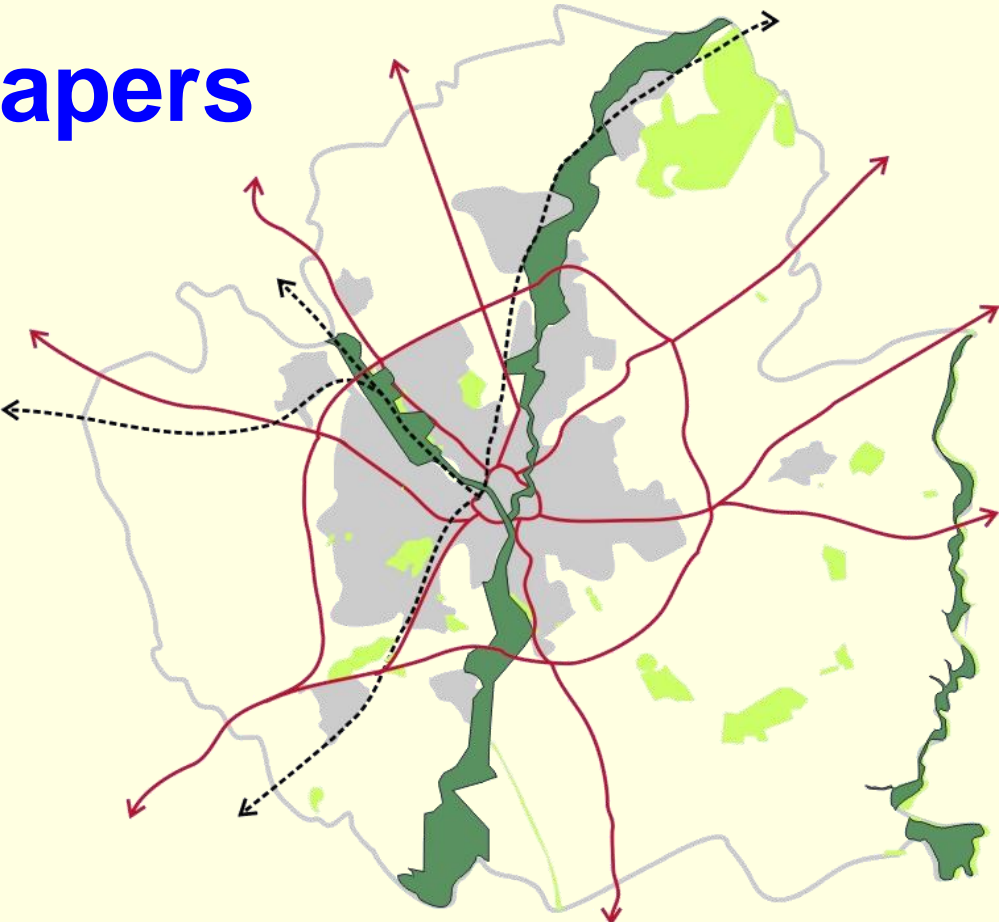
# Shapers





Minimising Flood Risk

 Flood Zones  
3a and 3b

# Shapers



## Protecting Green Infrastructure

-  Regionally significant green corridors
-  Nationally, regionally and locally designated nature conservation sites

# Shapers

- Call For Sites – Over 800 parcels of land considered
- Further sites submitted at Preferred Options and Further Sites
- Site Selection Process – Sites ‘sieved’ against ‘primary constraints’ and access to services/public transport

