

POPULATION AND HOUSING**POLICY H1**

FOR THE PERIOD 1991-2006 PROVISION WILL BE MADE MAINLY IN AND AROUND MAIN URBAN AREAS, MAIN TOWNS AND SMALL TOWNS FOR ABOUT 34,400 ADDITIONS TO THE HOUSING STOCK (NEW BUILD PLUS NET CONVERSIONS) IN THE COUNTY OF NORTH YORKSHIRE ON THE BOUNDARIES EFFECTIVE FROM 1 APRIL 1996 AND FOR ABOUT 10,200 ADDITIONS TO THE HOUSING STOCK (NEW BUILD PLUS NET CONVERSIONS) IN THE NEW COUNTY AND CITY OF YORK.

WITHIN THE COUNTY OF NORTH YORKSHIRE THE 34,400 DWELLINGS WILL BE BROADLY DISTRIBUTED AS FOLLOWS:-

CRAVEN	2,600
HAMBLETON	4,500
HARROGATE	7,000
RICHMONDSHIRE	2,500
RYEDALE	2,700
SCARBOROUGH	5,800
SELBY	9,300

OF THE TOTAL FOR THE COUNTY OF NORTH YORKSHIRE ABOUT 500 NET ADDITIONS TO THE HOUSING STOCK WILL BE PROVIDED IN EACH OF THE NORTH YORK MOORS AND YORKSHIRE DALES NATIONAL PARKS.

THE LOCAL AUTHORITIES WILL TAKE STEPS TO ENSURE THAT THE HOUSING PROVISIONS IN THIS POLICY WILL BE PHASED TO MAINTAIN A SUPPLY OF LAND THROUGHOUT THE PLAN PERIOD.

POLICY H2 deleted**POLICY H3**

OUTSIDE THE MAJOR URBAN AREAS AND THE MARKET TOWNS PROVISION WILL BE MADE WITHIN THE DISTRICT TOTALS FOR THE MAJORITY OF NEW HOUSING DEVELOPMENT IN THE RURAL AREAS TO BE LOCATED IN SERVICE VILLAGES IDENTIFIED ACCORDING TO THE FOLLOWING CRITERIA:-

- (i) THE ACCESSIBILITY OF THE VILLAGE FROM THE SURROUNDING AREA AND ITS LOCATION RELATIVE TO LOCAL CENTRES OF EMPLOYMENT AND OTHER SERVICE VILLAGES;
- (ii) THE AVAILABILITY OF COMMUNITY SERVICES AND FACILITIES PARTICULARLY PRIMARY EDUCATION, SHOPS, A POST OFFICE, AND PUBLIC TRANSPORT AND THE LEVEL OF POPULATION REQUIRED TO SUPPORT THOSE SERVICES AND FACILITIES;
- (iii) THE ABILITY OF THE VILLAGE TO ACCOMMODATE ADDITIONAL DEVELOPMENT WITHOUT DETRIMENT TO ITS BASIC FORM AND CHARACTER;
- (iv) THE ABILITY OF THE EXISTING AND PLANNED PHYSICAL SERVICES TO CATER FOR ADDITIONAL GROWTH;

- (v) CONSISTENCY WITH THE PROVISIONS OF POLICIES IN THE STRUCTURE PLAN CONCERNING THE LOSS OF AGRICULTURAL LAND AND THE PROTECTION OF THE ENVIRONMENT. SERVICE VILLAGES WILL BE IDENTIFIED IN LOCAL PLANS.

POLICY H4

IN SETTLEMENTS OUTSIDE THE MAIN URBAN CENTRES, MARKET TOWNS AND SERVICE VILLAGES, NEW HOUSING DEVELOPMENT WILL BE LIMITED TO CONVERSIONS, INFILLING AND SMALL-SCALE DEVELOPMENT PROVIDED THAT:

- (i) THE DEVELOPMENT IS OF A SCALE AND DESIGN APPROPRIATE TO THE EXISTING FORM AND CHARACTER OF THE SETTLEMENT;
- (ii) THE DEVELOPMENT IS CONSISTENT WITH THE EXISTING OR PROPOSED LEVEL OF SERVICES AND FACILITIES AVAILABLE IN THE SETTLEMENTS; AND
- (iii) THE DEVELOPMENT CAN BE PROVIDED WITHIN THE HOUSING GROWTH GUIDELINES AS SPECIFIED IN POLICY H1.

POLICY H5

ISOLATED RESIDENTIAL DEVELOPMENT WHICH IS NOT RELATED TO AN EXISTING SETTLEMENT WILL NORMALLY NOT BE PERMITTED UNLESS IT CAN BE SHOWN EITHER THAT IT IS ESSENTIAL TO THE NEEDS OF AGRICULTURE OR FORESTRY OR THAT THERE ARE OTHER EXCEPTIONAL CIRCUMSTANCES WHICH WOULD WARRANT THE GRANTING OF PLANNING PERMISSION.

POLICY H6

IN ALLOCATING LAND FOR DEVELOPMENT, PRIORITY WILL BE GIVEN TO THE USE OF LAND, PARTICULARLY VACANT OR DERELICT LAND, WITHIN THE BOUNDARIES OF EXISTING SETTLEMENTS.

POLICY H7

PROVISION WILL BE MADE TO ENSURE THAT A FIVE YEAR SUPPLY OF LAND IS ALWAYS AVAILABLE FOR HOUSING DEVELOPMENT SUBJECT TO THE HOUSING FIGURES IN POLICY H1. THE FOLLOWING CRITERIA WILL BE TAKEN INTO CONSIDERATION WHEN ASSESSING THE FIVE YEAR SUPPLY:

- (i) WHETHER THE LAND IS AVAILABLE AND CAN BE DEVELOPED WITHIN THE FIVE YEAR PERIOD; AND
- (ii) THE NEEDS OF THE LOCAL HOUSEBUILDING INDUSTRY IN TERMS OF AVAILABILITY OF LOCATION AND TYPE OF HOUSING REQUIRED BY THE MARKET.

POLICY H8

SUBJECT TO LOCAL SITE FACTORS AND THE RANGE OF HOUSING ALREADY AVAILABLE LOCALLY, NEW RESIDENTIAL ESTATE DEVELOPMENT WILL NORMALLY BE PERMITTED ONLY WHERE IT ACHIEVES AN AVERAGE DENSITY OF NOT LESS THAN 25 DWELLINGS PER HECTARE (10 DWELLINGS PER ACRE). DEVELOPMENTS PROPOSING DENSITIES BELOW THE SPECIFIED AVERAGE MAY BE APPROPRIATE IN CERTAIN CIRCUMSTANCES PROVIDED THAT THE DEVELOPMENT RELATES TO INFILL SITES, SMALL SCALE DEVELOPMENT OR TO SITES WITH PARTICULAR PHYSICAL, SERVICE OR ENVIRONMENTAL CONSTRAINTS WHICH PRECLUDE THE ACHIEVEMENT OF HIGHER DENSITIES.

POLICY H9

PROVISION WILL BE MADE FOR THE MAINTENANCE AND, WHERE APPROPRIATE, THE EXTENSION OF RESIDENTIAL USE OF PROPERTY IN AND AROUND TOWN CENTRES AND PARTICULARLY IN AND AROUND THE HISTORIC CORE OF THE CITY OF YORK, THROUGH PERMITTING SUITABLE NEW DEVELOPMENT AND THROUGH THE CONVERSION OF SUITABLE EXISTING PROPERTY AND VACANT UPPER FLOORSPACE.

INDUSTRY AND EMPLOYMENT***POLICIES 11 AND 12 DELETED*****POLICY 13**

PRIORITY WILL BE GIVEN TO THE PROVISION OF LAND FOR INDUSTRY AND COMMERCE IN SCARBOROUGH AND OTHER COASTAL TOWNS AND IN THOSE SETTLEMENTS IN LESS ACCESSIBLE RURAL AREAS SELECTED IN LOCAL PLANS AS MOST SUITABLE.

POLICY 14

IRRESPECTIVE OF THE LIMITS OF POLICY 15, THE EXPANSION AND/OR REDEVELOPMENT OF EXISTING FIRMS WILL NORMALLY BE PERMITTED.

