



**RUFFORTH with KNAPTON
NEIGHBOURHOOD PLAN**

REFERENDUM VERSION

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Sites / boundaries marked by RwK NP are for illustration only and are not intended to show precise planning application delineation.

The following Appendices can be found on our website rufforth-knaptonplan.co.uk

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1. WHAT IS THE RUFFORTH with KNAPTON NEIGHBOURHOOD PLAN?

1.1 Rufforth with Knapton Neighbourhood Plan is a new community led form of planning document for guiding the future development and growth of the Parish.

1.2 Neighbourhood Plans were introduced under the 2011 Localism Act to empower communities to better shape their places, to choose where they want new houses to be built, have a greater say on what these new buildings should look like and include measures to protect the landscape and character of the community.

1.3 It is based on extensive research and robust engagement with the local community. The Plan outlines a vision for the future of the Parish and sets out clear planning policies to help realise the vision. The Plan aims to ensure housing is located in the most sustainable locations, protecting the Green Belt and the open landscape surrounding the settlements. It will cover the period from 2017 to 2033.

1.4 A Neighbourhood Plan, once made, will form part of the statutory development plan for the area and its policies will be used to determine planning applications in the neighbourhood. The Plan will be kept under review and may change over time in response to new and changing needs and requirements.

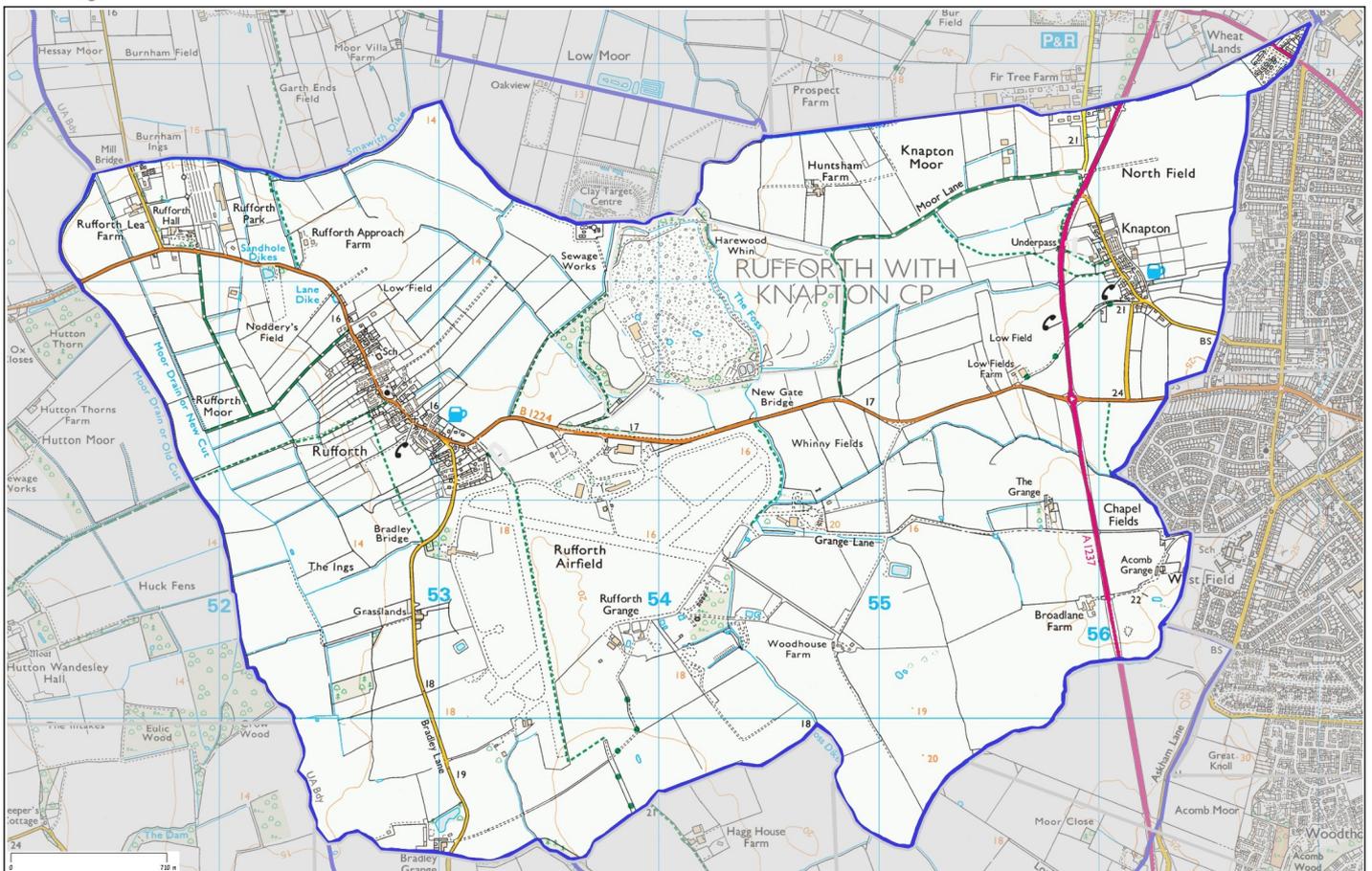
1.5 The Plan has been prepared by the Rufforth with Knapton Parish Neighbourhood Plan Group, on behalf of Rufforth with Knapton Parish Council. The Plan Area covers the whole of the Parish of Rufforth with Knapton.

Figure a) Map of the Parish (a larger map appears in Appendix I)



Parish Boundary

Rufforth with Knapton CP



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2. WHY HAVE WE DECIDED TO DEVELOP A NEIGHBOURHOOD PLAN?

2.1 There is currently no up to date adopted statutory development plan for the area. The City of York has been working on a Local Plan for a number of years, with various drafts having been produced.

2.2 Following the publication of the City of York Council's Draft Local Plan in October 2014 a meeting was held in Rufforth Community Hall, attended by more than 100 residents who expressed major concerns regarding that Plan, specifically the proposed expansion of Harewood Whin into a waste transfer station and a potential Travellers' site adjacent to the B1224. The Draft Local Plan of 2014 has subsequently been revoked.

2.3 Given the concerns of residents it was felt that a Neighbourhood Plan would provide the opportunity for the community to take a positive approach and influence the future development in the Parish. Furthermore, the Plan and the policies it contains will be specific to the Parish and reflect the needs and aspirations of the community.

2.4 The Neighbourhood Planning Group has prepared this Plan on behalf of the Parish Council to guide future sustainable development that will maintain, wherever possible, the distinctive rural character and community spirit of the Parish whilst meeting future need in terms of housing, community facilities and the local economy.

2.5 The Plan has been informed by members of the community. The community has been clear in what they would like the policies in the Plan to deliver, i.e. future development that:

- Meets the local requirement for housing over the next 20 years (as identified in any future Local Plan).
- Protects the Green Belt and the open character of the countryside in the Parish.
- Prevents the coalescence of communities and especially, Knapton with the City of York.
- Maintains the identity and style of the villages and the community spirit of the Parish.
- Encourages young families to Rufforth, thus ensuring the sustainability of facilities and services such as the primary school, village shop, Village Institute, Church and Chapel.

2.6 The Neighbourhood Plan is an opportunity for the community to have a greater influence on future growth, ensuring that it protects and enhances the things people value most about the area.

3. HOW DOES THIS PLAN WORK WITHIN THE PLANNING SYSTEM?

3.1 This Plan has been produced under the powers of the 2011 Localism Act, giving communities the power to produce their own Neighbourhood Plans which will influence future development in their local area.

3.2 Neighbourhood Plans can be narrow or broad in scope and there is no requirement to include policies dealing with particular land use or development. The locally formulated policies will be specific to Rufforth with Knapton Parish and reflect the needs and aspirations of the community. Where there are national and district planning policies that meet the needs and requirements of the Parish, they are not repeated in the Plan.

3.3 The intention of the Localism Act is for communities to have a greater say and role in the planning system by shaping future development in their area. However, all neighbourhood plans must be prepared to comply with a set of Basic Conditions.

3.4 Firstly, neighbourhood plans must have regard to national policies. The Government's planning policy for England is set out in the National Planning Policy Framework (NPPF). The focus of this policy is the contribution that planning can make to sustainable development through the joint pursuance of economic, environmental and social improvement.

3.5 Secondly, the making of the Neighbourhood Plan must be in general conformity with the strategic policies contained in the development plan for the area. This requirement is somewhat complicated in the case of the Rufforth with Knapton Parish in that there is currently no adopted Local Plan. The City of York has been working on a Local Plan for several years, but progress has been stalled for a number of reasons. However, the emerging Local Plan has been submitted for independent examination and will be the subject of a public hearing in due course. The City of York Draft Control Local Plan Incorporating the 4th Set of Changes (April 2005) is currently a material consideration for development control decisions.

3.6 National Planning Practice Guidelines states that *"where a Neighbourhood Plan is brought forward before an up-to-date Local Plan is in place, the qualifying body and the local planning +*g authority should discuss and aim to agree on the relationship between policies in the emerging Neighbourhood Plan, the emerging Local Plan and the adopted development plan with appropriate regard to national policy and guidance."* The policies in the Draft Rufforth with Knapton Neighbourhood Plan have been developed with due consideration to the reasoning and evidence informing the emerging Local Plan and is in general conformity with the City of York Local Plan (submitted version May 2018).

3.7 Thirdly, in order to meet the basic conditions, Neighbourhood Plans must be compatible with EU and UK government obligations and contribute to the achievement of sustainable development. Of special relevance to neighbourhood planning is the assessment of certain plans on the environment (Strategic Environmental Assessments).

3.8 It is the role of the local Planning Authority to define the extent of the boundaries of the Green Belt. In the case of Rufforth with Knapton this will be done as part of the emerging City Of York Local Plan which has not yet been adopted. As a result the Neighbourhood Plan must conform with the boundaries of the Green Belt as defined in the City of York Local Plan fourth Set of Changes (2005). Once the emerging City of York Local Plan is adopted it is the intention of the Parish Council to immediately review the Neighbourhood Plan to ensure conformity with the adopted Local Plan.

3.9 Once accepted, this Plan will form part of the statutory development plan for the Rufforth with Knapton Parish. Decisions on planning applications within the Parish will be made using both the Local Plan and the Neighbourhood Plan and any other material considerations.

4. THE PLAN PROCESS

4.1 On January 5th 2015 The Parish Council agreed to support in principle the production of a Neighbourhood Plan for the Parish subject to receiving sufficient support from residents. At a public meeting attended by some 60 residents this support was wholeheartedly given and the working group was formed, consisting of members of the community and Parish Councillors.