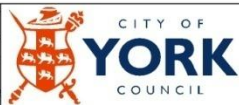
# Shapers

Access to Public Transport

Access to services including

- Shops
- Schools
- GPs
- Places of Worship
- Community centres

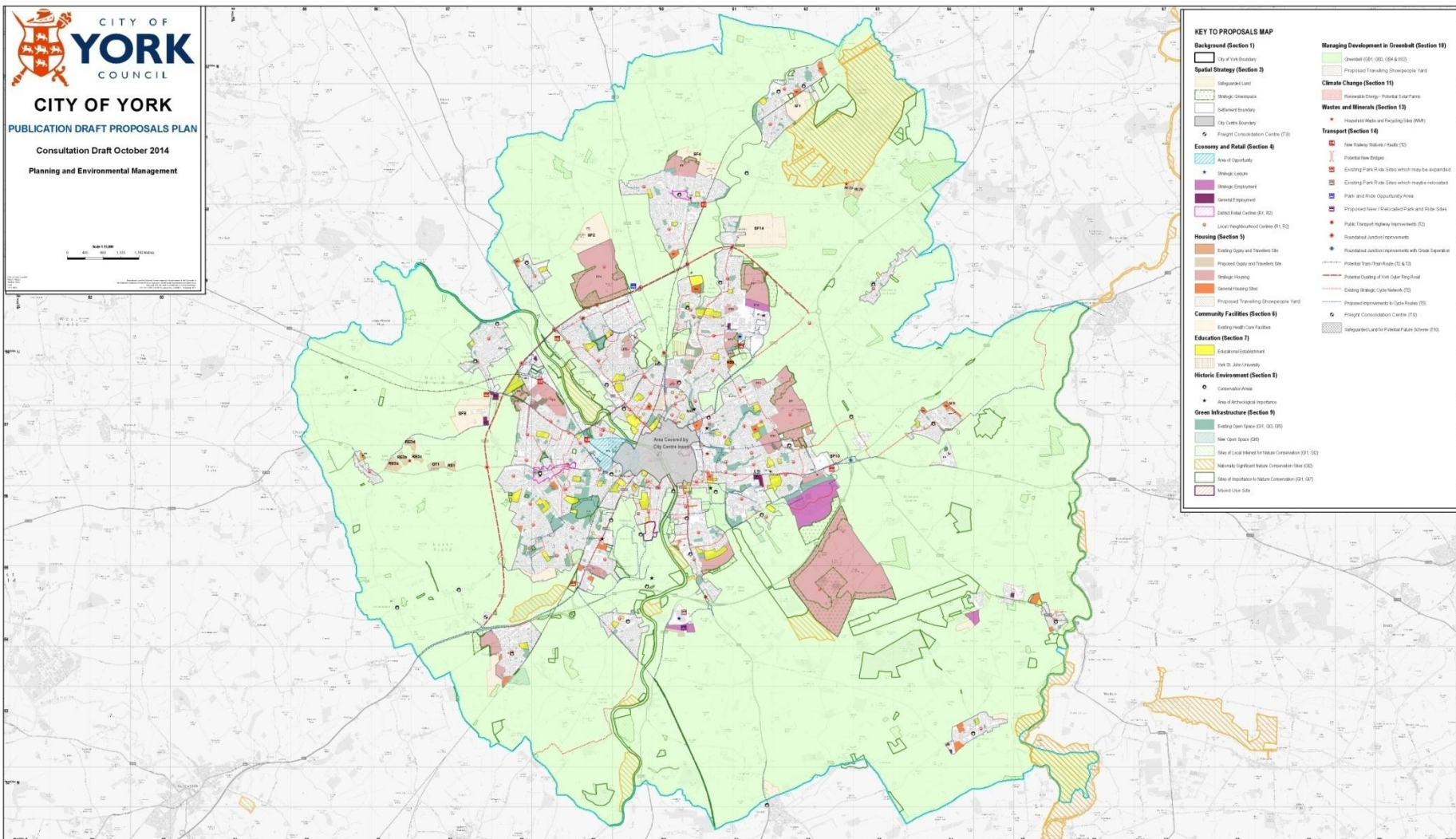




# CITY OF YORK PUBLICATION DRAFT PROPOSALS PLAN

Consultation Draft October 2014

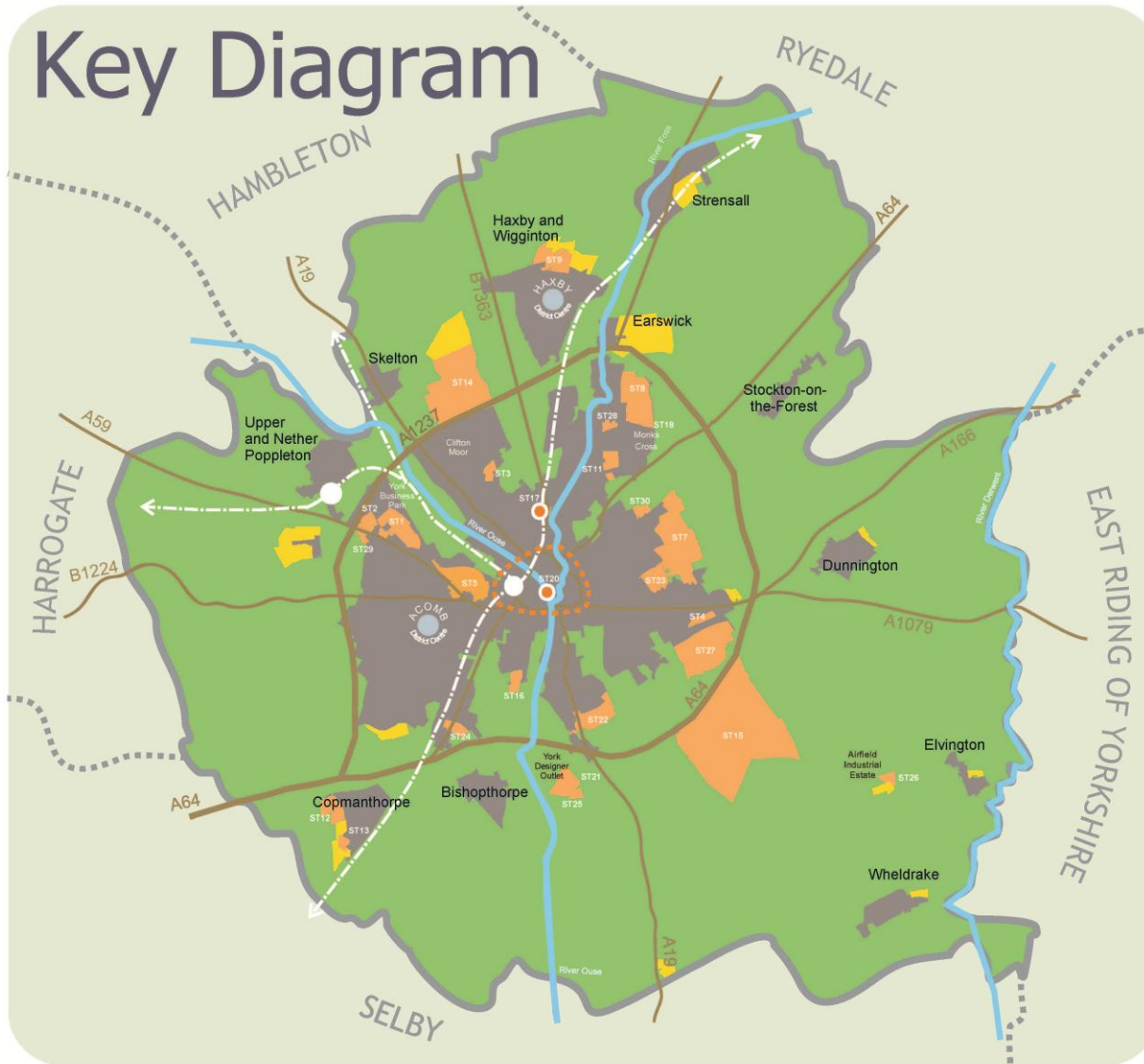
Planning and Environmental Management



| KEY TO PROPOSALS MAP                                    |   |
|---|---|
| <b>Background (Section 1)</b>                           | <b>Managing Development in Greenbelt (Section 11)</b> |
| Background (Section 1)                                  | Greenbelt (G1, G2, G3 & G4)                           |
| <b>Spatial Strategy (Section 3)</b>                     | Proposed Travelling Greenhouse Yard                   |
| Strategic Land  |   |
| Strategic Corridor                                      |   |
| Strategic Boundary                                      |   |
| City Centre Boundary                                    |   |
| Primary Consolidation Centre (P1, P2)                   |   |
| <b>Economy and Retail (Section 4)</b>                   |   |
| Area of Opportunity                                     |   |
| Strategic Corridor                                      |   |
| Strategic Employment                                    |   |
| General Employment                                      |   |
| Primary Retail Centre (R1, R2)                          |   |
| Local/Neighbourhood Centre (L1, L2)                     |   |
| <b>Housing (Section 5)</b>                              |   |
| Existing Open and Travellers Site                       |   |
| Proposed Open and Travellers Site                       |   |
| Strategic Housing                                       |   |
| General Housing Site                                    |   |
| Proposed Travelling Greenhouse Yard                     |   |
| <b>Community Facilities (Section 6)</b>                 |   |
| Primary Health Care Facility                            |   |