POLICY 15

FOR THE PERIOD 1991-2006 PROVISION WILL BE MADE MAINLY IN AND AROUND MAIN URBAN AREAS, MAIN TOWNS AND SMALL TOWNS FOR ABOUT 430HA OF ADDITIONAL LAND FOR INDUSTRIAL/BUSINESS DEVELOPMENT IN THE COUNTY OF NORTH YORKSHIRE ON THE BOUNDARIES EFFECTIVE FROM 1 APRIL 1996 AND FOR ABOUT 145 HA IN THE NEW COUNTY AND CITY OF YORK.

WITHIN THE COUNTY OF NORTH YORKSHIRE, THE 430HA OF LAND WILL BE BROADLY DISTRIBUTED AS FOLLOWS:-

CRAVEN	25 HA
HAMBLETON	70 HA
HARROGATE	65 HA
RICHMONDSHIRE	35 HA
RYEDALE	20 HA
SCARBOROUGH	90 HA
SELBY	125 HA

POLICY 16

INDUSTRIAL AND COMMERCIAL DEVELOPMENT WILL NORMALLY BE PERMITTED WITHIN, OR WHERE APPROPRIATE ADJOINING, EXISTING INDUSTRIAL ESTATES/AREAS AND ON SITES LOCATED WITHIN, OR IN CLOSE PROXIMITY TO, A BUILT-UP AREA.

POLICY 17 deleted**POLICY 18**

IRRESPECTIVE OF THE LIMITS OF POLICY 15, SMALL SCALE INDUSTRIAL DEVELOPMENTS OF AN APPROPRIATE TYPE WILL NORMALLY BE PERMITTED IN RURAL SETTLEMENTS.

POLICIES 19 AND 110 DELETED**POLICY 111**

PROVISION WILL NOT BE MADE FOR THE DEVELOPMENT OF NEW, LARGE-SCALE, WHOLESALE WAREHOUSES, STORAGE DEPOTS, DISTRIBUTION OR HAULAGE BUSINESSES EXCEPT WHERE IT CAN BE DEMONSTRATED THAT SUCH DEVELOPMENT NEEDS TO BE LOCATED IN NORTH YORKSHIRE FOR OPERATIONAL REASONS AND PROVIDED THAT:-

- (i) THE PROPOSED SITE HAS GOOD ACCESS, AS APPROPRIATE, TO THE MAIN ROAD NETWORK, RAILWAY OR NAVIGABLE WATERWAY SYSTEM; AND
- (ii) THE PROPOSAL IS CONSISTENT WITH THE PROVISIONS OF POLICIES CONCERNING THE LOSS OF AGRICULTURAL LAND AND PROTECTION OF THE ENVIRONMENT.

POLICY I12

IN ADDITION TO LAND PROVIDED UNDER POLICY I5, PROVISION WILL BE MADE FOR THE EXPANSION OF BUSINESS USE THROUGH THE DEVELOPMENT OF SUITABLE LAND AND/OR BUILDINGS, IN AND ADJACENT TO THE TOWN CENTRES OF HARROGATE, SCARBOROUGH AND YORK, MARKET TOWNS AND, WHERE APPROPRIATE, IN LOCAL COMMERCIAL CENTRES, WHERE DEVELOPMENT:-

- (A) WOULD SIGNIFICANTLY IMPROVE THE SCALE AND RANGE OF LOCAL JOB OPPORTUNITIES.

OR

- (B) WOULD INCREASE THE USE OF VACANT, UNDERUSED OR DERELICT PREMISES AND SITES.

AND

- (C) COMPLIES WITH OTHER STRUCTURE PLAN POLICIES CONCERNING THE PROTECTION OF THE LOCAL ENVIRONMENT, POLICY H9 CONCERNING THE MAINTENANCE OF RESIDENTIAL USE AND POLICY E4 CONCERNING THE CONSERVATION OF BUILDINGS.

POLICY I13

PROVISION WILL BE MADE FOR THE DEVELOPMENT OF TOURIST ACCOMMODATION AND FACILITIES WHICH WILL:-

- (i) HELP TO DEVELOP AND MAINTAIN THE VIABILITY OF THE TOURIST INDUSTRY;
- (ii) INCREASE THE PROVISION OF SERVICED ACCOMMODATION;
- (iii) ASSIST THE EXTENSION OF THE TOURIST SEASON, THE PROVISION OF EMPLOYMENT IN THE WINTER MONTHS AND THE DEVELOPMENT OF THE CONFERENCE TRADE, PARTICULARLY IN SCARBOROUGH, HARROGATE AND YORK;
- (iv) IMPROVE THE RANGE OF LOCAL FACILITIES.

POLICY I14

PROVISION WILL BE MADE FOR THE MAJORITY OF NEW TOURIST ACCOMMODATION AND RELATED FACILITIES (EXCLUDING CARAVANS) TO BE LOCATED WITHIN, OR IN CLOSE PROXIMITY TO, SPECIFIED TOURING BASES. OUTSIDE TOURING BASES, AND PARTICULARLY WITHIN THOSE AREAS DESIGNATED IN ACCORDANCE WITH POLICY I3, DEVELOPMENT OF AN APPROPRIATE SCALE AND TYPE WILL BE CONSIDERED SYMPATHETICALLY WHERE IT IS LIKELY TO CONTRIBUTE TO AN INCREASE IN LOCAL INCOME AND EMPLOYMENT AND WHERE IT COMPLIES WITH OTHER STRUCTURE PLAN POLICIES, IN PARTICULAR THOSE CONCERNING THE PROTECTION OF THE ENVIRONMENT.

THE FOLLOWING CENTRES ARE DEFINED AS TOURING BASES:

FILEY, HARROGATE, HELMSLEY, INGLETON/BENTHAM, KIRKBYMOORSIDE, LEYBURN, MALTON/NORTON, PICKERING, PATELEY BRIDGE, RICHMOND, RIPON, SCARBOROUGH, SETTLE, SKIPTON, THIRSK, WHITBY, YORK.

POLICY I15

IN EXCEPTIONAL CIRCUMSTANCES LARGE SCALE BUSINESS OR INDUSTRIAL DEVELOPMENT FOR OCCUPATION BY A SINGLE LARGE OPERATOR AND ANY RELATED DEVELOPMENT DIRECTLY LINKED TO ITS OPERATION MAY BE PERMITTED AS AN EXCEPTION TO THE PROVISIONS OF POLICY I5 PROVIDED THAT:

- (i) THE DEVELOPMENT WOULD RESULT IN SUBSTANTIAL EMPLOYMENT OR OTHER ECONOMIC BENEFITS; AND
- (ii) THERE ARE CLEAR AND SUBSTANTIVE REASONS WHY THE PROPOSED DEVELOPMENT CANNOT BE IMPLEMENTED ON LAND ALLOCATED IN LOCAL PLANS FOR BUSINESS OR INDUSTRIAL DEVELOPMENT IN ACCORDANCE WITH POLICY I5; AND
- (iii) THERE ARE NO OVERRIDING PLANNING OBJECTIONS.

IN ALL CASES A FULL ENVIRONMENTAL ASSESSMENT OF THE PROPOSAL WILL BE REQUIRED.

TRANSPORT

POLICY T1

FOR THE PURPOSE OF THE ALLOCATION OF RESOURCES AND TRAFFIC REGULATION, THE PRIMARY ROAD NETWORK IN THE COUNTY WILL COMPRISE:-

- (i) MOTORWAYS AND TRUNK ROADS;
- (ii) PRINCIPAL COUNTY ROADS (CLASS A) AND B6479 SETTLE TO HORTON-IN-RIBBLESDALE, B6255 BETWEEN HAWES AND INGLETON, B6265 BETWEEN SKIPTON AND GRASSINGTON AND B6271/B1263/B1264 BETWEEN CATTERICK AND THE COUNTY BOUNDARY NEAR YARM.

