

YORK

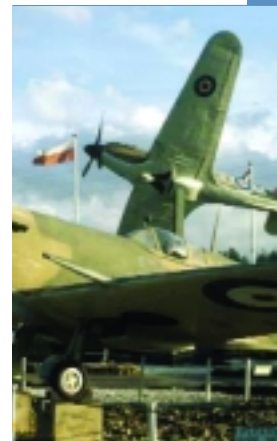


INTRODUCTION

- 9.1 The York sub area is at the centre of the Region. It includes all of the Unitary Authority of York, Selby District, the southern parts of Hambleton and Ryedale Districts, the southeast part of Harrogate District and the northwestern parts of the East Riding of Yorkshire Unitary Authority. The settlements of York and Selby are within the western part of the sub area. This western area is part of the larger Leeds City Region housing and labour market area and has generally good north-south and westward connections. The eastern part of the York sub area is much more rural in character, with Malton as the only settlement of significant size.

SETTLEMENTS, THE ECONOMY AND HOUSING

- 9.2 The sub area's topography and strong interdependencies mean that it has overlaps with a number of other sub areas. The economic and housing market links with the core of Leeds City Region are particularly strong. The sub area had a population of about 360,000 in 2003, just over half of which live in York itself. Over 280,000 live in the western part of the sub area (York UA, Selby and part of Hambleton and Harrogate Districts, which makes up less than 30% of the extent of the sub area). The remaining larger eastern area is much more thinly populated.
- 9.3 The population of York itself has grown by almost 10% in the period 1982 – 2002 and the remainder of the sub area population has grown by over 15% over the same period. By way of comparison, the Region's population has grown by just 1.5%. The population of the sub area shares many of the characteristics of the adjoining Vales and Tees's Links sub area, in that it has above regional average levels of older people and disposable incomes and lower levels of deprivation, although there are pockets of exclusion and low income.
- 9.4 The economy of the sub area is dominated by York, where the loss of traditional manufacturing jobs has been offset by growth in the services sector, including business and financial services, knowledge industries, tourism and the evening economy. These structural changes are likely to continue and are likely to underpin the long term growth of the York economy.
- 9.5 The historic city centre of York is a major regional asset and is of national and international importance in terms of its history, heritage, architecture and archaeology. It is an established major generator of tourism and a 'gateway' to the Region's range of iconic built and natural attractions.
- 9.6 Selby's growth over the last 20 years has been based on exploiting the eastward extent of the Yorkshire coalfield and its rise as a commuter settlement with good connections to Leeds and York. More local employment is needed to increase job opportunity following the decline of coal mining in the Selby area and to support Selby's Principal Service Centre role. Malton is the Principal Service Centre for much of the eastern part of the sub area and parts of the eastern Remoter Rural sub area. Further local scale employment opportunities are justified to diversify and grow the local economy and to counter out-migration by younger people and reduce long distance commuting.
- 9.7 In the sub area's rural areas, employment in the agricultural sector has declined and this is likely to continue. This underlines the need for more small-scale diverse employment development in the sub area's service centres.
- 9.8 The last 20 years have seen significant growth in the size and diversity of the sub area's economy. This trend seems likely to continue during the Plan period, albeit at a lower rate developing the York Science City initiative, York University and the SPALLATION Project at Selby will consolidate service sector growth.





9.9 The sub area's attractive settlements of all scales, rural landscapes, and proximity to strong sub regional economies of the Leeds City Region as well as to York itself continue to increase population and housing pressures across the whole sub area, particularly much of the York urban area and areas west, north and north east of York. In these areas, house prices are very high and addressing locally generated affordable housing needs is important to foster viable and sustainable communities. Outside of York itself, the sub area's rural areas and market towns are becoming gradually more dominated by older and generally more affluent smaller households. In these areas rising house prices, the loss of traditional employment and migration of the younger age groups to the Region's main urban areas are having an increasing effect on the nature and long term viability of many of the sub area's smaller settlements and rural areas.

9.10 Most of the sub area's new market housing should be provided in York and Selby. The means of achieving this focus will depend on more local studies of environmental constraints and impact on historic character. Selby will be the focus of significant, but lower scale of growth of housing and employment. It is well placed to accommodate development to serve its indigenous growth, but is also well related to York and the main urban core of the Leeds City Region. Malton will be the main focus of local growth in the eastern part of the sub area, within an overall approach of restraint in this part of the sub area. The aim here should be to widen the mix and choice of housing. There will be a strong emphasis on increasing the supply of affordable housing and supporting the role of York and harnessing some of its growth to benefit the remoter eastern parts of the sub area and to strengthen the Principal Service Centre role of Malton.