4.2 On 7th July 2015, Rufforth with Knapton Parish was officially designated by the City of York as a Neighbourhood Planning Area.

4.3 A Neighbourhood Plan must represent the views of the whole community and thus it was essential that full consultation was undertaken at all key stages of the Plan's development.

4.4 The first task was to conduct a survey of the views of residents, businesses and landowners in the Parish. A Questionnaire was sent to all 427 households in the Parish in June 2015. A 73% response rate was achieved and a detailed analysis of the results undertaken. A report on the results was circulated to residents during September 2015 and can be found in Appendix V. The Vision and Aims of the Plan along with the proposals contained therein are based on the findings of the survey. Progress updates were circulated to residents at which point further comments were encouraged. Details of proposed housing allocations were circulated in August 2016 and a 'drop-in' meeting held in order to hear the views of residents. The Questionnaire responses, the 2011 Census and feedback from public meetings and the web site form the basis of the Plan Vision and Objectives and subsequent policies.

4.5 A pre-submission consultation was conducted during 7th July to 18th August 2017. A copy of the Draft Plan was delivered to every household in the Parish and a 'drop-in' meeting held on 15th July. Copies of the Plan were also made available to official bodies, landowners and developers. 55 responses were received from residents, largely supportive of the Plan. Revisions to the Plan were made following this consultation and are incorporated in the Plan as submitted.

5. ABOUT RUFFORTH with KNAPTON PARISH

5.1 The Parish of Rufforth with Knapton lies within the Vale of York, approximately 5 miles west of the City of York. Rufforth is the larger village in the Parish and sits astride the B1224. The Parish also includes the village of Knapton, situated within the York outer ring road, scattered agricultural enterprises and a settlement off Boroughbridge Road.

5.2 Rufforth, Knapton and Acomb Grange are all mentioned in the Domesday Book. The Domesday survey indicates almost 1000 years of established settlement at what is now the villages of Rufforth and Knapton. Modern names found in and around Rufforth, such as Southfield, Lowfield and Nodderys (north) are all derived from the medieval field system. Similarly, Knapton, a hamlet in the middle ages, had open fields, evidence of which is preserved in the local names of Lowfield and Northfield. Acomb Grange was founded in the 1120's by the Master of St. Leonard's Hospital and became part of Rufforth Parish prior to 1520. It is connected with major events in England's history e.g. the Pilgrimage of Grace in Henry VIII's reign, the battle of Marston Moor in the English Civil War and with George Hudson, the "Railway King". Hudson built some railway sheds for his line from York to Leeds, near to Acomb Grange, but the railway line never materialised. Currently there are 3 other properties around the Grange, converted from its original farm buildings. Acomb Grange is a 5 van Camping and Caravanning Club certified site.

5.3 Both Rufforth and Knapton were historically Parishes within the West Riding of Yorkshire. In 1974 they were transferred to Harrogate Borough Council in the new County of North Yorkshire. In 1988 Knapton Parish was absorbed by Rufforth Parish and became the Parish of Rufforth with Knapton. The Parish was transferred to the City of York in 1996 and is part of the Rural West Ward.

5.4 Knapton has a single principal street (Main Street) and, on the east side, a Back Lane. It is likely that the village was originally laid out as a single sided village with the main street lined by houses and Back Lane by farm buildings, with easy access to the adjacent fields. Later expansion has taken place by new buildings on the west side of the Main Street but no back lane has been created there. Most building is contained within an interim envelope created by Main Street and Back Lane. Despite the proximity to the City of York the surrounding countryside has helped Knapton maintain its rural appearance.

5.5 Rufforth village is a linear settlement, stemming from a line of cottages and small holdings into the village it is today. A number of cul-de-sacs have developed from former farmyards and paddocks. The Village is a compact area of housing surrounded by open, largely flat countryside. Village boundaries are clearly defined by playing fields and burial grounds to the south east and allotments to the northwest. The allotments came from a scheme to give men returning from the First World War a small plot of land on which to grow vegetables and keep livestock.

5.6 For a more detailed history of the villages please refer to Appendix II.

Community Profile

5.7 The Parish is predominantly rural and comprises the two villages of Rufforth and Knapton, a small settlement on the Boroughbridge Road and a very small area, Acomb Grange, on the city boundary at Chapelfields. Both Rufforth and Knapton villages have status within the Draft Green Belt.

5.8 The 2011 census showed the Parish to have a population of 1027 of which 633 lived in Rufforth. This compared to the 2001 census with a total population of 950 of which 560 lived in Rufforth, an increase of 8.1% overall and 13% in Rufforth.

The following tables showing an analysis of house sizes and age profile of the Parish. A full statistical profile can be found in Appendix VI.

Household size by number of bedrooms (2011 Census)

Bedrooms	Rufforth with Knapton		York	Yorks & Humb'side	Eng.
	No.	%	%	%	%
1 bedroom	13	3.1	10.7	10.2	12.0
2 bedrooms	65	15.5	31.4	28.4	27.8
3 bedrooms	169	40.2	36.8	43.7	41.2
4 or more bedrooms	173	41.2	21.1	17.7	19.0
All households	420	100.0	100.0	100.0	100.0

Residents by age band (2011 Census)

Age Band	Rufforth with Knapton	York	Yorks & Humb'side	England
	%	%	%	%
Aged 0-4	4.7	5.4	6.2	6.3
Aged 5-15	13.2	10.7	12.7	12.6
16-24	6.9	16.9	12.6	11.9
25-44	21.3	26.7	26.3	27.5
Aged 45-59	25.0	18.4	19.5	19.4
Aged 60+	28.8	22.7	22.7	22.4

5.9 This information has been used to help inform the Plan on future housing needs and the mix of housing required.

5.10 The housing stock in the Parish is generally good with the main tenure being owner occupation (90% vs 63% nationally). The area is strategically well located in relation to the national road network and there is some public transport provision by bus. There are very high levels of car ownership with 92% households owning a car (vs 74% both nationally and for the City of York).

5.11 Most of the facilities provided in the Parish are located in Rufforth. It has a primary school (new build in the 1970's by West Yorkshire County Council), Church, Chapel, pub, Village Institute, Community Hall, sports pavilion, allotments, playing fields (including tennis courts, football and cricket pitches and a children's play area and sports pavilion), Out Reach Post Office and the Old School has become a shop and tearoom. The Old School and Rufforth Institute are held in trust for the village.

5.12 Knapton has few amenities but has a thriving local pub, the Red Lion (a quintessential English Bistro), a recreation ground and allotments.

Economy

5.13 The Parish was traditionally a farming community, but in the last 30 years the farms have been given up to small housing developments mainly in cul-de-sacs to maintain the linear aspect of both villages. One farm from Knapton and one from Rufforth have relocated on the edges of the villages. The Parish remains predominantly agricultural in nature but is also home to the Harewood Whin waste management site, two transport operations located on the old airfield plus a few other small rural businesses. On the edge of the village Rufforth Park is home to regular car boot sales and auto jumbles. Northminster Business Park borders the Parish to the north and is home to a wide range of small to medium size businesses.

5.14 However, there are limited employment opportunities in the Parish and though a growing number of people do work from home, most residents look to nearby York, Harrogate and Leeds for work. Currently a small number of residents commute to London but this is likely to increase with the introduction of HS2 reducing journey times between York and London.

6. WHAT MAKES THE PARISH SPECIAL?

6.1 The community highlighted a number of key elements that they believed made the Parish a special place to live, some of which are shown below. It is these qualities that the Plan seeks to protect and further enhance:

- *"The Parish with its close proximity to York provides the advantage of living in the country but with the convenience of amenities close by. The modest size of the villages, support a strong community spirit and social capital. Everyone is welcoming, supportive and always on hand to help one another."*
- *"Knapton is a small hamlet surrounded by green fields, retaining its 'old fashioned' rural village feel and offers 'wild areas' essential to the conservation of wildlife."*
- *"Rufforth has a good range of facilities including a pub, village shop, sports facilities and a small 'outstanding' (OFSTED) school, all within walking distance to those who live in the village. It is great place to raise a family."*
- *"Boroughbridge Road Area provides a good balance between urban and rural appearance and atmosphere. The Area feels quiet and safe, despite being within the outer ring road of York City."*

7. VISION AND AIMS

7.1 The Questionnaire responses, the 2011 census and feedback from public meetings and the website form the basis of the Plan Vision and Aims and subsequent policies.

7.2 Vision

To sustain the distinctive rural character and identity of the Parish, whilst encouraging a vibrant environment and community for families and people of all ages to live and work within a thriving local economy.

7.3 Aims

- To protect the Green Belt.
- To ensure all new development maintains the physical separation of the Parish from the City of York.
- To ensure Rufforth is surrounded by green fields outside the ring road and that Knapton and Boroughbridge Road area are protected from coalescence with City of York.
- To support appropriate small scale residential development that meets local needs and is designed to enhance the character of the villages in which it is to be built.
- To encourage a mix of housing suitable for families and people of all ages. In particular, to enable young people to remain in the Parish if they so wish.
- To encourage a thriving rural economy by supporting agriculture and small scale commercial development where possible, including the potential conversion of existing buildings.
- To support and enhance facilities and services to meet local need.
- To protect, improve and, where necessary, extend the current network of footpaths and cycle ways to ensure good links between villages and in to the countryside.

7.4 The Vision and Aims will be realised by a small number of planning policies, which consultation shows matter most to the community, and to which the Plan can add the greatest additional value.

8. NEIGHBOURHOOD PLAN POLICIES & COMMUNITY ACTIONS

The following policies and community actions have been produced to manage the future development of Rufforth with Knapton Parish in accordance with the vision and objectives of the Neighbourhood Plan. The Plan does not duplicate national or district (i.e. City of York) planning policies. Its policies will work alongside these. Where there are national and City of York planning policies that meet the needs and requirements of the Parish they are not repeated in the Plan. It is important to note that when using the Plan to form a view on a development proposal, planning application or policy issue, the whole document and the policies contained in it should be considered together. While every effort has been made to make the main parts of this Plan easy to understand, the wording of the actual policies is necessarily more formal, so that it complies with statutory requirements.