POLICY T2

CONVENTIONAL PUBLIC TRANSPORT SERVICES, BOTH BUS AND TRAIN, WILL BE SUSTAINED THROUGHOUT THE COUNTY AS FAR AS POSSIBLE. WHERE CONVENTIONAL SERVICES CANNOT REASONABLY BE SUSTAINED CONSIDERATION WILL BE GIVEN TO THE PROVISION OF ALTERNATIVE FORMS OF PUBLIC TRANSPORT. PARTICULAR EMPHASIS WILL BE GIVEN TO SERVICES FOR JOURNEYS TO WORK AND SHOPPING PURPOSES.

POLICY T3

PROVISION WILL NORMALLY BE MADE TO ENABLE PUBLIC TRANSPORT SERVICES TO PENETRATE MAJOR AREAS OF NEW DEVELOPMENT.

POLICY T4 AND T5 deleted

POLICY T6

WITHIN BUILT-UP AREAS, TRAFFIC MANAGEMENT MEASURES WILL NORMALLY BE PREFERRED TO MAJOR NEW ROAD CONSTRUCTION AS THE MEANS OF DEALING WITH:-

- (i) TRAFFIC CONGESTION;
- (ii) DELAYS TO BUS SERVICES;
- (iii) ACCIDENT BLACK SPOTS;
- (iv) VEHICLE/PEDESTRIAN CONFLICT; AND
- (v) EXTRANEOUS TRAFFIC IN RESIDENTIAL AND HISTORIC AREAS.

IN AREAS OF CONGESTION, BUSES WILL BE GIVEN PRIORITY OVER OTHER FORMS OF TRAFFIC WHERE THIS CAN BE SHOWN TO BE OF OVERALL BENEFIT.

IN MAJOR SHOPPING AREAS AND AREAS OF TOURIST AND CONSERVATION IMPORTANCE WITH HIGH LEVELS OF PEDESTRIAN USE AND CONFLICT WITH VEHICULAR MOVEMENTS, PROVISION WILL BE MADE FOR PEDESTRIAN DOMINATED AREAS.

POLICY T7

PRIORITY WILL BE GIVEN TO THE IMPROVEMENT OR CONSTRUCTION OF THE FOLLOWING ROUTES:-

- A59 FROM HARROGATE TO SKIPTON
- A61 FROM HARROGATE NORTHWARDS TO THE A1
- A61 FROM HARROGATE SOUTHWARDS TO THE COUNTY BOUNDARY
- A165 FROM THE COUNTY BOUNDARY SOUTH OF FILEY TO SCARBOROUGH
- A171 FROM SCARBOROUGH TO THE COUNTY BOUNDARY NORTH-WEST OF WHITBY

PROVISIONS WILL BE MADE FOR THE FOLLOWING MAJOR SCHEMES ON THESE ROUTES, NOT IN PRIORITY ORDER:-

- A61 RIPON BYPASS
- A165 REIGHTON BYPASS
- A165 SCARBOROUGH-LEBBERSTON
- A171 EVAN HOWE DIVERSION
- A59 BOLTON BRIDGE BYPASS
- A59 HARROGATE RELIEF ROAD
- A61
- A61 KILLINGHALL BYPASS

POLICY T7a

THE COUNTY COUNCIL'S PRIMARY ROAD NETWORK WILL INCLUDE THE FOLLOWING DEPARTMENT OF TRANSPORT TRUNK ROAD SCHEMES:-

- A1 REDHOUSE – FERRYBRIDGE
- A1 FERRYBRIDGE – HOOK MOOR
- A1 HOOK MOOR – BRAMHAM
- A1 BRAMHAM – WETHERBY
- A1 WETHERBY – WALSHFORD
- A1 WALSHFORD – DISHFORTH
- A1 DISHFORTH – LEEMING
- A1 LEEMING – BARTON
- A19 THORMANBY BYPASS
- A19 EASINGWOLD BYPASS
- A19 SHIPTON BYPASS
- A63 SELBY BYPASS
- A64 YORK – MALTON
- A64 MALTON – SEAMER
- A65 GARGRAVE BYPASS
- A65 CONISTON COLD BYPASS
- A65 LONG PRESTON-HELLIFIELD BYPASS
- A65 ILKLEY BYPASS
- A629 SKIPTON-KILDWICK
- A59 SKIPTON TO LOW BRIDGE
- A65 CHELKER BENDS
- A65 HARDEN BRIDGE TO CLAPHAM BYPASS

THE COUNTY COUNCIL WILL CONTINUE TO PRESS FOR THE REINSTATEMENT TO THE TRUNK ROAD PROGRAMME OF UPGRADING OF THE A1237 YORK OUTER RING ROAD.

POLICY T8

TRAFFIC CONGESTION AND RELATED ENVIRONMENTAL PROBLEMS WILL BE RELIEVED BY THE CONSTRUCTION OF APPROPRIATE DIVERSIONARY ROUTES WHERE THROUGH AND/OR LOCAL TRAFFIC CREATES PROBLEMS WHICH CANNOT BE OVERCOME BY THE TRAFFIC MANAGEMENT MEASURES SPECIFIED IN POLICY T6. PROVISION WILL BE MADE FOR THE FOLLOWING SCHEMES:-

AINDERBY STEEPLE AND MORTON-ON-SWALE BYPASS (A684)
SPOFFORTH BYPASS (A661)
GLUSBURN BYPASS (A6068)
PEASEHOLME GREEN BRIDGE, YORK
NORTHALLERTON BYPASS
BEDALE, AISKEW AND LEEMING RELIEF ROAD

POLICY T9

- (i) PROVISIONS WILL BE MADE FOR OFF-STREET PARKING FACILITIES IN TOWNS, WITHIN THE LIMITS OF THEIR ENVIRONMENTAL AND PHYSICAL CONSTRAINTS;
- (ii) PROVISIONS FOR CAR PARKING AND SERVICING WILL NORMALLY BE REQUIRED IN ALL NEW DEVELOPMENT. HOWEVER, THIS REQUIREMENT MAY BE WAIVED IN THE CENTRES OF THE LARGER TOWNS, IN CONSERVATION AREAS, IN OTHER AREAS OF ENVIRONMENTAL SIGNIFICANCE, ON SMALL INDUSTRIAL SITES IN RURAL AREAS, AND TO FACILITATE THE RENOVATION AND ACTIVE USE OF BUILDINGS AND AREAS WITHIN EXISTING TOWNS AND VILLAGES;
- (iii) WHERE PRACTICABLE, PROVISION WILL BE MADE FOR PARKING FACILITIES AT RAILWAY STATIONS.

POLICY T10

WHERE APPROPRIATE, PROVISION WILL BE MADE FOR CYCLISTS. RECREATIONAL CYCLING WILL BE ENCOURAGED. IN YORK, A PRIMARY NETWORK OF CYCLE ROUTES WILL BE DEVELOPED UTILISING EXISTING ROAD SPACE WHERE PRACTICABLE.

POLICY T11

AS REGARDS THE NEEDS OF INDUSTRY, COMMERCE AND OTHER MAJOR DEVELOPMENTS:

- (i) THE USE OF RAIL OR WATER TRANSPORT FOR FREIGHT WILL BE ENCOURAGED WHERE THESE FACILITIES ARE AVAILABLE;
- (ii) THE USE OF THE PRIMARY ROAD NETWORK WILL BE PREFERRED, AND UNNECESSARY USE BY HEAVY GOODS TRAFFIC OF UNSUITABLE ROADS WILL BE RESISTED;
- (iii) THE AVAILABILITY OF PUBLIC TRANSPORT SERVICES WILL BE AN IMPORTANT CONSIDERATION IN ASSESSING PROPOSALS FOR MAJOR NEW DEVELOPMENTS, PARTICULARLY THOSE PROPOSED IN PERIPHERAL LOCATIONS AND THOSE WHICH MAY BE VISITED BY LARGE NUMBERS OF PEOPLE.

POLICIES T12, T13, T14, T15 AND T16 deleted

POLICY T17

THE STANDARD OF CONSTRUCTION OR MAINTENANCE OF ROADS OTHER THAN TRUNK ROADS IN NATIONAL PARKS OR CONSERVATION AREAS WILL REFLECT THE OVERRIDING IMPORTANCE OF ENVIRONMENTAL CONSIDERATIONS IN THESE AREAS.