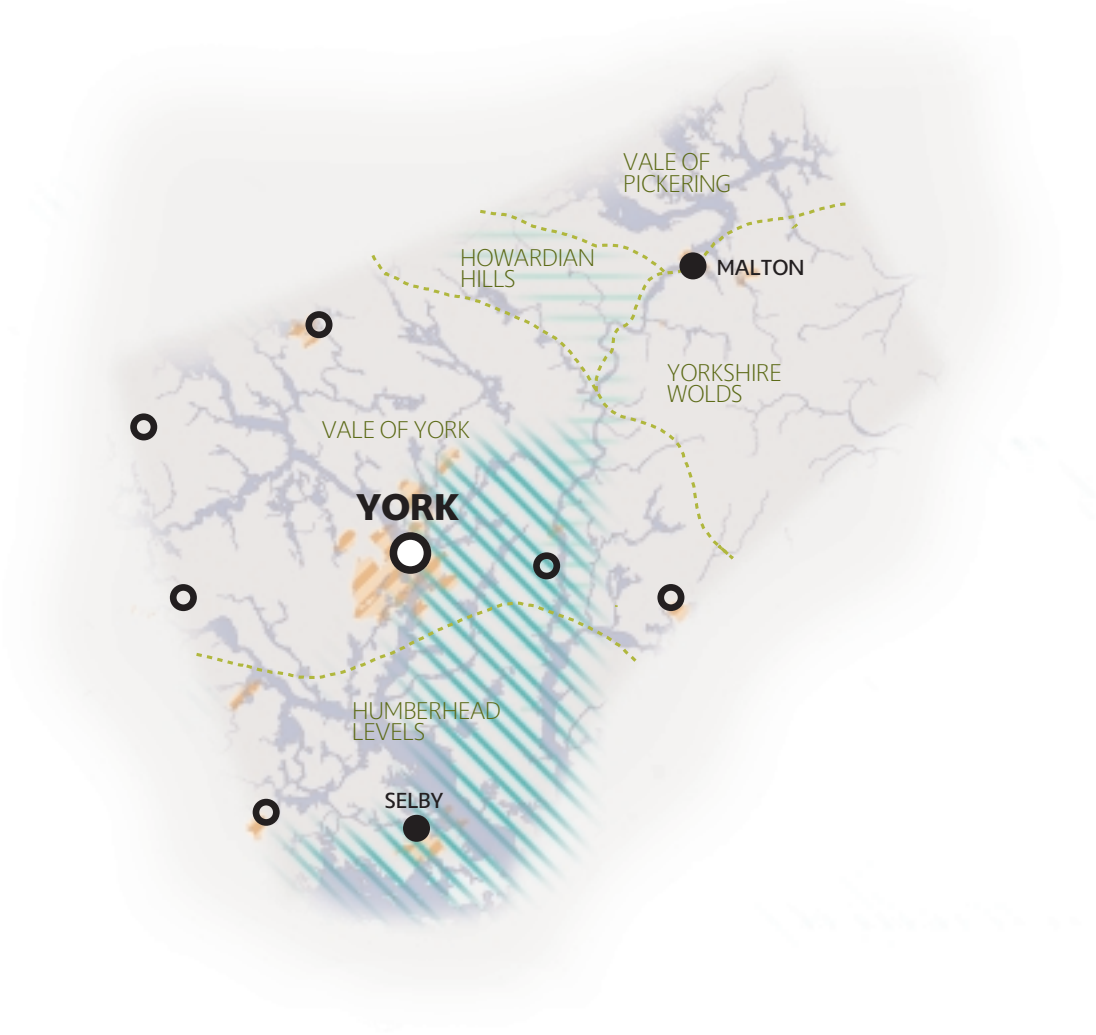
9.11 Elsewhere, a policy of development restraint should be adopted. Whilst Easingwold was identified as performing a Principal Service Centre role in the Regional Settlement Study, it is acknowledged that, given its proximity to York and its relative smaller size (compared with other Principal Service Centres) it should not be a focus for growth and should be designated as a Local Service Centre. New development should mainly focus on meeting small-scale affordable housing needs and commercial development to foster diversification and small-scale job creation.

ENVIRONMENT





9.12 Diverse natural character areas shape the landscape and topography of the York sub area. The Vale of York area, centred on York itself and Vale of Mowbray is generally low lying and, outside settlements, is usually rural in character with established field patterns and hedgerows trees and small areas of woodland. The Humberhead Levels area to the south is predominantly open, with few trees and woodland. Both these areas have extensive river systems with considerable associated flood risk.

9.13 The Yorkshire Wolds, which make up most of the eastern part of the sub area, are a chalk upland area, open in character with generally small settlements close to the spring line. The Yorkshire Wolds have a number of prehistoric landscapes and sites which should be safeguarded.