8.1. DRAFT GREEN BELT

8.1.1 It is important to stress that the emerging City of York Local Plan will not be **reviewing** the Interim Green Belt but will be **establishing** a Green Belt for the first time. It will be guided by The Regional Spatial Strategy (RSS) for Yorkshire and the Humber (Partial Revocation) Order of 2013 which contains the following retained policy references:

8.1.2 Policy YH9 of the Yorkshire and Humber Plan Regional Spatial Strategy to 2020 on Green Belts ...*“The detailed inner boundaries of the Green Belt around York should be defined in order to establish long term developments limits that safeguard the special character and setting of the historic York”,* and Policy Y1 York sub area policy ...*“plans...should in the City of York LDF (Local Development Framework), define the detailed boundaries of the outstanding sections of the outer boundary of the York Green Belt about 6 miles from the York city centre and the inner boundary in line with Policy YH 9.. protect and enhance the nationally significant historical and environmental character of York, including its historic setting, views of the Minster and important open areas.”*

8.1.3 The neighbourhood plan has been produced within the context of the preparation of the emerging City of York Local Plan (2017-2033). The Local Plan will establish detailed Green Belt boundaries. This approach follows the advice in paragraphs 83-85 of the NPPF that the identification and modification of green belt boundaries are matters for the local planning authority to determine. At the same time the neighbourhood plan needs to be in general conformity with the strategic policies of the development plan. In this case, these are policies YH9 and Y1 of the Yorkshire and Humber Regional Spatial Strategy. These identify the general extent of the York Green Belt and set out its national significance. Whilst not forming part of the development plan the City of York Draft Local Plan incorporating the Fourth Set of Changes Development Control Local Plan (April 2005) was approved for development control purposes. The effect of this process is that decisions on planning applications falling within the general extent of the Green Belt (as defined in the RSS) are taken on the basis that land is treated as Green Belt.

8.1.4 In these circumstances the submitted plan continues to apply the approach to the identification of the Green Belt as set out currently in the RSS and the Fourth Set of Changes Development Control Local Plan (2005) on an interim basis until such time as the emerging Local Plan is adopted. This will ensure that the preparation of the emerging Local Plan is used as the mechanism for the detailed identification of the York Green Belt boundaries in accordance with national planning policy. It will also provide the proper opportunity for developers and land owners to contribute to this debate both in general terms and to provide the agreed levels of development for the City. Once the emerging Local Plan has been adopted the neighbourhood plan will be reviewed in order to ensure that the two elements of the development plan are consistent on this important matter.

8.1.5 The villages of Rufforth and Knapton were identified as “washed over” villages in the Draft Green Belt around York. In the City of York Draft Local Plan- Preferred Options April 2013 (Policy GB2 1.16) “washed over” villages are identified as contributing to the openness of the Green Belt. Development is only seen as acceptable/suitable if it is appropriate infilling and village envelopes are protected.

8.1.6 Village envelopes are a commonly used tool in planning documents such as Neighbourhood Plans, Local Plans and core strategies. They are used to define the extent of a built-up part of a settlement. They distinguish between areas where in planning terms, development would be acceptable in principle such as in the main settlements and where it would not be e.g. in the open countryside or in the Green Belt.

8.1.7 The Green Belt is primarily identified to protect the historic character and setting of York.

8.1.8 Currently, the general extent of the Draft Green Belt (the City of York Local Plan Publication Draft, February 2018) circles York at a radius of approximately 6 miles.

8.1.9 Even though York’s Green Belt is still, technically, a Draft Green Belt, it has been in existence for several decades and has been reaffirmed in planning refusals and dismissals of planning appeals. Most recently, the “calling in” by the then Secretary of State of Yorwaste’s extension plans for Harewood Whin ref.no.13/00041/FUL and the positioning of a site for show people in the Draft Local Plan Preferred Options 2013.

8.1.10 Paragraph 80 of the National Planning Policy Framework (2012) sets out the five purposes of a Green Belt as follows:

1. To check the unrestricted sprawl of large built up areas.
2. To prevent neighbouring towns merging with one another.
3. To assist in safeguarding the countryside from encroachment.
4. To preserve the setting and character of historic towns.
5. To assist in urban regeneration by encouraging the recycling of derelict and other urban land.

8.1.11 Protecting the Green Belt, maintaining a clear and separate identity from the City of York, has been identified as an imperative by the residents of the Parish of Rufforth with Knapton. The results of the Neighbourhood Plan Questionnaire showed that residents rated the importance of the Green Belt at 9.6 from a possible maximum of 10.

8.1.12 The City of York emerging Local Plan (2018) supports the view that the Green Belt currently surrounding the Parish plays a vital role in maintaining the identities, characters and settings of the three small communities within the Parish.

8.1.13 **Knapton** lies less than 4 miles to the west of York city centre. The village itself has a simple plan with a single principal street, Main Street, and on its eastern side by Back Lane. There has been small development to the north and south along these lines, with two outlying properties on the edges of these lines. All these in accordance with Knapton's "washed over" Green Belt status and purposes 1, 3 and 4 of a Green Belt.

8.1.14 The **Boroughbridge Road** area residents, especially the Trenchard Road community, in ex MoD housing, enjoy the "quiet, secure balance between the countryside and urban Greater York". (Neighbourhood Plan Questionnaire). This section of the Parish retains the rural setting of the City of York when viewed from the A1237 and A59 on the western approaches. The Boroughbridge Road area "warrants protection" according to the Historic Character and Setting Technical Paper Update June 2013, and the City of York Local Plan Publication Draft (February 2018) Green Belt around it serves purposes 1 and 3.

8.1.15 **Rufforth** is a linear settlement village along the B1224, five miles from York, 8½ miles from Wetherby and 20 miles from Leeds. It enjoys a strong sense of community around its village hall, shop, Churches, Chapel school and pub. Situated in the Vale of York, there are fine views of the Hambleton Hills, including the White Horse, the Wolds to the east and out to Menwith and beyond to the west.

8.1.16 York's previous Draft Local Plan Preferred Options 2013 drew on the earlier "Approach to Green Belt Appraisal 2003" and recognised *"that areas of land outside the built-up areas should be retained as open land as they prevent communities within the environs of York merging into one another and the City. These areas are considered to have a key role in preserving the identity of the settlements and villages around York."*

8.1.17 The Historic Character and Setting of York is not limited to the medieval walled city. It refers to a much wider concept which includes the open, flat vale around York, the approaches to the city and its relationship with its surrounding village parishes. The Natural England Character Area Profile for the Vale of York 2012 provides helpful analysis in regard to how the landscape can accommodate change. It identifies actions including *"ensuring development limits enhance the setting of York in the wider Vale maintaining the distinct form of linear developments"*.

8.1.18 On the western approaches to the city, the emerging City of York Local Plan (2018) Green Belt around the Parish of Rufforth with Knapton enhances the position of York in the Vale and, especially, checks the further sprawl into an area of open and low lying countryside where development would have an urbanising effect far beyond its immediate boundaries.

8.1.19 The Neighbourhood Plan Policies will encourage small, commercial development, with the emphasis on converted agricultural buildings. It will follow National Planning Policy Framework (NPPF) criteria and the Plan's criteria for change of use and will not undermine the strategic function of a Green Belt. The Plan will also promote small scale housing development in the same way, preserving the character and setting of the villages.

8.1.20 The emerging City of York Local Plan (2018) omits the previously proposed Travellers' site alongside the B1224 as serving Green Belt purposes and therefore unsuitable for Travellers' site development. The Neighbourhood Plan fully supports the current plan for no Travellers' site in the Parish.

8.1.21 The Neighbourhood Plan's Draft Green Belt will also prevent coalescence between Knapton, the Boroughbridge Road area and the main areas of urban York. It will seek to preserve the openness of the linear arrangement of Rufforth from the encroachment of non-residential use of land, as at Harewood Whin, and the transport depots on the eastern approaches to Rufforth, located on the airfield.

8.1.22 The Neighbourhood Plan's Draft Green Belt seeks to preserve the agricultural character of the Parish. Arable farming, pasture land and thriving equine activities surround the villages. The land within the Parish is identified as Agricultural Land Classification grades 2 (very good) and 3 (good to moderate). Both villages are surrounded by arable farming, vital in contributing to the country's food security into the future. As well as cereals, potatoes and sugar beet are harvested across the Parish. Therefore, the area's soils should be valued as a finite multi-functional resource which underpins well-being and prosperity. Soil can be a store for carbon and water, a reservoir of bio-diversity and a buffer against pollution. The NPPF particularly paras.109 and 112, reflects the importance of the conservation and sustainable management of soils. Agricultural land in the Parish is generally grade 3 or higher and as such should be protected from development in the interests of the local rural economy and indeed the wider national economy (NPPF Para 17) Food security is likely to become a particularly important issue as a result of Brexit.

8.1.23 Village envelopes are a commonly used tool in planning documents such as Neighbourhood Plans and local plans or core strategies. They are used to define the extent of a built-up part of a settlement. They distinguish between areas where in planning terms development would be acceptable in principle such as in

the main settlements and where it would not be (generally in the least sustainable locations) such as in the open countryside or in the Green Belt.

8.1.24 The interim village envelopes have been the subject of much local debate. They are included within this plan to reflect the procedural circumstances already addressed in paragraphs 8.1.3/4 of this report. They will be reviewed once the Local Plan has been adopted.