POLICY T18 deleted

POLICY T19

TRAFFIC MANAGEMENT MEASURES WILL BE INTRODUCED TO ALLEVIATE THE PROBLEMS CAUSED BY RECREATIONAL TRAFFIC WHERE THESE OCCUR FOR LENGTHY PERIODS OF TIME EACH YEAR.

POLICY T20 deleted

SHOPPING

POLICY S1

SHOPPING DEVELOPMENT WILL NORMALLY BE PERMITTED IN OR AS AN EXTENSION TO EXISTING SHOPPING CENTRES OR IN NEW RESIDENTIAL DEVELOPMENTS OR EXISTING RESIDENTIAL AREAS WITH LOCAL SHOPPING DEFICIENCIES PROVIDED THAT:-

- (i) IT DOES NOT SERIOUSLY PREJUDICE THE CONTINUED EXISTENCE OF ESTABLISHED SHOPS; AND
- (ii) IT WOULD NOT CAUSE TRAFFIC CONGESTION; AND
- (iii) IT WOULD NOT HAVE A SUBSTANTIAL ADVERSE ENVIRONMENTAL IMPACT.

POLICY S2 deleted

POLICY S3

SINGLE SHOPPING DEVELOPMENTS OVER 15,000 SQ FT GROSS FLOOR AREA WILL NORMALLY BE PERMITTED ONLY IN OR AS AN EXTENSION TO AN EXISTING SHOPPING CENTRE UNLESS:

- (i) THERE IS A NEED CREATED BY A GROWTH IN POPULATION; AND
- (ii) EXISTING SHOPPING FACILITIES ARE INADEQUATE AND THE PROPOSED DEVELOPMENT CANNOT BE INCORPORATED INTO AN EXISTING CENTRE; AND
- (iii) IT CONFORMS TO THE CRITERIA IN POLICY S1; AND
- (iv) IT COULD BE READILY SERVICED BY PUBLIC TRANSPORT.

POLICY S4 deleted

AGRICULTURAL AND FORESTRY

POLICY A2

DEVELOPMENT WHICH WOULD INVOLVE THE LOSS OF AGRICULTURAL LAND BUT WHICH COULD REASONABLY BE EXPECTED TO TAKE PLACE ON NON-AGRICULTURAL LAND OR ON AGRICULTURAL LAND OF A LOWER QUALITY WILL BE RESISTED. PREFERENCE WILL BE GIVEN TO THE USE OF DERELICT, UNDER-USED OR DEGRADED LAND.

POLICY A1

IN ALLOCATING LAND FOR DEVELOPMENT AND IN CONSIDERING PROPOSALS INVOLVING THE LOSS OF AGRICULTURAL LAND, ACCOUNT WILL BE TAKEN OF THE NEED TO:-

- (i) ENSURE THAT THERE IS NO GREATER LOSS OF AGRICULTURAL LAND THAN IS NECESSARY IN ORDER TO CARRY OUT THE DEVELOPMENT TO A SATISFACTORY STANDARD;
- (ii) RETAIN ECONOMICALLY VIABLE FARM UNITS AND AVOID THE UNNECESSARY SEVERANCE AND SUB-DIVISION OF FARMS;
- (iii) RETAIN AGRICULTURAL LAND IN PRODUCTIVE USE FOR AS LONG AS POSSIBLE BY PHASING DEVELOPMENT PROPOSALS; AND
- (iv) MINIMISE THE CONFLICTS BETWEEN AGRICULTURE AND OTHER INTERESTS ON THE FRINGES OF BUILT-UP AREAS.

POLICY A3

ALL GRADE 1, 2 AND 3A AGRICULTURAL LAND AND THE VALLEY BOTTOM LAND IN UPLAND AREAS WILL BE SAFEGUARDED AS FAR AS POSSIBLE FROM NON-AGRICULTURAL DEVELOPMENT.

POLICY A4

THERE WILL BE A GENERAL PRESUMPTION IN FAVOUR OF THE REINSTATEMENT, TO AGRICULTURE, OF DERELICT, UNDER-USED OR DEGRADED LAND UNLESS IT CAN BE DEMONSTRATED THAT:-

- (i) SUCH REINSTATEMENT WOULD BE INAPPROPRIATE BECAUSE OF THE LOCATION OF THE SITE IN, OR ON THE IMMEDIATE FRINGE OF, A BUILT-UP AREA, OR
- (ii) AN IDENTIFIABLE DEMAND EXISTS FOR ACCEPTABLE ALTERNATIVE USES FOR WHICH NO OTHER SUITABLE SITE OF LOWER QUALITY EXISTS IN THE LOCALITY; OR
- (iii) REINSTATEMENT WOULD BE INAPPROPRIATE OR IMPRACTICAL DUE TO TOPOGRAPHY, DRAINAGE, SOIL STRUCTURE OR OTHER PHYSICAL PROBLEMS:

POLICY A5

AGRICULTURAL SERVICE INDUSTRIES WHICH ARE SMALL SCALE AND INTENSIVE LIVESTOCK UNITS WHICH WOULD BE OFFENSIVE WITHIN, OR IMMEDIATELY ADJOINING, A BUILT-UP AREA WILL NORMALLY BE PERMITTED IN THE OPEN COUNTRYSIDE PROVIDED THAT:-

- (i) SUITABLE MEASURES ARE PROPOSED TO MINIMISE THE EMISSION OF NOXIOUS ODOURS AND THE POLLUTION OF EXISTING OR POTENTIAL WATER OR FISHERY RESOURCES;
- (ii) THEIR IMPACT ON THE RURAL AND BUILT ENVIRONMENT IS ACCEPTABLE;
- (iii) THE PLANNING AUTHORITY ARE SATISFIED THAT THE CAPITAL WORKS DIRECTLY REQUIRED TO SERVICE THE DEVELOPMENT ARE PROVIDED OR WILL BE PROVIDED;
- (iv) ADEQUATE ROAD ACCESS CAN BE PROVIDED, WHERE APPROPRIATE, AND NO EXCESSIVE NUISANCE OR DANGER WILL BE CAUSED BY INCREASES IN TRAFFIC MOVEMENT.

POLICY A6

FURTHER AFFORESTATION WILL BE ACCEPTED IN AREAS WHERE IT WILL COMPLEMENT AGRICULTURAL, RECREATIONAL, LANDSCAPE AND NATURE CONSERVATION INTERESTS AND WHERE IT WILL PROVIDE ADDITIONAL EMPLOYMENT AND INCOME.

MINERALS**POLICY M1**

THE COUNTY WILL MAINTAIN ITS CONTRIBUTION TO MEETING THE REGIONAL AND NATIONAL NEEDS FOR MINERALS. MINERAL WORKING AND ANCILLARY DEVELOPMENT WILL NORMALLY BE PERMITTED WHEN IT HAS BEEN SHOWN THAT:-

- (i) A PROVEN NEED EXISTS FOR THE MINERAL. IN ASSESSING THE NEED FOR AGGREGATE MINERALS, THE COUNTY WILL ENDEAVOUR TO MAINTAIN MINIMUM PERMITTED RESERVES EQUIVALENT TO 10 YEARS SUPPLY OF SAND AND GRAVEL AND 15 YEARS SUPPLY OF ROCK; AND
- (ii) THE MINERAL DEPOSIT ON THE APPLICATION SITE HAS BEEN FULLY INVESTIGATED AND IS OF SUFFICIENT QUANTITY AND QUALITY TO JUSTIFY THE DEVELOPMENT; AND
- (iii) THE ENVIRONMENT AND LANDSCAPE WILL BE SAFEGUARDED, PARTICULARLY WITHIN THE SPECIAL AREAS IDENTIFIED IN POLICIES E1, E4, E5 AND E6; AND
- (iv) THE EFFECTS OF THE PROPOSALS ON THE ENVIRONMENT HAVE BEEN ASSESSED. FORMAL ENVIRONMENTAL ASSESSMENT WILL BE REQUIRED WHERE PROPOSED DEVELOPMENTS ARE LIKELY TO HAVE SIGNIFICANT EFFECTS ON THE ENVIRONMENT; AND
- (v) THE SOCIAL, ECONOMIC AND TRANSPORTATION CONSEQUENCES OF THE DEVELOPMENT ARE ACCEPTABLE; AND
- (vi) WATER SUPPLY, DRAINAGE, FISHERY AND RIVER MANAGEMENT INTERESTS WILL BE PROTECTED; AND
- (vii) THE WORKING, LANDSCAPING, RESTORATION AND AFTERCARE OF THE SITE WILL BE CARRIED OUT TO THE HIGHEST STANDARDS IN ACCORDANCE WITH AN APPROVED SCHEME. THE SCHEME SHOULD INCORPORATE PROGRESSIVE RESTORATION WHERE PRACTICABLE.