| <b>Education (Section 7)</b>                            |   |
| Secondary School  |   |
| Primary School  |   |
| <b>Historic Environment (Section 8)</b>                 |   |
| Conservation Area                                       |   |
| Area of Archaeological Interest                         |   |
| <b>Green Infrastructure (Section 9)</b>                 |   |
| Existing Open Space (G1, G2, G3)                        |   |
| New Open Space (G3)                                     |   |
| Site of Local Interest for Nature Conservation (S1, S2) |   |
| Nationally Significant Nature Conservation Sites (S3)   |   |
| Site of Importance to Nature Conservation (S4, S5)      |   |
| Mixed Use Site  |   |
| <b>Climate Change (Section 10)</b>                      |   |
| Renewable Energy Potential (R1, R2)                     |   |
| <b>Wastes and Minerals (Section 12)</b>                 |   |
| Household Waste and Recycling Site (HWRS)               |   |
| <b>Transport (Section 14)</b>                           |   |
| New Railway Station / Road (R1, R2)                     |   |
| Proposed New Station                                    |   |
| Existing Park Ride Sites which may be expanded          |   |
| Existing Park Ride Sites which might relocate           |   |
| Park and Ride Opportunity Area                          |   |
| Proposed New / Relocated Park and Ride Sites            |   |
| Park / Transport Highway Improvement (P1, P2)           |   |
| Roadside Junction Improvements                          |   |
| Roadside Junction Improvements with Cycle Upgrade       |   |
| Potential Train / Tram Route (T1, T2)                   |   |
| Potential Doubling of York Outer Ring Road              |   |
| Existing Strategic Cycle Network (E1)                   |   |
| Proposed Improvements to Cycle Routes (P1)              |   |
| Primary Consolidation Centre (P1)                       |   |
| Secondary Land for Potential Future Scheme (S1)         |   |