Figure b) Village Boundary for Knapton (as defined in CYC Draft Local Plan 2005)

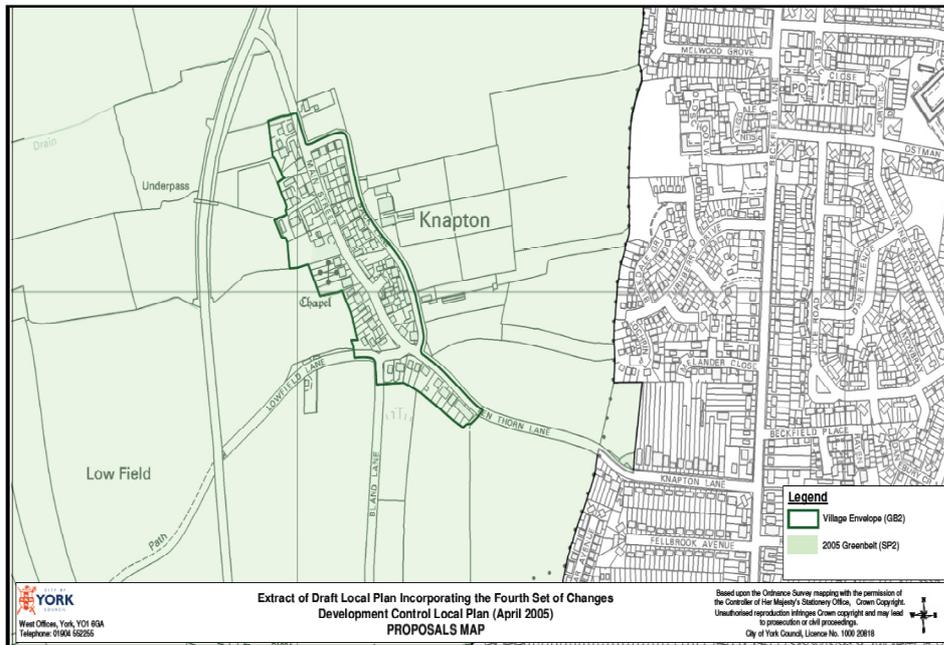
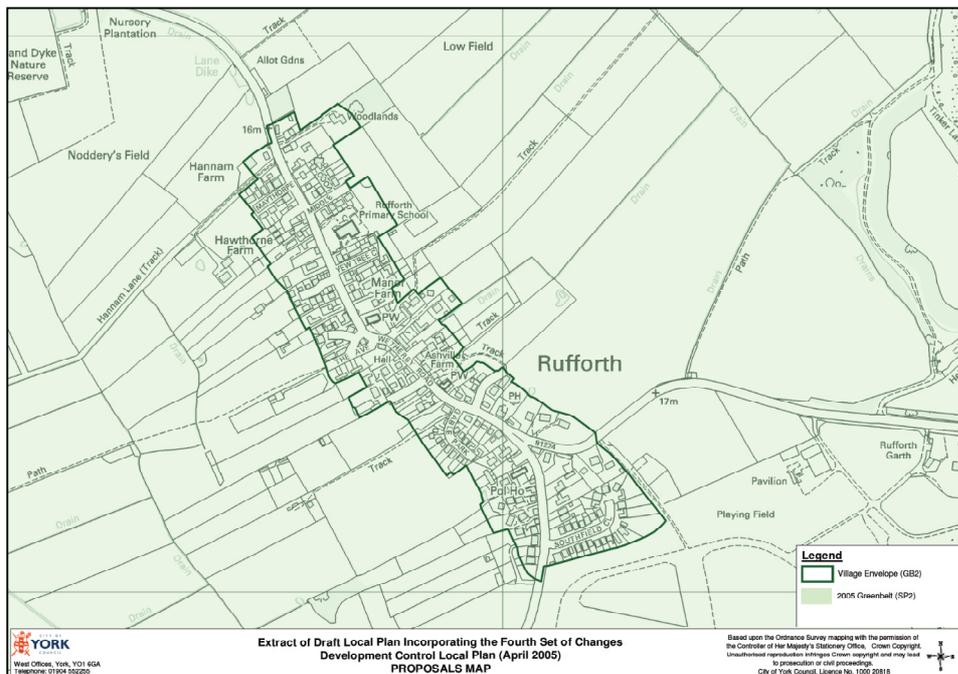


Figure c) Village Boundary for Rufforth (as defined in CYC Draft Local Plan 2005)



THESE BOUNDARIES WILL BE SUBJECT TO CHANGE UPON ADOPTION OF THE CYC LOCAL PLAN 2018

8.1.25 Focusing limited development in the Village Envelopes may help to support the existing very limited services and facilities in the Villages and the wider Parish, such as pubs and the primary school, and protect the countryside from inappropriate development. It is acknowledged that the primary school is currently at capacity with circa 90 pupils of which approx. 50% are from outside the Parish. Although priority in the future will be given to children resident in the Parish, if more young families are attracted to the Parish then additional classroom capacity will be required, at least in the short term and potentially in the longer term, if parental choice over the wider area is to be maintained.

8.1.26 New infill within the village envelopes should not be so intensive as to change the open weave of the village's overall character.

8.1.27 For further information, as to what constitutes 'Appropriate' or 'Inappropriate' development in the Green Belt see Appendix VII.

Policy No. Rwk 01 - Draft Green Belt - The general extent of the York Green Belt within the Plan area is shown on the Policies Map and in Figures (b) and (c).

Within the general extent of the Green Belt inappropriate development will not be supported except in very special circumstances. New buildings are regarded as inappropriate development and will not be supported other than in the circumstances identified in paragraph 89 of the National Planning Policy Framework.

Proposed developments for the following uses will be supported provided that they preserve the openness of the general extent of the Green Belt and do not conflict with the purposes of including land in the Green Belt:

- ***Minerals extraction;***
- ***Engineering operations;***
- ***Local transport infrastructure that can demonstrate a requirement for a Green Belt location;***
- ***The re-use of buildings provided that the buildings are of permanent and substantial construction; and***
- ***Development brought forward under a Community Right to Build Order***

8.2. GREEN INFRASTRUCTURE

8.2.1 The communities within the Parish of Rufforth with Knapton are each identified by the green spaces around them. Views over green fields, quick and easy access to the leisure amenities of walking and cycling, observing varied and interesting wildlife, enjoying a sense of peace and security are all highly valued across the Parish.

8.2.2 Modern conservation principles towards flora and fauna should be encouraged to retain as much green area and as many existing trees as possible in order to maintain a continued abundance of wildlife, to include protecting hedgerows, tree species and verges. The planting of native trees and shrubs, together with the reintroduction of hedges both within and on the periphery of the village should be encouraged as part of any landscape scheme to support wildlife, screen noise and maintain the natural landscape. Development proposals should be designed to retain trees and hedgerows of good arboricultural, ecological or amenity value.

8.2.3 National planning policy enables a Neighbourhood Plan to designate areas of 'Local Green Space' for special protection where for example the land is demonstrably special to a local community and is not an extensive tract of land. Where land is designated as a local green space, it is protected from development other than in very special circumstances.

8.2.4 The Neighbourhood Planning Group has carried out a review of the open spaces across the Parish. The spaces assessed were identified, by the community and the Neighbourhood Planning Group, as of special importance to the community and meet the criteria for designation as set out in national planning policy.

8.2.5 A full justification of the areas proposed for local green space designation is provided in Appendix VIII.

Figure d) Greenspace in Rufforth

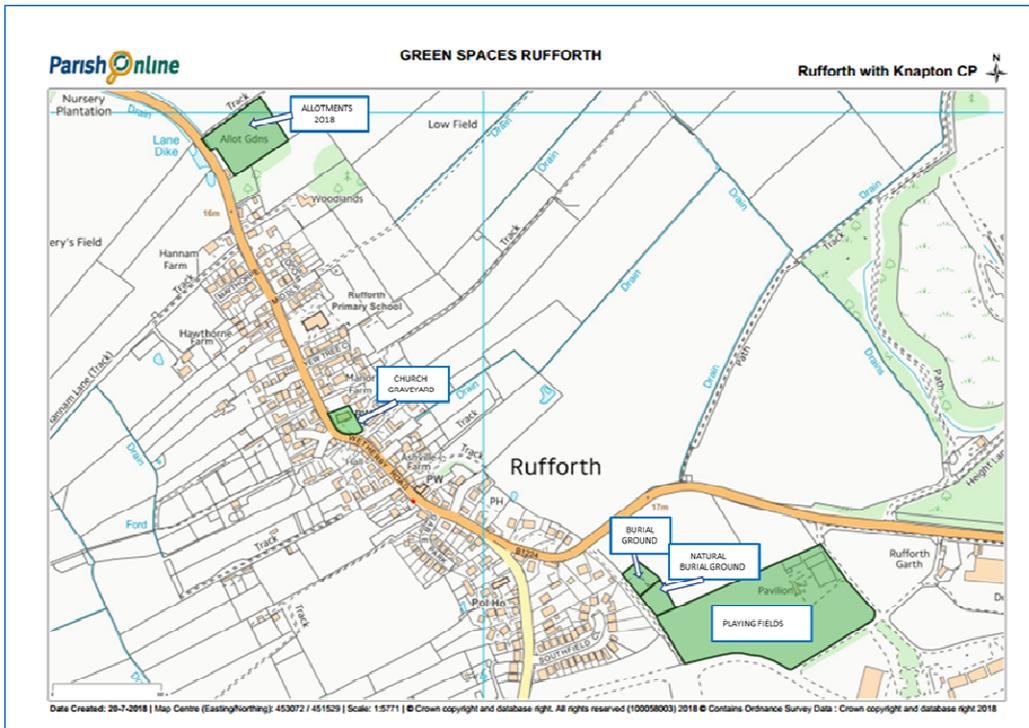


Figure e) Greenspace in Knapton



8.2.6 The Parish, set in Rural West York, has designated open spaces in the ward profile in the City of York's previous Draft Local Plan (2014) ... the allotments in Rufforth and Knapton which are both well used, adding to self-sufficiency and well-being. The children's play area and outdoor play facilities at Rufforth's primary school are also open space areas. The Parish Church's graveyard was designated open space and the Burial Ground along with the Natural Burial Ground on Southfield Lane are significant areas in the community. They are tranquil and beautifully cared for and visited by many. For these reasons, their designation as "open space" is important.

8.2.7 Rufforth also has extensive playing fields on the eastern edge of the village for football, tennis, cricket and informal village sports. It currently supports two senior football teams and one junior (Rufforth United), two cricket and eight tennis teams. It also has a newly renovated children's play area.

8.2.8 In 2008 a recreation field was created in Knapton village enhancing its Green Infrastructure.

Policy No. RwK 02 - Local Green Space - The following areas as shown on Figures d and e are designated as Local Green Spaces:

- ***The Rufforth Church graveyard***
- ***Rufforth Burial Ground***
- ***Rufforth Natural Burial Ground***
- ***Allotments in Rufforth and Knapton***
- ***Knapton recreational field***
- ***Rufforth playing fields***

New development will not be supported on land designated as local green space except in very special circumstances.

8.3. HISTORIC CHARACTER

8.3.1 Fundamental to any future development will be the recognition and preservation of the historic character and features of the villages.

8.3.2 The Parish of Rufforth with Knapton contains 5 listed buildings - St. Peter's Farmhouse and the 2 adjoining cottages in Knapton; Pear Tree Farmhouse and All Saints' Church in Rufforth. In Rufforth, the village pump and trough and pinfold are also listed. The pond and Sand Dykes Nature Reserve, given to the Parish Council in the 19th century, are Sites of Local Interest. Of great significance to the historic character of the Parish are the red phone box, village garden, and the pinfold in Knapton.