POLICY M2

WITHIN THE FOLLOWING AREAS THERE WILL BE A GENERAL PRESUMPTION AGAINST THE GRANTING OF PLANNING PERMISSION FOR MINERAL WORKING AND ANCILLARY DEVELOPMENT UNLESS IT CAN BE SHOWN THAT THE BENEFITS OF THE DEVELOPMENT WILL OUTWEIGH ANY ADVERSE ENVIRONMENTAL CONSEQUENCES:-

- (i) THE YORKSHIRE DALES NATIONAL PARK;
- (ii) THE NORTH YORK MOORS NATIONAL PARK;
- (iii) THE NORTH YORKSHIRE AND CLEVELAND HERITAGE COAST;
- (iv) THE FLAMBOROUGH HEAD HERITAGE COAST;
- (v) THE FOREST OF BOWLAND AREA OF OUTSTANDING NATURAL BEAUTY;
- (vi) THE HOWARDIAN HILLS AND THE PROPOSED NIDDERDALE MOORS AREAS OF OUTSTANDING NATURAL BEAUTY.

POLICY M3

WITHIN THE NORTH YORK MOORS AND YORKSHIRE DALES NATIONAL PARKS AND IN THE HOWARDIAN HILLS AND THE FOREST OF BOWLAND AREAS OF OUTSTANDING NATURAL BEAUTY, PROPOSALS FOR MINERAL WORKING AND ANCILLARY DEVELOPMENT WILL BE SUBJECT TO THE MOST RIGOROUS EXAMINATION AND WILL ONLY BE PERMITTED IF IN THE PUBLIC INTEREST AND FOLLOWING AN ASSESSMENT OF WHETHER:

- (i) APPLICANTS HAVE DEMONSTRATED A NEED FOR THE DEVELOPMENT TAKING ACCOUNT OF NATIONAL CONSIDERATIONS AND OF THE IMPACT UPON THE LOCAL ECONOMY; AND
- (ii) IT IS ESTABLISHED THAT THERE ARE NO PRACTICABLE ALTERNATIVE SOURCES WHICH COULD SUPPLY MINERAL OF COMPARABLE QUALITY FROM OUTSIDE THESE AREAS; AND
- (iii) PROPOSED MAXIMUM LEVELS OF OUTPUT HAVE REGARD TO THOSE REQUIRED TO MEET THE PURPOSES WHICH JUSTIFY THE DEVELOPMENT.

POLICY M4

PLANNING PERMISSION FOR MINERAL WORKING AND ANCILLARY DEVELOPMENT WILL BE REFUSED UNLESS SATISFACTORY PROVISION IS MADE FOR A BENEFICIAL AFTER-USE OF THE LAND, NORMALLY, THERE WILL BE A PRESUMPTION IN FAVOUR OF THE REINSTATEMENT OF LAND TO AGRICULTURAL USE UNLESS IT CAN BE SHOWN THAT THERE IS ANOTHER USE TO WHICH THE LAND CAN BE RESTORED, WHICH DOES NOT CONFLICT WITH PLANNING POLICIES FOR THE AREA.

POLICY M5

ALL GRADE 1, 2 AND 3 AGRICULTURAL LAND AND THE VALLEY BOTTOM LAND IN UPLAND AREAS WILL BE SAFEGUARDED AS FAR AS POSSIBLE FROM IRREVERSIBLE DEVELOPMENT. THERE WILL BE A PRESUMPTION IN FAVOUR OF WORKING LOWER QUALITY LAND ALTHOUGH MINERAL WORKING AND ANCILLARY DEVELOPMENT MAY BE PERMITTED IN THOSE AREAS WHERE IT CAN BE SHOWN THAT THE LAND IS CAPABLE OF BEING RESTORED TO A HIGH STANDARD. DISRUPTION TO THE VIABILITY OF AN AGRICULTURAL UNIT WILL ALSO BE A MATERIAL CONSIDERATION IN DETERMINING A PLANNING APPLICATION.

POLICY M6

PROPOSALS FOR THE EXTRACTION OF MINERALS FROM BORROW PITS WILL BE CONSIDERED AGAINST POLICIES M1, M2, M3, M4 AND M5. PLANNING PERMISSION WILL NORMALLY BE REFUSED UNLESS IT IS DEMONSTRATED THAT THERE WOULD BE OVERRIDING ENVIRONMENTAL BENEFITS COMPARED WITH OBTAINING THE MATERIALS FROM EXISTING SOURCES.

POLICY M7

THE USE OF LOWER QUALITY MATERIALS IN PREFERENCE TO HIGH GRADE MINERALS AND THE USE OF SUBSTITUTES FOR NATURALLY OCCURRING MINERALS WILL BE ENCOURAGED.

POLICY M8

NON-MINERAL DEVELOPMENT WILL BE RESTRICTED IN ORDER TO PREVENT THE STERILISATION OF UNWORKED MINERAL RESOURCES OR WHERE IT WOULD NOT BE COMPATIBLE WITH MINERAL WORKING AND ANCILLARY DEVELOPMENT.

POLICY M9

THE EXTRACTION OF COAL OR OTHER MINERALS BY UNDERGROUND MINING WILL NORMALLY BE PERMITTED ONLY WHEN IT HAS BEEN SHOWN THAT:-

- (i) THE PROPOSALS COMPLY WITH POLICIES M1, M2, M3, M4 AND M5; AND
- (ii) THE CONSEQUENCES OF ANY SURFACE SUBSIDENCE ARE TO BE KEPT TO AN ACCEPTABLE MINIMUM AND THAT AN AGREED PROGRAMME OF SUBSIDENCE MONITORING WILL BE CARRIED OUT; AND
- (iii) THE AMOUNT OF WASTE ARISING FROM THE DEVELOPMENT AND REQUIRING SURFACE DISPOSAL IS TO BE KEPT TO A MINIMUM; AND
- (iv) THE PROPOSALS FORM PART OF AN AGREED DEVELOPMENT PROGRAMME FOR THE FIELD OR DEPOSIT AS A WHOLE AND THE SITING OF ANY SURFACE DEVELOPMENT HAS BEEN SELECTED SO AS TO MINIMISE THE IMPACT OF THE DEVELOPMENT.

POLICY M10

PLANNING PERMISSION FOR LAGOON FORMATION FOR THE DISPOSAL OF WET WASTES ARISING FROM UNDERGROUND MINING AND ASSOCIATED PROCESSING OPERATIONS WILL NORMALLY NOT BE GRANTED.

POLICY M11

THERE WILL BE A PRESUMPTION IN FAVOUR OF THE TRANSPORT OF THE PRODUCTS OF UNDERGROUND MINING AND ASSOCIATED PROCESSING OPERATIONS BY RAIL OR, WHERE APPROPRIATE, BY COMMERCIAL WATERWAY OR UNDERGROUND PIPELINE.

OIL AND GAS

POLICY M12

PROPOSALS FOR EXPLORATORY DRILLING OPERATIONS FOR OIL OR GAS AND SUBSEQUENT SHORT-TERM TESTING WILL NORMALLY BE PERMITTED ONLY WHEN IT HAS BEEN SHOWN THAT, IN THE CONTEXT OF THE GEOLOGICAL STRUCTURE BEING INVESTIGATED, THE PROPOSED SITE HAS BEEN SELECTED SO AS TO MINIMISE THE IMPACT OF THE DEVELOPMENT AND THE DEVELOPMENT COMPLIES WITH POLICIES M1(iii)-(vii), M2, M4 AND M5. THERE WILL BE NO PRESUMPTION IN FAVOUR OF THE SUBSEQUENT USE OF THE SITE FOR APPRAISAL PURPOSES.