Fig.9.1 | ENVIRONMENT MAP



SETTLEMENTS

-  Sub Regional Centre
-  Principal Service Centre
-  Local Service Centre
-  Built-up Areas

ENVIRONMENT

-  Countryside Character Areas
-  Aquifer Depletion
-  Important Environmental Designation
-  High Flood Risk Area

- 9.14 In common with many of the Region's predominantly agricultural areas. Many of the sub area's landscape character areas have been damaged by intensive agricultural practices. Changes to agricultural regimes can form the basis to improve and reinforce landscape character. The southern extent of the Howardian Hills AONB lies west of Malton with the Vale of Pickering to the north and east. The River Derwent has important environmental values. The Sherwood Sandstone aquifer underlies much of the sub area south of York. The aquifer suffers from excessive summer depletion and new development must take account of this. The sub area's ranges of landscapes, as well as the historic built environments are important factors in determining capacity to accommodate new development. Minimising flood risk will be a key factor in evaluating development proposals in much of the sub area.

TRANSPORT

- 9.15 The western part of the sub area has generally good links to key national and inter-regional transport corridors. Links to the Coastal and Humber Estuary sub areas are generally lower quality. The A64 and eastern section of the Transpennine rail route provides an important link within the sub area and to the wider Coast sub area. York provides a wide range of services for much of the sub area and is well connected to its hinterland and most parts of the Region. A long term strong policy focus on promoting public transport usage and non-car modes has helped to sustain a high quality urban environment. The sub area's two Principal Service Centres offer valuable local level facilities for a much smaller, generally more scattered, population. The more remote parts of the sub area are less well served by public transport. Improvements to the Leeds-York-Harrogate rail line will be needed to make rail usage more attractive.

OUTCOMES BY 2021

- York's role as a Sub Regional Centre has been strengthened, achieving significant population, housing and economic growth without detriment to the historic and natural environment of the city
- Principal Service Centres of Selby and Malton have been developed to compliment the role of York and serve the needs of their hinterlands
- The role of Local Service Centres has been supported by small scale development to mainly meet local affordable housing needs and economic and business diversification, without detriment to the quality and character of the natural and built environment