8.3.3 The pattern of strip field farming is still evident around Rufforth and residents enjoy views through open countryside due north to the White Horse at Kilburn, eastwards to the Minster tower and across to Menwith Hill by Harrogate. The registered Battlefield of Marston Moor lies approximately 4kms to the west of the Parish. No development in the Plan area would be supported if it was likely to have an adverse impact on the setting of the Battlefield.

Policy No. RwK 03 – Heritage. Any development proposals that would damage, have significant adverse effects on any listed building, named significant Parish features or Sites of Local Interest as listed in paragraph 8.3.2 of the plan will be assessed on the basis of the relationship between the impact of the proposed development and the importance of the heritage asset in accordance with paragraphs 133 to 136 of the NPPF.

Community Action. RwK 03-CA – Heritage - An ongoing programme of care to maintain and enhance the phone box, pump and pinfolds will be implemented.

8.4. BIODIVERSITY

8.4.1 In the open countryside around Rufforth, drainage dykes cross the land. Here there are kingfishers, pike and occasionally, otters.

8.4.2 The village pond and Sand Dykes Nature Reserve are designated as Sites of Local Interest (SLI). Over the arable fields and along the gliding club runway, curlew, skylarks, lapwing, buzzards and flocks of golden plover fly and brown hares run. Every species of British owl... tawny, barn, little, long and short-eared can be spotted too.

8.4.3 The open green spaces, mature trees, hedgerows and green routes combine to provide valuable green infrastructure which helps to deliver environmental sustainability; maintaining wildlife and bio-diversity, mitigating flood risk, reducing the impact of climate change and improving people's well-being.

8.4.4 The majority of the land in the Parish is productive agricultural land. Current national farming policies encourage biodiversity and these should be supported to provide a managed landscape which is both productive and environmentally sustainable.

Policy No. RwK 04 - Biodiversity - Development proposals that conserve or enhance wildlife, wild flowers, hedgerows and trees will be supported.

8.5. FOOTPATHS AND CYCLEWAYS

8.5.1 The Parish has a network of well used paths, green lanes and bridleways providing vital access to open countryside and green spaces within the communities.

8.5.2 Footpaths and green lanes link the Parish to the rural communities of Askham Richard, Askham Bryan, Hutton Wandesley, Long Marston and Hessay.

Figure f) Footpaths in Knapton

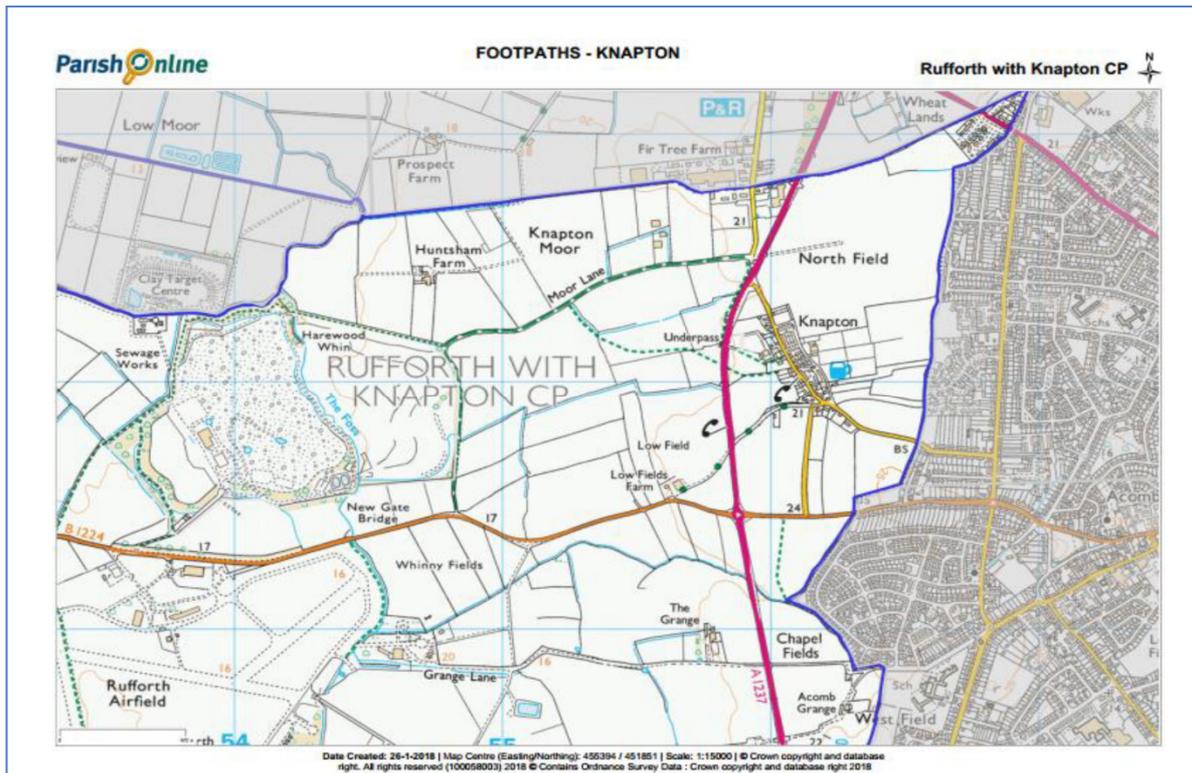
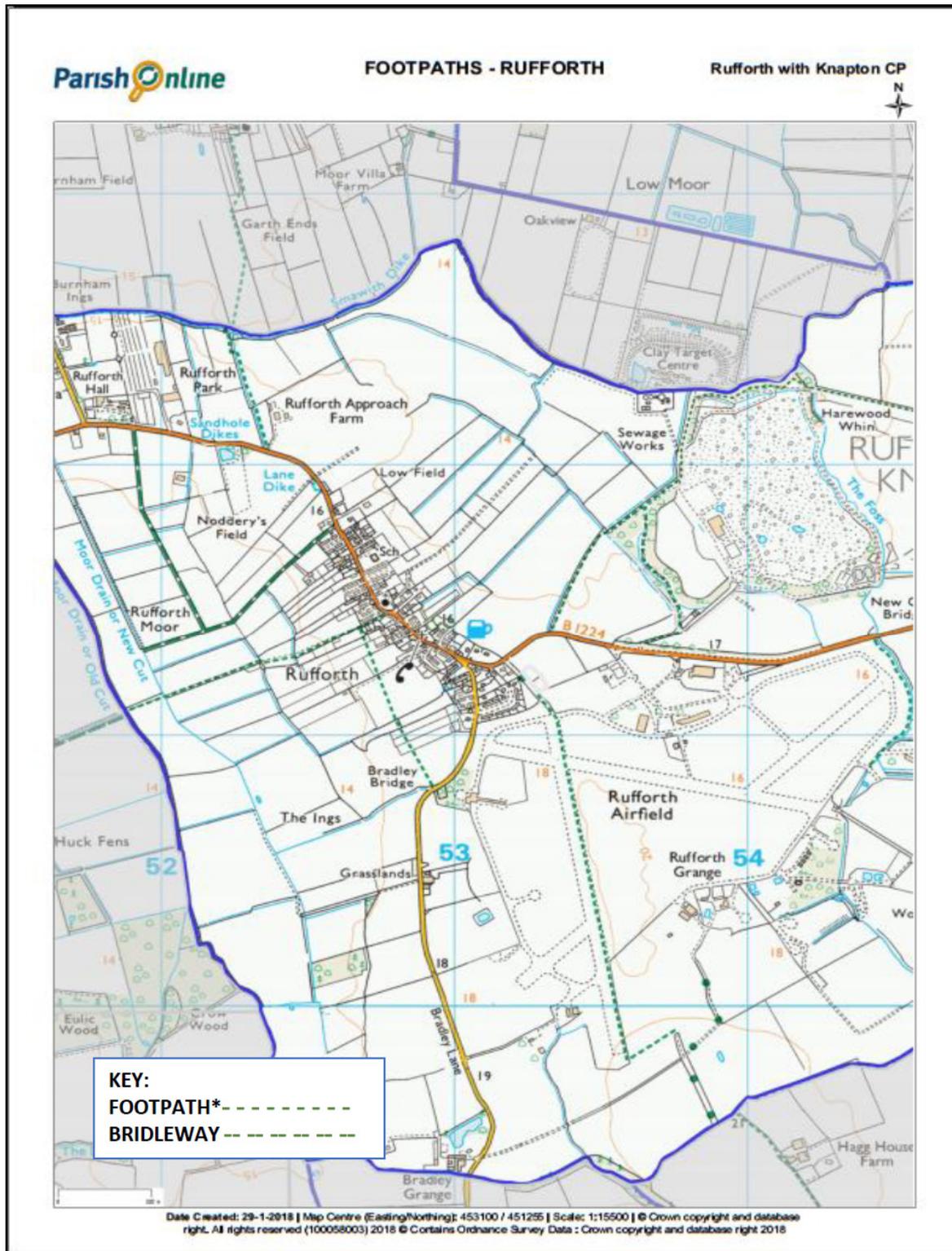