POLICY M13

APPRAISAL DRILLING FOR OIL OR GAS AND SUBSEQUENT TESTING WILL NORMALLY BE PERMITTED ONLY WHEN IT HAS BEEN SHOWN THAT THE PROPOSED DEVELOPMENT:-

- (i) IS NECESSARY TO DETERMINE THE NATURE AND EXTENT OF THE RESOURCES OR TO ASSESS THE FEASIBILITY OF THEIR RECOVERY; AND
- (ii) FORMS PART OF AN OVERALL SCHEME ALLOWING FOR THE FULL EXPLORATION AND APPRAISAL OF THE FIELD AS A WHOLE; AND
- (iii) COMPLIES WITH POLICIES M1(iii)-(vii), M2 M4 AND M5.

THERE WILL BE NO PRESUMPTION IN FAVOUR OF THE SUBSEQUENT USE OF THE SITE FOR PRODUCTION PURPOSES.

POLICY M14

THE PRODUCTION OF OIL OR GAS WILL NORMALLY BE PERMITTED ONLY WHEN IT HAS BEEN SHOWN THAT:-

- (i) THE PROPOSALS FORM PART OF AN AGREED DEVELOPMENT AND DISTRIBUTION PROGRAMME SERVING THE FIELD AS A WHOLE, AND WHERE APPROPRIATE OTHER KNOWN OIL OR GAS RESOURCES IN THE AREA, AND THE SITING OF ANY SURFACE DEVELOPMENT HAS BEEN SELECTED SO AS TO MINIMISE THE IMPACT OF THE DEVELOPMENT, AND IN PARTICULAR NO DEVELOPMENT ASSOCIATED WITH PROCESSING WILL BE ALLOWED IN EITHER NATIONAL PARK; AND
- (ii) THE CONSEQUENCES OF ANY SURFACE SUBSIDENCE ARE TO BE KEPT TO AN ACCEPTABLE MINIMUM AND THAT WHERE APPROPRIATE AN AGREED PROGRAMME OF SUBSIDENCE MONITORING WILL BE CARRIED OUT; AND
- (iii) THE DEVELOPMENT COMPLIES WITH POLICIES M1(ii)-(vii), M2, M4 AND M5.

POLICY M15

SUBJECT TO THE ENVIRONMENTAL CONSEQUENCES BEING ACCEPTABLE, THERE WILL BE A PRESUMPTION IN FAVOUR OF THE MOVEMENT OF OIL, GAS OR DERIVED PRODUCTS BY UNDERGROUND PIPELINE, RAIL OR COMMERCIAL WATERWAY.

WASTE DISPOSAL

POLICY W1

WASTE DISPOSAL WILL NORMALLY BE ACHIEVED THROUGH LAND-FILL UNDER CONTROLLED CONDITIONS. IN SELECTING SITES TO PROVIDE DISPOSAL FACILITIES, THE FOLLOWING ORDER OF PRIORITIES WILL APPLY:-

- (a) THE RECLAMATION AND RESTORATION OF VOIDS;
- (b) THE RECLAMATION AND RESTORATION OF DERELICT OR DEGRADED LAND;
- (c) IN EXCEPTIONAL CIRCUMSTANCES, AND WHEN (a) AND (b) ARE NOT PRACTICABLE, LAND OF LOW AGRICULTURAL QUALITY.

POLICY W2

PROPOSALS FOR THE DISPOSAL OF WASTE MATERIALS WILL NORMALLY BE PERMITTED ONLY WHEN IT HAS BEEN SHOWN THAT:-

- (i) A NEED EXISTS FOR THE DEVELOPMENT AND THE GRANT OF PERMISSION WILL NOT PREJUDICE THE SATISFACTORY COMPLETION OF EXISTING WASTE DISPOSAL SITES; AND
- (ii) THE SITE IS SUITABLE ENVIRONMENTALLY FOR ACCOMMODATING THE TYPES OF WASTE PROPOSED TO BE DEPOSITED; AND
- (iii) THE ENVIRONMENT AND THE LANDSCAPE WILL BE SAFEGUARDED, PARTICULARLY WITHIN THE SPECIAL AREAS IDENTIFIED IN POLICIES E1, E4, E5 AND E6; AND
- (iv) PROVISION WILL BE MADE TO REDUCE TO AN ACCEPTABLE MINIMUM THE EFFECTS OF THE DISPOSAL OPERATION ON RESIDENTIAL AND RURAL AMENITY; AND
- (v) THE MEANS OF ACCESS ONTO THE SITE IS SATISFACTORY AND THE WIDER TRAFFIC IMPLICATIONS OF THE DEVELOPMENT ARE ACCEPTABLE; AND
- (vi) WATER SUPPLY, DRAINAGE, FISHERY AND RIVER MANAGEMENT INTERESTS WILL BE PROTECTED; AND
- (vii) ADEQUATE MEASURES WILL BE TAKEN TO DEAL WITH GAS AND LEACHATE; AND
- (viii) THE DISPOSAL OPERATIONS, LANDSCAPING, RESTORATION AND AFTER-CARE OF THE SITE WILL BE CARRIED OUT TO THE HIGHEST STANDARDS IN ACCORDANCE WITH AN APPROVED SCHEME.

POLICY W3

PLANNING PERMISSION FOR WASTE DISPOSAL WILL BE REFUSED UNLESS SATISFACTORY PROVISION IS MADE FOR A BENEFICIAL AFTER-USE OF THE LAND. NORMALLY THERE WILL BE A PRESUMPTION IN FAVOUR OF THE REINSTATEMENT OF LAND TO AGRICULTURAL USE OR WOODLAND UNLESS IT CAN BE SHOWN THAT THERE IS ANOTHER USE TO WHICH THE LAND CAN BE RESTORED WHICH DOES NOT CONFLICT WITH PLANNING POLICIES FOR THE AREA.

POLICY W4 deleted

LEISURE

POLICY R1

PROVISION WILL BE MADE FOR THE DEVELOPMENT OF RECREATIONAL, LEISURE AND CULTURAL FACILITIES IN LOCATIONS ACCESSIBLE TO BOTH PUBLIC AND PRIVATE TRANSPORT WHERE THIS IS NOT DETRIMENTAL TO LOCAL INTERESTS.

POLICY R2

IN AREAS IDENTIFIED IN POLICY E1, PROVISION WILL ONLY BE MADE FOR NEW RECREATIONAL DEVELOPMENTS WHICH ARE CONSIDERED TO BE COMPATIBLE WITH THE NEED TO PRESERVE THE LANDSCAPE. SUCH DEVELOPMENTS, INCLUDING THE PROVISION OF CAR PARKS, WILL ONLY BE PERMITTED ON A SCALE RELATED TO THE ABILITY OF THE SITE AND ITS SURROUNDINGS TO ABSORB VISITORS WITHOUT SUFFERING ENVIRONMENTAL DAMAGE. PROPOSALS FOR RECREATIONAL DEVELOPMENTS WHICH WOULD RESULT IN THE INTRODUCTION OF ADDITIONAL, INTENSIVE RECREATIONAL ACTIVITIES WILL BE CONSIDERED MORE FAVOURABLY OUTSIDE AREAS WITH SPECIAL LANDSCAPE DESIGNATIONS.

POLICY R3

OUTSIDE THE AREAS IDENTIFIED IN POLICY E1, PROVISION WILL BE MADE FOR FURTHER RECREATIONAL DEVELOPMENTS IN LOCATIONS WHICH:-

- (i) SAFEGUARD AGRICULTURAL LAND DEFINED BY THE MINISTRY OF AGRICULTURE, FISHERIES AND FOOD AS GRADES 1, 2 OR 3A;
- (ii) DO NOT ADVERSELY AFFECT AREAS OF NATURE CONSERVATION SIGNIFICANCE;
- (iii) AVOID SITES OF ARCHAEOLOGICAL SIGNIFICANCE;
- (iv) ARE ACCEPTABLE ON GROUNDS OF LANDSCAPE QUALITY AND CHARACTER;
- (v) MINIMISE CONFLICTS WITH OTHER RECREATIONAL USES;
- (vi) DO NOT ADVERSELY AFFECT LOCAL AMENITY;
- (vii) CAN ABSORB PARTICIPANTS AND OTHER VISITORS WITHOUT SUFFERING SERIOUS ENVIRONMENTAL DAMAGE.