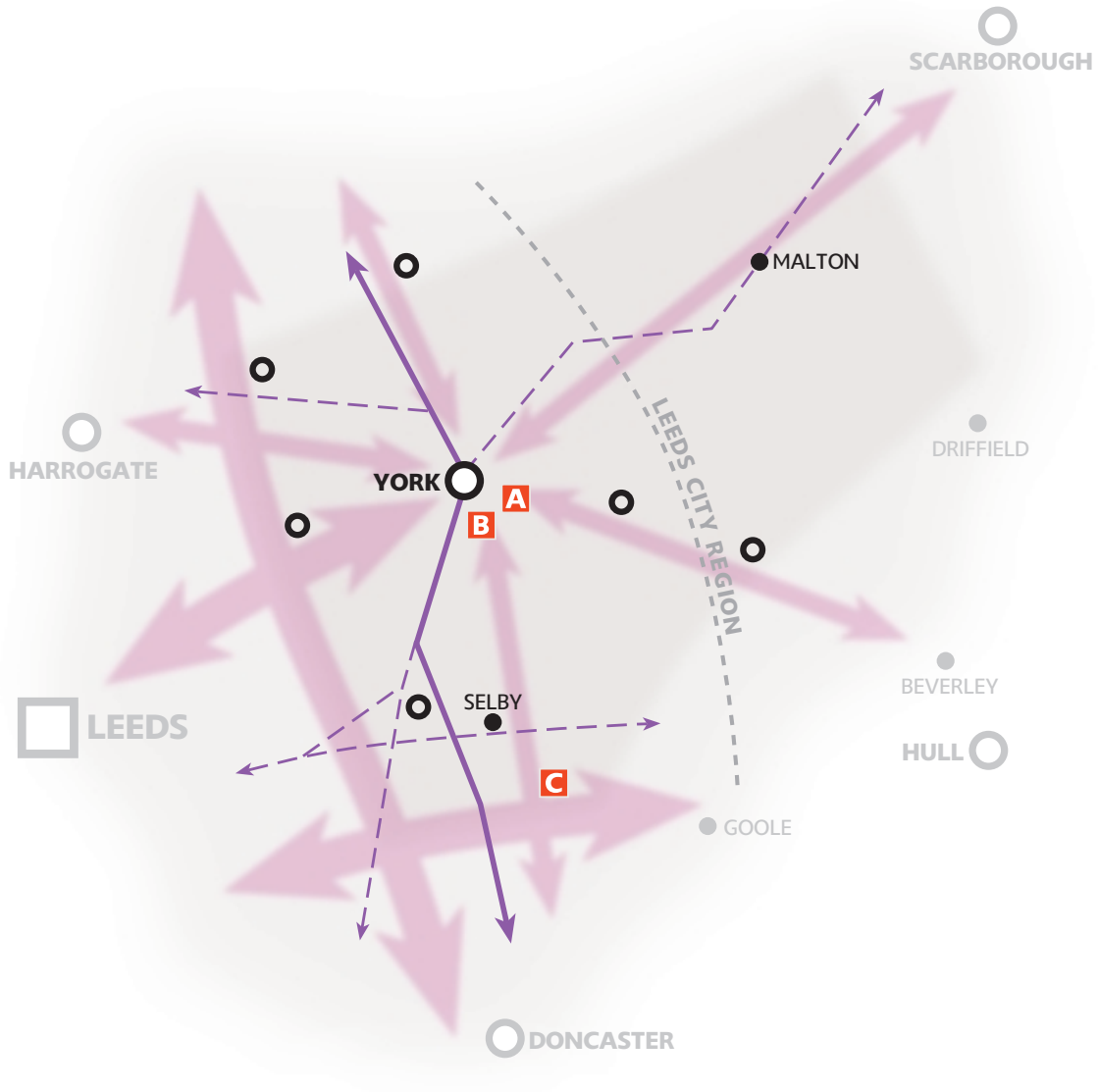
Table 9.1 | POLICY AND INDICATOR LINKS

KEY POLICY LINKS

YH7, E7, H1, H3, EV1, ENV8, ENV9, ENV10, T3, T8



Fig.9.2 | CONTEXT DIAGRAM



SETTLEMENTS

- Sub Regional Centre
 - Principal Service Centre
 - Local Service Centre
- (Settlements with influence from outside the Sub Area are in grey)

➔ Linkages

TRANSPORT

- ➔ East Coast Main Line Railway
- - - ➔ Main Railway

DEVELOPMENT PATTERNS

Regeneration/Investment Opportunity of Sub Area Significance:

- A** York Central/York City Centre
- B** University expansion and Science City
- C** ESS Selby

**POLICY
Y1****YORK SUB AREA POLICY**

All plans, strategies, investment decisions and programmes for the York sub area will, where relevant, seek to:

A

ROLES AND FUNCTIONS OF PLACES

- Ensure the roles and function of places in the York sub area complements and supports those described in the Leeds City Region
- Develop the role of York as a major Sub Regional Centre and support the roles of Selby and Malton as Principal Service Centres

B

ECONOMY

- Develop York as a key driver in the regional economy
- Diversify and grow the York economy by encouraging the business and financial services sector, knowledge industries (including 'Science City'), leisure and retail services and the evening economy and developing its tourism sector and 'Tourism Gateway' function for the Region and the whole of Northern England
- Support appropriate scales of economic growth at Selby and Malton
- Spread the benefits of York's economic success to other parts of the sub area and ensure that all members of the community have access to employment opportunities
- Safeguard the SPALLATION project site at Burn Airfield, Selby

C

ENVIRONMENT QUALITY

- Protect and enhance the nationally significant historical and environmental character of York, including its historic setting, views of the Minster and important open areas
- Safeguard and enhance the particular biodiversity, landscape character and environmental quality of the York sub area – including the 'Vales' area, Humberhead Levels area, the Derwent Valley area, the Wolds and Howardian Hills AONB
- Help to mitigate flooding through proactive planning and management and provide appropriate protection – especially York and Selby.
- Avoid exacerbating the current summer scarcity of the Sherwood Sandstone aquifer

D

TRANSPORT CONNECTIONS

- Develop the role of York as a key node for public transport services
- Implement improvements to the A1(M), A1(T), A19 and A64 and East Coast Main Line and increase the passenger and freight capacity of the Trans Pennine rail network
- Improve public transport links between the sub area's Local Service Centres and other rural communities and York and the sub area's Principal Service Centres

POLICY Y1 YORK SUB AREA POLICY (continued)

- E** STRATEGIC PATTERNS OF DEVELOPMENT
- Focus the majority of development on the City of York, whilst safeguarding its historic character and environmental capacity
 - Promote significant development at Selby to foster regeneration and strengthen and diversify its economy
 - Support an appropriate scale of development at Malton to support local regeneration and the role of York
 - Elsewhere in the sub area, especially north and east of the York urban area, adopt development restraint policy to restrict development to addressing local needs for affordable housing and allowing some small scale commercial development to diversify local economies
- F** REGIONALLY SIGNIFICANT INVESTMENT PRIORITIES
- Develop the sub area economy with major new development and initiatives including Science City at York, York Central, further developing and expanding York University and supporting the SPALLATION Project at Selby
 - Reduce flood risks along the Ouse at York and Selby, in the Derwent Valley and in the Humberhead Levels area
- G** JOINED UP WORKING
- Promote partnership approaches to economic diversification, regeneration, development and flood risk management throughout the York sub area