Figure g) Footpaths in Rufforth



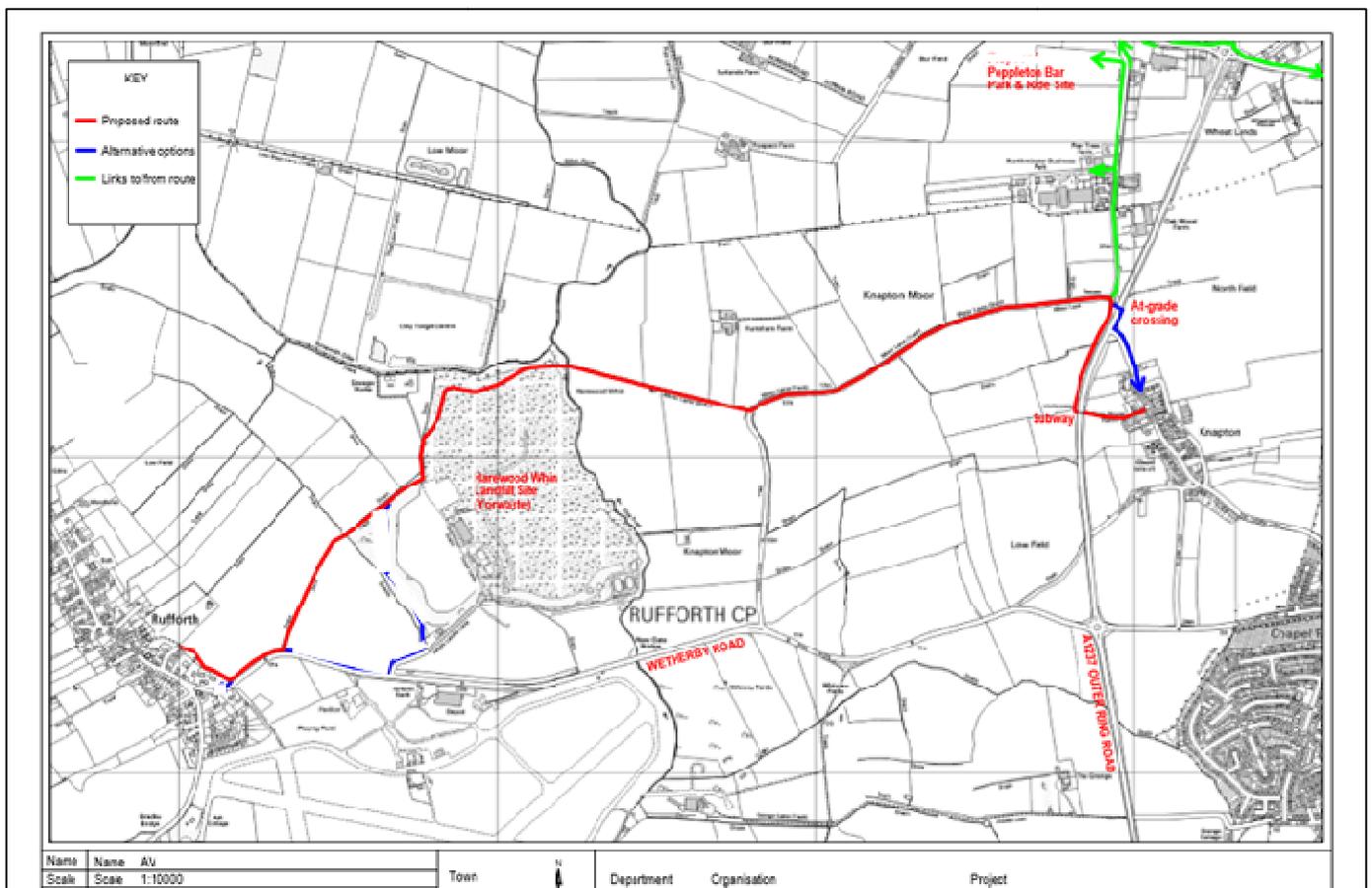
8.5.3 The village of Knapton is set within a Local Green Infrastructure Corridor, which extends along the A1237 to the A59, and to the south along A1237 beyond Askham Moor Lane Wood.

8.5.4 The emerging City of York Local Plan (2018) recognises green corridors as a fundamental element of green infrastructure in their role of supporting healthy communities, cultural value, and in aiding resilience to climate change.

8.5.5 The newly opened cycle path (2014) and bridleway provides an important leisure amenity used by residents of suburban York. It also links the two villages, Rufforth to Knapton, and further on, Boroughbridge Road to Acomb, Urban West York.

8.5.6 Options are currently being reviewed to complete the cycle path between the two villages (see Fig. h). An extension to Rufforth has been opened with the route being inside the hedge alongside the B1224 and behind the houses and pub to terminate at the end of Milestone Avenue. An extension in to Knapton is being reviewed but will depend on negotiations with landowners and availability of funding. Surface improvements will be required, particularly the Moor Lane section from Harewood Whin to Knapton, to enhance safety. It is an important piece of green infrastructure which the Parish is continuing to work on to complete. The City of York Council Open Space and Green Infrastructure Study 2014, encourages enhancement of the quality of green corridors and the linkage of natural/semi natural open space, promoting bio-diversity. Cycle route networks, are proved to maximise access to facilities for young people.

Figure h) Current and proposed cycle path



8.5.7 Consultations shows that these footpaths and cycle ways are highly prized and cherished by residents, who wish to see them protected and wherever possible enhanced.

Policy No. Rwk 05 - Footpaths and Cycle Ways -
Development proposals that result in the loss of, or have a significant adverse effect on, the network of footpaths and bridleways will not be supported.

Community Action. Rwk 05-CA – Footpaths & Cycle Ways

- Opportunities to secure improvements in the network of footpaths and cycleways should be encouraged, including through developer contributions. The Plan supports the implementation of improvements in the network of footpaths and cycle ways as outlined in figures f, g & h.

- All Public Rights of Way (footpaths, bridleways, cycle ways and byways) should be legally defined, kept free from obstruction and their character maintained. Where applicable these should provide a valuable link with surrounding countryside, especially by creating safe access to land beyond the B1237, York's outer ring road.

8.6. TRAFFIC

8.6.1 Consultation with residents has shown that the volume of heavy traffic, speed and pedestrian safety are of major concern.

8.6.2 Rufforth with Knapton Neighbourhood Planning Group (NPG) sought advice, including from an independent Consultant Highway Engineer, upon a variety of issues raised in the Neighbourhood Plan Survey (June 2015), this included:

- Speeding and parking in both Rufforth and Knapton.
- Traffic volumes, at peak times through Knapton and 'rat runs' through both villages.
- HGV volumes through Rufforth and any potential environmental impact.
- Perceptions of speeding agricultural vehicles.
- Effectiveness of current traffic calming measures.

8.6.3 There are no current restrictions on the weight of traffic through Rufforth or the A59 past the Boroughbridge Road area. A 7.5 tonne weight limit is signed through Knapton. As far as can be foreseen, no weight restrictions can be applied to the B1224 under existing regulations as the road is deemed capable of handling all types and weights of vehicle.

8.6.4 Of major concern is road and pedestrian safety in the Parish, especially in Rufforth. The Village has developed either side of the B1224, which is, primarily, a straight stretch of road with a significant 'S' bend in the centre, near the Church. The B1224 is well used by vehicles (including heavy goods vehicles) with few natural or other obstacles to slow down motorists. In many locations and in particular by the church in Rufforth the footpath is very narrow and hazardous to pedestrians and impacts on the ability of local children to walk to school. This is contrary to current "Walk to School" guidelines. In general, the narrow nature of existing pavements and in some cases, the absence of any paths in Knapton present safety hazards.

8.6.5 Traffic calming should be of a design and scale appropriate to the rural context and not visually intrusive, unless there are exceptional circumstances.

8.6.6 The design and scale of street furniture, such as signposts and road signs, road markings and lighting should be appropriate to a rural area and the character of the villages.

8.6.7 The following measures will be considered:

- Removal of chicanes in Rufforth.
- Install modern speed warning lights showing actual speed in red and green / smiley faces etc.
- Review speed restriction throughout both villages.
- Review and reduce proliferation of street furniture (road signs, etc.).
- Conduct regular traffic surveys to establish accurate data on type, speed and volumes of traffic, surveying B1224, Bradley Lane in Rufforth and Main Street in Knapton.
- Consider impact of vehicle parking in the villages and the effect this has on traffic flow.
- Improve areas for school drop-off parking and use of the cycle path amenity.
- Monitor and review future developments in traffic management systems.

Policy No. RwK 06 - Traffic Management - Development will be supported where its generated traffic movements do not result in severe direct or cumulative impact on congestion, or road and pedestrian safety, specifically in the village of Rufforth.

Community Action. RwK 06-CA – Traffic Management – The traffic management measures to improve vehicular and pedestrian safety and movement, as listed in paragraph 8.6.7., especially in Rufforth, will be assessed with the relevant bodies and implemented as funding becomes available.

8.7. PUBLIC TRANSPORT

8.7.1 Consultation via the Neighbourhood Plan survey showed that the use of public transport differs within the Parish, depending upon the availability of service. Residents living in the Boroughbridge Road area benefit from the Poppleton ‘Park & Ride’ and other services, and survey results indicated that they make far more use of public transport than those in Rufforth and Knapton, who have only the somewhat limited 412 service.

8.7.2 Take-up of the 412 service would appear to be hindered by the limited number of buses and lack of evening and Sunday services. Many comments concerning the unreliability and poor timekeeping were received. Regrettably, this service relies heavily upon local authority subsidies and may be vulnerable to further cuts, the impact of which may affect the ability of residents to get around. The older age profile of Knapton indicates a need to improve, rather than reduce, the availability of public transport. In general, the lack of good public transport has a negative impact upon the residents of Rufforth and Knapton.

8.7.3 For residents who, by age or disability, find taxis and buses difficult to use, York Wheels, a registered charity working on behalf of the City of York Council, provide car and minibus transport with limited availability.

8.7.4 Travel York provide ‘Dial&Ride’, a flexible door to door bus service which serves destination like supermarkets, shopping centres and York City centre.

8.7.5 It is the stated aim of both central government and the City of York Council to reduce the reliance on the motor car as a mode of transport. In a rural Parish such as Rufforth with Knapton with very limited services and amenities, this ambition can only be realistically achieved by the provision of reliable and frequent public transport. The increase in population anticipated in this Plan only serves to emphasise this requirement.

Community Action. RwK 07-CA – Public Transport - The Plan supports measures to reduce reliance on the motor car as a means of transport. This requires an improved availability and frequency of public transport and in particular bus services. This will require cooperation with the City of York Council, North Yorkshire County Council and other stakeholders.

8.8. PARKING

8.8.1 On-street car parking is predominantly an issue in the village of Knapton with its narrow streets, in particular Back Lane, with the consequent detrimental effect on pedestrian and road safety and the ease by which they are able to travel safely within the Parish. The visual impact of the parked cars is also tainting the special character of Knapton. It will not be acceptable for developers to assume residents of any new development can use existing parking facilities.

Policy No. Rwk 08 - Parking - Development proposals that result in the loss of car parking provision in the villages of Rufforth and Knapton will not be supported unless:

- *It can be demonstrated to the satisfaction of the Highway Authority in consultation with the Parish Council, that the loss of parking will not have a severe adverse impact on parking provision and road safety in the village.*
- *Adequate garaging or off-road parking is provided to obviate the need for further on road parking.*

Community Action. Rwk 08-CA - Parking The Parish Council will work with the relevant authorities to take measures to prevent "part on-pavement parking".

8.9. DRAINAGE

8.9.1 Over recent years there have been major issues with surface water drainage in both villages but especially in Rufforth, with a number of properties having been flooded after heavy rainfall. Problems have also been reported with the sewerage system although it is not totally clear how much this is related to surface water entering the system. The issue was raised by a large number of residents in our survey and both the Parish Council and the Neighbourhood Planning Group have held meetings with Yorkshire Water and the City of York Council as a result of which some work has been conducted.