DEVELOPMENT WHICH WILL INVOLVE THE APPROPRIATE USE OF PARKLANDS, DERELICT LAND, DISUSED MINERAL WORKINGS, WATER RESOURCES, FORESTS AND WOODLANDS WILL NORMALLY BE PERMITTED. PROVISION FOR ACTIVE OUTDOOR RECREATIONAL FACILITIES WILL NORMALLY BE MADE IN URBAN FRINGE LOCATIONS.

POLICY R4

OUTSIDE NATIONAL PARKS THE COUNTY COUNCIL WILL SEEK TO MAINTAIN EXISTING RECREATIONAL FACILITIES AND MAXIMISE THEIR USE.

POLICY R5

MEASURES WILL BE INTRODUCED TO MINIMISE CONFLICTS BETWEEN RECREATION AND OTHER RURAL ACTIVITIES IN AREAS WHICH ARE WELL USED FOR RECREATION.

POLICY R6

PROVISION WILL BE MADE FOR THE MAINTENANCE, REVIEW AND UPGRADING OF FOOTPATHS AND BRIDLEWAYS SUITABLE FOR THE RECREATIONAL NEEDS OF VISITORS AND RESIDENTS WHILE RECOGNISING THE WIDER INTERESTS OF RURAL LAND MANAGEMENT. PRIORITY WILL BE GIVEN TO THOSE AREAS WHERE THE NEED FOR RECREATIONAL PROVISION OR VISITOR MANAGEMENT IS GREATEST, NAMELY:-

- (i) AROUND URBAN AREAS;
- (ii) AREAS ASSOCIATED WITH DESIGNATED LONG DISTANCE FOOTPATHS, INCLUDING THE CLEVELAND WAY, THE WOLDS WAY AND THE PENNINE WAY; AND
- (iii) NATIONAL PARKS AND HERITAGE COASTS.

POLICY R7

SUBJECT TO ENVIRONMENTAL AND NATURE CONSERVATION CONSIDERATIONS AND THE INTERESTS OF RURAL ACTIVITIES AND THE CONTINUING COMMERCIAL USE OF THE RIVER OUSE, PROVISION WILL BE MADE FOR THE DEVELOPMENT OF WATER-BASED RECREATION ON:-

- (i) EXISTING OPEN-WATER AREAS;
- (ii) WATER AREAS CREATED AS A RESULT OF MINERAL WORKINGS, PARTICULARLY IN THE VALLEYS OF THE RIVERS URE, SWALE AND TEES AND IN THE KNARESBOROUGH AREA, AND WHERE RESTORATION TO AGRICULTURE IS NOT PRACTICABLE; AND
- (iii) NAVIGABLE WATERWAYS, INCLUDING DISUSED NAVIGATIONS WHICH ARE CAPABLE OF RESTORATION.

PREFERENCE WILL BE GIVEN TO THOSE ACTIVITIES FOR WHICH THERE IS A CLEARLY ESTABLISHED DEMAND AND TO THOSE PROPOSALS WHICH PERMIT THE MULTIPLE USE OF THE WATER AREAS. WHERE APPROPRIATE, PROVISION WILL BE MADE FOR INFORMAL COUNTRYSIDE RECREATION IN CONJUNCTION WITH THE PROVISION FOR WATER-BASED RECREATION. ADDITIONAL MOORING FACILITIES AND ASSOCIATED DEVELOPMENTS WILL ONLY BE PERMITTED ON NAVIGABLE RIVERS AND CANALS IN LOCATIONS WHICH:-

- (i) DO NOT IMPEDE THE PASSAGE OF BOATS AND AVOID CONGESTION;
- (ii) ARE ACCEPTABLE ON ENVIRONMENTAL GROUNDS;
- (iii) ARE SERVED BY PUBLIC UTILITY SERVICES FOR USE BY BOATS;
- (iv) DO NOT HAVE A SIGNIFICANT ADVERSE IMPACT ON SURROUNDING LAND USES OR OTHER ACTIVITIES;
- (v) CAN PROVIDE ACCEPTABLE STANDARDS OF ACCESS AND CAR PARKING;
- (vi) ARE RELATED TO EXISTING CENTRES OFFERING A RANGE OF SHOPPING AND OTHER SERVICES.

POLICY R8 deleted

POLICY R9

PROVISION WILL BE MADE FOR THE DEVELOPMENT OF COMMUNITY LEISURE FACILITIES THROUGHOUT THE COUNTY AND PRIORITY WILL BE GIVEN TO EXTENDING THE JOINT PROVISION AND DUAL USE OF EDUCATION FACILITIES AND OTHER SUITABLE PUBLICLY OWNED LAND AND BUILDINGS FOR LEISURE PURPOSES.

POLICY R10

HOLIDAY CARAVAN, CHALET AND CAMPING DEVELOPMENT WILL BE PERMITTED ONLY WHERE THE LOCAL ENVIRONMENT CAN ABSORB SUCH DEVELOPMENT. SITES SHOULD BE WELL SCREENED, PARTICULARLY FROM ROADS AND ELEVATED VIEWPOINTS, PREFERENCE BEING GIVEN TO WELL WOODED AREAS. PROPOSALS FOR SUCH DEVELOPMENT WILL BE CONSIDERED AGAINST THE FOLLOWING CRITERIA:-

- (i) RECREATIONAL OPPORTUNITIES: SITES SHOULD BE LOCATED IN AREAS WITH LOCAL OPPORTUNITIES FOR INFORMAL COUNTRYSIDE RECREATION, BUT SHOULD NOT THEMSELVES BECOME DETRIMENTAL TO THOSE ATTRACTIONS;
- (ii) SERVICES: SITES SHOULD NORMALLY BE ACCESSIBLE TO EXISTING LOCAL SERVICES AND PUBLIC UTILITIES, BUT SHOULD NOT ADVERSELY AFFECT THEM;
- (iii) AMENITY: THE OVERALL LEVEL OF DEVELOPMENT IN ANY ONE AREA SHOULD NOT DETRACT FROM THE AMENITY PRESENTLY ENJOYED BY LOCAL RESIDENTS;
- (iv) ACCESS: SITES ACCOMMODATING CARAVANS SHOULD HAVE GOOD ACCESS TO THE MAJOR ROAD NETWORK DEFINED IN POLICY T1;
- (v) SITE UTILISATION: WHERE UTILISATION OF EXISTING SITES IS LOW, THERE WILL BE A PRESUMPTION AGAINST FURTHER DEVELOPMENTS; AND
- (vi) SPECIAL AREAS: PROPOSALS WILL BE RESISTED WHERE THEY WOULD ADVERSELY AFFECT AREAS OF NATURE CONSERVATION OR ARCHAEOLOGICAL SIGNIFICANCE.

POLICY R11

SUBJECT TO THE CRITERIA IN POLICY R10, THERE WILL BE A PRESUMPTION IN FAVOUR OF TOURING CARAVANS AND TENTS RATHER THAN STATIC CARAVANS. PROPOSALS FOR THE DEVELOPMENT OF TOURING CARAVANS AND TENT SITES WILL NORMALLY BE PERMITTED WHERE THEY ARE IN ACCORDANCE WITH POLICY R10 EXCEPT WHERE THEY ARE LOCATED ON GRADES 1, 2 OR 3(a) AGRICULTURAL LAND OR ON THE VALLEY BOTTOM LAND IN UPLAND AREAS.

PREFERENCE WILL BE GIVEN TO THE DEVELOPMENT OF HOLIDAY CHALET SITES RATHER THAN STATIC CARAVAN SITES. THE CONVERSION OF STATIC CARAVAN SITES TO CHALET SITES WILL NORMALLY BE PERMITTED.