# Key Diagram



- York's main built up areas
- General extent of the proposed Green Belt
- City Centre
- District Centres
- Safeguarded Land
- Strategic Sites**
  - ST1 - British Sugar/Manor School
  - ST2 - Former Civil Service Sports Ground Millfield Lane
  - ST3 - The Grain Stores Water Lane
  - ST4 - Land adj. Hull Road & Grimston Bar
  - ST5 - York Central
  - ST7 - Land East of Metcalfe Lane
  - ST8 - Land North of Monks Cross
  - ST9 - Land North of Haxby
  - ST11 - Land at New Lane Huntington
  - ST12 - Land at Manor Heath Road Copmanthorpe
  - ST13 - Land at Moor Lane Copmanthorpe
  - ST14 - Land to North of Clifton Moor
  - ST15 - Whinthorpe New Settlement
  - ST16 - Terry's
  - ST17 - Nestle South
  - ST18 - Monks Cross North
  - ST20 - Castle Piccadilly
  - ST22 - Germany Beck
  - ST23 - Land to West of Metcalfe Lane Osbaldwick
  - ST24 - York College of Further & Higher Education Tadcaster Road
  - ST25 - Land South of Designer Outlet
  - ST26 - South of Elvington Airfield Business Park
  - ST27 - University of York Heslington East Campus and Expansion
  - ST28 - Land Adj to & R/O Windy Ridge & Brecks Lane Huntington
  - ST29 - Land at Boroughbridge Road
  - ST30 - Land to the North of Stockton Lane

- Rivers
- Main Rail Network/Stations
- Main Road Network

The Key Diagram is for illustrative purposes only, showing Strategic Sites, Safeguarded Land and the general extent of York's Green Belt. For more detail and other sites (including housing and employment), allocations and designations please see the proposals map.



# Approach to Greenbelt

- Purpose of Green belt (NPPF)
- General extent of Green Belt as set in RSS— inner boundaries not defined
- Permanent – 20-25 Years
- Safeguarded Land to meet long-term development needs.

# Deliverability and viability

- *“Plans should be deliverable.....development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened.” Para 173*

# Local Plan Viability Study

- A Local Plan Viability Assessment to demonstrate the amount and distribution of development being planned for the City can be viably delivered.
- Takes account of cumulative 'policy costs' in the Plan



# Parsons Brinkerhoff Transport Work

- An assessment of local and strategic transport investment to demonstrate that the transport infrastructure required to realise the amount and distribution of development being planned is viable.



# Local Plan Transport Measures

- Plan promotes sustainable transport measures
- Need for significant investment in transport infrastructure to deliver growth:
  - Full dualling of A1237 (at grade)
  - New rail station at Haxby
  - New, expanded or relocated Park and Ride sites
  - Making York Station HS2 ready
  - Improve PT reliability and journey times
  - Prioritise pedestrian and cycle movements and linkages in City Centre

# Transport Impact

- £300m investment package needed
- Aim to minimise delays across the network as development proceeds
- Infrastructure Delivery Plan – Funding mechanisms to secure necessary investment