8.9.2 It is clear that for any future development special measures will have to be taken to avoid any further pressure on the system. Broad assurances that the system will cope will not be considered satisfactory.

8.9.3 Surface water from parts of Rufforth, from the Church westward, drains in to Rufforth Pond, then follows the dyke alongside the B1224 before continuing through a system of dykes and drainage channels over the fields to the south. To the east of the Church, drainage is via a system of pipes culminating in a large pipe alongside Bradley Lane from where it discharges in to a drainage channel going westwards and then again south over the fields.

8.9.4 The Pond has been dredged and pipe repairs undertaken on the western side of the village. Extensive work has now been undertaken on the Eastern side of Rufforth, including cleaning of the pond behind The Tankard and the creation of an overflow ditch, down the fields behind Bradley Crescent. Further work is required, including lining of pipes alongside Bradley Lane, in an appropriate material to prevent further incursion of tree roots.

Policy No. RwK 09 - Drainage -

- *All new development should be designed to maximise retention of surface water on the development site and to minimise 'run off'. Effective measures must be taken to ensure that such developments do not exert additional pressure on surface water and sewerage systems that are already at capacity. The most appropriate technical solution for each development must be implemented and is likely to incorporate Sustainable Drainage Systems (SuDS) with attenuation and storage. Such attenuation and storage measures must accommodate at least a 1 in 30-year storm. Any design should also ensure that storm water, resulting from a 1 in 100 year event, plus the additional flows from the latest climate change advice, to account for climate change and surcharging the drainage system, can be stored on the site without risk to people or property and without overflowing into a watercourse or adjacent areas.*
- *Sustainable Drainage System (SuDS) methods of source control and water quality improvement should be utilised where appropriate and necessary to the proposal concerned for new development, to minimise the risk of pollution and to attenuate flood volumes. Such facilities should be provided on site, or where this is not possible, close to the site.*
- *Existing land drainage systems should not suffer any detriment as a result of development.*
- *Where required, flood attenuation features should be used positively to enhance biodiversity and the public domain.*
- *Landscaping should be designed to reduce surface water flooding and to enhance local biodiversity. Areas of hardstanding such as driveways and parking areas should be minimised and porous materials used.*

Community Action. RwK 09-CA - Drainage

All parts of the drainage system which is currently stretched will require regular maintenance and repairs. This will be achieved with the cooperation of the City of York council and Yorkshire Water.

8.10. DESIGN

8.10.1 The approach to developing this policy endorses the results of the Rufforth with Knapton Neighbourhood Plan survey (2015), the Rufforth Village Design statement (2004) and the Knapton Village Design Statement (2006). It further recognises the historic nature of the Parish.

8.10.2 The Parish comprises a mix of different architectural styles, which reflect its incremental development over centuries. The buildings date from many different periods, providing a richness and variety of styles and materials, with individual buildings clustered around the historic cores of Rufforth and Knapton, and around former farm buildings.

8.10.3 The Parish, in the Vale of York, has three diverse areas. Rufforth, a linear settlement astride the B1224 York to Wetherby Road. Knapton, placed within the York outer ring road and surrounded by agricultural land, and an area on Boroughbridge Road, a small settlement adjacent to the A59, a major arterial road to York.

8.10.4 It is important that new development is designed sensitively to ensure that the generally high quality built environment of the Parish is maintained and enhanced, where proposals are located within or in close proximity to an historic feature or any other sensitive location.

8.10.5 It should respond in a positive way to the scale and character of buildings and the landscape in its immediate vicinity through careful and appropriate layout, use of materials and detail. Proposals should also demonstrate consideration of height, scale and massing, to ensure that new development makes a positive contribution to the street scene and adds value to the distinctive character of the area in which it is proposed to be situated. Policy RwK 10 overlaps with other policies in the Plan and with Policies RwK 03 (Heritage) and RwK 09 (Drainage) in particular.

Residential Building

8.10.6 New building, following a traditional design, might benefit from the inclusion of local vernacular features, for example window design, brickwork details, garden walls and railings. The height and pitch of roofs should be compatible with and sympathetic to surrounding property and designs exceeding two storeys will be discouraged. Wherever possible, new rooflines or dormer windows to historical buildings should be avoided where they are detrimental to the character of the building. The preferred building material should be a good quality brick chosen to blend with the character of the neighbouring buildings.

8.10.7 Half timbering or part stucco or rendering are not characteristic of the area and should generally be avoided in new designs. Materials should complement the age of the building, for example, traditional properties should use clay pantiles or Welsh Slate where appropriate. Windows in older properties should accord with the period style of those properties and replacements should accurately reflect the styles of the originals. The use of traditional materials is preferred.

8.10.8 Where possible, covenants should be placed on new build properties to prevent the future paving over of gardens.

Policy No. Rwk 10 - Design – Development proposals must demonstrate high quality design, form and layout that respects the distinctive character of the Parish having regard to scale, density, massing height landscape, materials and access as appropriate.

- *New development should make a positive contribution to the street scene and add value to the distinctive character of the immediate vicinity. Any future residential and commercial developments must retain the rural character of the villages and should be small in scale and complement existing density.*

Proposals should have regard to the design principles set out in the Rufforth Village Design Statement and Knapton Village Design Statement, and:

- *Should follow traditional design and the preferred building material should be a good quality, chosen to blend with the character of the neighbouring buildings.*
- *Extensions must be in keeping with the original building and building materials should complement the age of the building.*
- *The height of new development (including extensions) should be restricted to two storeys. This still permits loft extensions, providing they do not increase the height of the existing property.*
- *The existing roofline should be respected.*
- *Sources of alternative energy, such as solar panels, should be sympathetically installed so as not to damage the architectural integrity of the locality. Gardens and open spaces between buildings contribute to the rural charm of the villages and should be retained.*
- *Adequate off-street parking should be included in all new development and extensions should not be to the detriment of existing arrangements.*
- *New developments should install services such as electricity and telephone cabling underground. In so far as planning permission is required, Satellite dishes should be located discreetly to avoid front elevations. They should also maintain informal building lines, front gardens and wide verges.*

8.11. COMMUNITY AMENITIES

8.11.1 The Parish has some valued community amenities. These include the pubs, allotments, recreational fields, Village Institute, Community Hall, school, shop, Church and Chapel. Special mention here should be made of Rufforth Airfield and the active Gliding Club. The Airfield is used by people from the wider area as an open space and for agriculture. These buildings, and the activities and services they support, play a vital role in meeting the health, sporting welfare and social needs of the residents of the Parish and the wider area, and act as the focal point for community life and activity.

8.11.2 The consultation shows that residents wish that every effort should be made to support and prevent the loss of these important community amenities.

Policy No. RwK 11 - Community Amenities - Development proposals that would result in either the loss of, or have a significant adverse effect on, an identified important community amenity will not be supported unless it can be clearly demonstrated that its continued use is no longer viable, or it is no longer required by the community, or, equivalent or better alternative provision in terms of quantity and quality and in an equally suitable location in the Parish, can be provided. The following facilities have been identified as being especially important to the community:

- ***The primary school. (Rufforth)***
- ***The Church. (Rufforth)***
- ***The Chapel. (Rufforth)***
- ***The village shop. (Rufforth)***
- ***The Village Institute. (Rufforth)***
- ***The pubs (Tankard Inn (Rufforth) and Red Lion (Knapton)).***
- ***The Playing fields in Rufforth and recreation ground in Knapton.***
- ***The allotments. (Rufforth & Knapton)***
- ***The Outreach Post Office. (Rufforth)***

8.12. HOUSING MIX

8.12.1 A key objective of the Plan is to provide a mix of new homes that will contribute towards meeting the needs of the Parish.

8.12.2 The results of our survey indicated a clear preference amongst residents for future developments to be of 2 to 3 bedroom homes in order to meet the need to encourage more young families to the Parish. The City of York Local Plan Preferred Sites Consultation 2016 identifies a need for different size houses across the City as follows:

- 1 bedroom 15% (the 2011 Census for York (see page 7) shows a level of 10.7%)
- 2 bedroom 35% (the 2011 Census for York (see page 7) shows a level of 31.4%)
- 3 bedroom 35% (the 2011 Census for York (see page 7) shows a level of 36.8%)
- 4 bedroom 15% (the 2011 Census for York (see page 7) shows a level of 21.1%)

8.12.3 We have analysed housing characteristics for the Parish of Rufforth with Knapton from the 2011 Census (see [Household size](#) – Community profile). This shows an imbalance in the housing stock in the Parish – for example 40% of houses in the Parish are currently of 4 or more bedrooms and we have aimed to address this imbalance in our Plan.

Policy No. RwK 12 - Housing Mix - Housing development proposals should provide a mix of housing types and sizes, specifically to meet an identified local need in the Parish. Priority should be given to smaller family homes suitable for families with young children and properties for older people.

8.13. HOUSING

8.13.1 Government policy states that neighbourhood plans should positively support the strategic policies for the area and should not promote less development than is required by the Local Plan.

8.13.2 Within the City of York, the housing growth strategy is to direct the greatest share of new housing to within or on the edge of the City. Development in rural areas such as Rufforth with Knapton Parish will be severely restrained.

8.13.3 Furthermore, the designation of all of the undeveloped land within the Parish as Green Belt acts as a further constraint to development. This designation is intended to protect the open character of land designated as such. Within the Green Belt, development that is not appropriate to a rural area is only allowed in exceptional circumstances. It is accepted however, that some small scale, appropriately designed housing development to meet local needs, may be appropriate in the Green Belt.

8.13.4 The Plan supports the strategic housing policies of the emerging Local Plan and that the Parish is unsuitable for large scale housing development.

8.13.5 It does however recognise the need for, and benefits of, limited and carefully controlled small scale housing development especially in the village of Rufforth to maintain a vibrant community of families and people of all ages and to ensure the sustainability of services and facilities.

- The Parish of Rufforth with Knapton is a rural community with limited services. The viability of those services depends on a thriving community of all ages and therefore a need to encourage families to our villages.
- Community spirit is very highly valued by residents. The Plan aims to create conditions where this spirit can continue to thrive and to do so requires a broad constituency of people of all ages.