ENVIRONMENT**POLICY E1**

PRIORITY WILL BE GIVEN TO THE CONSERVATION OF THE LANDSCAPES AND GENERAL AMENITY OF THE FOLLOWING AREAS:-

THE NORTH YORK MOORS NATIONAL PARK;
THE YORKSHIRE DALES NATIONAL PARK;
THE FOREST OF BOWLAND AREA OF OUTSTANDING NATURAL BEAUTY;
THE NIDDERDALE MOORS;
THE HOWARDIAN HILLS;
THE NORTH YORKSHIRE AND CLEVELAND HERITAGE COAST; AND
THE FLAMBOROUGH HEAD HERITAGE COAST.

WITHIN THESE AREAS:-

- (i) THERE WILL BE A PRESUMPTION AGAINST NEW DEVELOPMENT OR MAJOR EXTENSIONS TO EXISTING DEVELOPMENT EXCEPT WHERE IT CAN BE SHOWN TO BE NECESSARY IN THAT LOCATION.
- (ii) WHEN DEVELOPMENT IS PERMITTED, HIGH STANDARDS OF DESIGN WILL BE REQUIRED, USING APPROPRIATE MATERIALS AND PAYING DUE REGARD TO ITS SETTING.
- (iii) MEASURES WILL BE TAKEN TO PROTECT AND ENHANCE THE LANDSCAPE, IMPORTANT BUILDINGS AND OTHER HERITAGE FEATURES.

POLICY E2

DEVELOPMENT IN THE OPEN COUNTRYSIDE OUTSIDE THE NATIONAL PARKS, AREAS OF OUTSTANDING NATURAL BEAUTY, AREAS OF HERITAGE COAST AND GREEN BELTS WILL NORMALLY BE PERMITTED ONLY WHERE IT RELATES TO:-

(i) SMALL SCALE PROPOSALS REQUIRING AN OPEN COUNTRYSIDE LOCATION FOR OPERATIONAL REASONS; AND

(ii) SMALL SCALE PROPOSALS FOR INDIVIDUAL SITES OR FOR THE RE-USE OR ADAPTATION OF EXISTING RURAL BUILDINGS TO SECURE EMPLOYMENT USES WHICH BENEFIT THE RURAL ECONOMY

AND PROVIDED IT WOULD NOT HARM THE CHARACTER AND APPEARANCE, GENERAL AMENITY OR NATURE CONSERVATION INTERESTS OF THE SURROUNDING AREA.

POLICY E3 deleted

POLICY E4

BUILDINGS AND AREAS OF SPECIAL TOWNSCAPE, ARCHITECTURAL OR HISTORIC INTEREST WILL BE AFFORDED THE STRICTEST PROTECTION.

POLICY E5

DEVELOPMENT PROPOSALS WHICH COULD RESULT IN DAMAGE TO, OR THE DESTRUCTION OF, SITES OF ARCHAEOLOGICAL IMPORTANCE WILL NORMALLY BE REFUSED.

POLICY E6

DEVELOPMENT WILL NORMALLY NOT BE PERMITTED WITHIN NATIONAL NATURE RESERVES, LOCAL NATURE RESERVES AND SITES OF SPECIAL SCIENTIFIC INTEREST OR IN ADJOINING LOCATIONS WHERE DEVELOPMENT WOULD HAVE AN ADVERSE EFFECT ON SUCH SITES. SPECIAL CONSIDERATION WILL BE GIVEN TO OTHER NOTIFIED SITES OF NATURE CONSERVATION SIGNIFICANCE AND WILDLIFE HABITATS IN EXAMINING PROPOSALS FOR DEVELOPMENT.

POLICY E7

DEVELOPMENT WHICH WOULD GIVE RISE TO SUBSTANTIALLY INCREASED LEVELS OF NOISE, WATER OR AIR POLLUTION OR WOULD BE HAZARDOUS AND SIGNIFICANTLY INCREASE THE RISKS TO MEMBERS OF THE PUBLIC WILL NORMALLY NOT BE PERMITTED, BUT THE EXPANSION OF EXISTING INDUSTRY OR DEVELOPMENT ESSENTIAL TO AGRICULTURE, MINERAL EXTRACTION AND PROCESSING OR OTHER ESTABLISHED INDUSTRIES IN NORTH YORKSHIRE MAY BE ALLOWED.

POLICY E8

THE NORTH YORKSHIRE GREEN BELTS WILL CONSIST OF:-

- (i) A BAND FROM 1 TO 5 MILES WIDE ALONG THE COUNTRY'S SOUTHERN BOUNDARY, FROM THE BOUNDARY OF THE YORKSHIRE DALES NATIONAL PARK TO WEST OF WETHERBY;
- (ii) A STRIP BETWEEN HARROGATE AND KNARESBOROUGH;
- (iii) A BAND SOME 4 MILES WIDE ALONG THE WESTERN BOUNDARY OF SELBY DISTRICT, FROM WEST OF TADCASTER TO THE BOUNDARY WITH SOUTH YORKSHIRE COUNTY.

THESE GREEN BELTS WILL BROADLY INCLUDE THOSE AREAS PREVIOUSLY APPROVED BY THE SECRETARY OF STATE AS GREEN BELT (SOME ON AN INTERIM BASIS) WITH THE ADDITION OF A SMALL AREA SOUTH OF BALNE MOOR:

- (iv) A BELT WHOSE OUTER EDGE IS ABOUT 6 MILES FROM YORK CITY CENTRE.

POLICY E8a

IN DEFINING THE PRECISE BOUNDARIES OF THE GREEN BELT IN LOCAL PLANS, ACCOUNT WILL BE TAKEN OF:-

- (i) THE NEED TO REGULATE THE SIZE AND SHAPE OF URBAN AREAS IN ORDER TO PREVENT UNCONTROLLED GROWTH;
- (ii) THE NEED TO PREVENT THE COALESCENCE OF EXISTING SETTLEMENTS;
- (iii) THE NEED TO PRESERVE AREAS OF OPEN LAND EXTENDING INTO THE URBAN AREA FROM THE COUNTRYSIDE WHICH HAVE AN EXISTING OR POTENTIAL RECREATIONAL OR AMENITY VALUE;
- (iv) THE NEED TO PRESERVE EASY ACCESS TO OPEN COUNTRY AND OUTDOOR RECREATION IN PLEASANT SURROUNDINGS.

POLICY E9

PLANNING PERMISSION WITHIN GREEN BELT AREAS WILL NORMALLY BE GRANTED ONLY FOR THE ERECTION OF NEW BUILDINGS, OR FOR THE CHANGE OF USE OR REDEVELOPMENT OF EXISTING BUILDINGS WHICH ARE NECESSARY IN CONNECTION WITH THE FOLLOWING LAND USES:-

- (i) AGRICULTURE AND FORESTRY;
- (ii) OUTDOOR SPORT AND RECREATION
- (iii) CEMETERIES OR INSTITUTIONS STANDING IN EXTENSIVE GROUNDS; AND
- (iv) OTHER USES APPROPRIATE IN A RURAL AREA.

POLICY E10

THE EXPANSION OF SETTLEMENTS WITHIN THE GREEN BELTS, APART FROM MINOR INFILLING, WILL NOT NORMALLY BE PERMITTED. WHERE A NEED FOR EXPANSION CAN BE ESTABLISHED, THE SETTLEMENT WILL BE EXCLUDED FROM THE GREEN BELT AND THE PRECISE BOUNDARY OF THE EXTENDED SETTLEMENT DEFINED IN A LOCAL PLAN WHEN THE FOLLOWING CRITERIA WILL NEED TO BE SATISFIED:-

- (i) THE DEVELOPMENT PROPOSED IS OF AN APPROPRIATE SCALE AND TYPE;
AND
- (ii) THE PUBLIC UTILITIES HAVE SUFFICIENT SPARE CAPACITY; AND
- (iii) ADEQUATE SHOPS AND PRIMARY EDUCATION FACILITIES ARE AVAILABLE.

POLICIES E11 AND E12 deleted

POLICIES FOR THE YORK INSET AREA (YP1 TO YP22) deleted