8.13.6 This approach is supported by the findings from local consultation. Analysis from the survey of residents when asked about the desirability of small scale residential development (10 to 20 houses) shows an average score of 6.6 where 1 is undesirable and 10 is extremely desirable. Common views expressed included:

- *“the national and local requirement for more houses is recognised “*
- *“a desire in the Parish to ensure the communities within it stay alive “*
- *“the need to encourage families to come and live in the village to ensure that vital services and amenities, for example the school, are sustainable “*
- the Plan takes account of these views and recently published Government guidelines encouraging *“affordable to buy houses and allowing Neighbourhood Plans to include some small-scale development on Green Belt land”*

8.13.7 Windfall sites are small infill or redevelopment sites, normally for a single dwelling, that come forward unexpectedly and have not been specifically identified for new housing in a Neighbourhood Plan, Local Plan or any other planning document. Such sites have made a regular, modest contribution towards the housing supply in the Parish.

8.13.8 This is in accordance with national planning policy which permits, in principle, windfall housing development in the Green Belt and the Plan does allow for limited further development on “windfall” or infill - sites which are not identified in the Plan.

Proposals and Assessment of Potential Sites for Housing

8.13.9 In assessing the suitability of potential sites for residential development the plan takes account of:

- the local requirement for additional housing over the next twenty years, as identified in the City of York Local Plan Publication Draft, (February 2018)
- the need to maintain the identity and style of the villages and the community spirit within the Parish
- the need, as identified by residents in our survey, in Rufforth to encourage young families to the village in order to ensure the sustainability of facilities and services such as the Primary School, the village shop, the village hall and the Church
- the importance (ranked highest of all in our survey) of protecting the Green Belt and the open character of the countryside in the Parish and preventing the coalescence of communities and maintaining a green barrier between Knapton and the City of York
- priority to be given to homes of 2 to 3 bedrooms suitable for young families or older people downsizing
- any development must have no adverse impact on an already stretched sewerage and drainage system
- suitable traffic access, with appropriate consideration for all health and safety issues, must be available and in the main existing roads and cul-de-sacs should be utilised
- design of housing must meet the standards set out in the Village Design Policy
- sufficient off road parking to be provided

8.13.10 The process for selecting potential sites was as follows:

Landowners in the Parish were written to asking them to submit any potential sites for consideration. Any such sites were subjected to a vigorous review. Firstly, did the site meet with the requirements of the Plan's Interim Draft Green Belt Policy i.e. is it within the interim village envelopes as defined in this Plan? If the answer was no, the site was rejected. Sites that passed this initial requirement were assessed against a set of criteria based on those used in the City of York Draft Local Plan 2014 and are detailed in Appendix IX.

8.13.11 The Plan does not allocate sites for housing as it is the role of the emerging City of York Local Plan to modify and define the boundaries of the Green Belt. By implication, as all the potential housing sites considered are within the general extent of the Green Belt as currently defined (Fourth Set of Changes Development Control Local Plan 2005) none can be allocated until, or if, those boundaries are modified in the adopted City of York Local Plan. In particular there is local support for the defined Green Belt boundaries and the two housing allocations in the submitted Local Plan in the neighbourhood area. These are for land at the junction of Main Street and Back Lane in Knapton and at the end of Middlewood Close in Rufforth. It is the intention of the Parish Council that these matters would form the basis of an immediate review of the Neighbourhood Plan should the submitted Local Plan be adopted.

8.14. RE-USE OF BUILDINGS

8.14.1 It is important that the re-use of buildings does not have an adverse effect on the Green Belt's openness or prejudice its purposes. It is therefore necessary to consider the impact of the proposed re-use in comparison with the existing use of the building. The buildings to be re-used must be permanent and of substantial construction, and be capable of the change without major reconstruction.

8.14.2 Within the Parish of Rufforth with Knapton demand potentially exists for the conversion of farm buildings to residential use, often in relatively remote locations. Proposals for residential conversion of farm buildings must be sympathetic to the original structure and setting of the building, be of permanent and substantial construction and meet the criteria defined in Policy Rwk 10. Proposals for residential conversion that would result in the building taking on a modern domestic appearance which could be seen as detrimental to the visual character of the locality will not be supported.

8.14.3 In accordance with Policy Rwk 03 any proposals for conversion that would damage or have significant adverse effects on any listed building or a building of historic interest will not be supported.

Policy No Rwk 14 – Re-use of buildings

Outside defined settlement limits planning permission for the re-use of buildings within the Green Belt will be supported provided:

- ***The re-use does not have a materially greater impact than the present use on the openness of the Green Belt.***
- ***The buildings are of permanent and substantial construction and are capable of conversion without major or complete reconstruction.***
- ***The proposed re-use will generally take place within the fabric of the existing building and will not require extensive alteration, rebuilding or extension.***
- ***The form, bulk and general design of the buildings are in keeping with their surroundings and sympathetic to the character of the building.***
- ***Any residential buildings are not in close proximity to intensive livestock units or other uses that may result in a poor level of amenity for the occupier of the building.***
- ***There is already a clearly defined curtilage.***

Barn conversions for residential use will be supported subject to the following criteria:

- ***Any conversion must be within the dimensions of the existing building and be of a similar style.***
- ***The building to be converted should be an agricultural building which has been in use for its intended purposes for a substantive period of time and is now redundant for that purpose.***
- ***The proposal does not unacceptably reduce the amenity of residential properties within the immediate locality; and***
- ***The traffic generated by the proposal can be satisfactorily accommodated within the local highways network***

8.15. INFILL

8.15.1 The minimum housing provision for the Parish for the period 2016 to 2032 has been met but it is accepted that there may be a case for limited windfall or infill development.

Policy No. RwK 15 - Infill - Development proposals for small scale 'windfall', will be supported, provided it is within the Interim village envelopes as defined in the Plan and provided that it:

- *Reflects the size, character, appearance and level of service provision and infrastructure in the settlement in which it is to be located and the wider Parish.*
- *Is appropriate to the rural character of the village concerned.*
- *Informal building lines will be maintained and new infill should not be so intensive as to change the open weave or character of the villages.*
- *Does not reduce garden/green space to an extent where it would significantly adversely affect the rural character of the villages, or the amenity of the proposed occupiers of the new development or adjacent properties/uses.*

8.16. SMALL SCALE COMMERCIAL ENTERPRISES

8.16.1 The Plan aims to encourage to a thriving rural economy which provides a level of employment for local people whilst at the same time protecting the Green Belt which is of such importance to the community.

Policy No. RwK 16 - Small Scale Commercial Enterprises– In so far as planning permission is required, proposals for agricultural development and the change of use of existing buildings for employment-generating development (Classes B1/B2/B8) will be supported subject to the following criteria:

- *The proposed use should provide opportunities that meet local employment needs and be of a scale and type commensurate with a rural environment.*
- *There is no significant increase in air or noise pollution.*
- *There is no significant adverse impact of traffic movement, with regard to HGVs, or on road or pedestrian safety.*
- *Conversions are within the dimensions of the existing building and of a style sympathetic to existing buildings and the surrounding countryside.*
- *There are no significant adverse impacts on drainage.*
- *They respect the character of its surroundings and Green Belt Location by way of its scale and design, is compatible with the surrounding landscape, and safeguards residential amenity and road safety.*

8.16.2 Agricultural buildings for both livestock production and to support arable farming are considered as appropriate development within the Draft Green Belt and will be supported dependant on the scale, design and exact location.

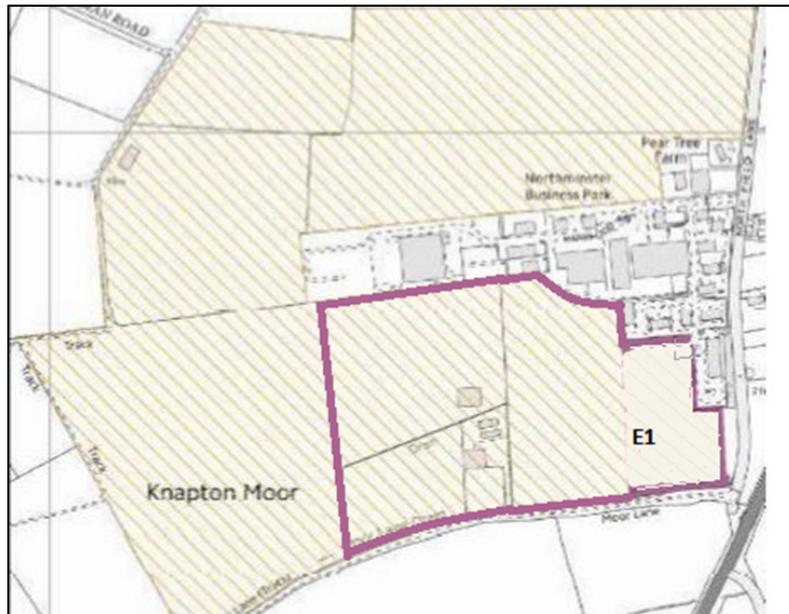
8.16.3 The Plan supports appropriate farm and rural diversification activity. In particular, barn conversions for office use or small units for small or “start-up” ventures will be encouraged subject to the criteria detailed above.

8.16.4 The Plan allows for the small-scale expansion of existing operations providing the criteria above are met. It is noted that these operations may be within the Interim Draft Green Belt and therefore any expansion must be within the existing site curtilage and buildings must be of a size and nature commensurate with existing buildings on the site.

8.16.5 Change of use for existing commercial premises should only be agreed where the proposed new use meets the above criteria.

8.16.6 Site RK E1 – Northminster Business Park - It is noted that the emerging City of York Local Plan (2018) proposes a major extension of Northminster business park (ST19). The land is prime agricultural land, approximately 50% of which is classified as grade 1. Planning policy states that prime agricultural land should not be used for development as it is essential for crops and would be lost forever. In addition, there are major access and traffic issues, particularly bearing in mind other significant proposed developments in the vicinity, affecting the A59/ A1237 junction.

Fig. L) Site RK E1- Northminster Business Park.



8.16.7 It is recognised that an extension to an already flourishing business park would offer significant employment opportunities for the wider area. However, it is felt that this development is too large and does not meet our definition for small scale commercial enterprises. Had the proposal been on a significantly smaller scale (as originally presented in the 2016 consultation), subject to certain specific criteria we would not have objected to proposals providing that:

- Development on the site provides suitable site access, ideally via Hackness Road and a sustainable transport approach.
- The site would require appropriate screening, as Knapton and the A1237 are part of the Draft Green Infrastructure Corridor around the City of York. Current high trees/hedging would serve this purpose. It will be important to ensure that the roofline does not protrude above the appropriate screening, again to prevent a negative impact on the green area.
- Care would need to be taken when planning unit type, to ensure there is not a detrimental impact on congestion accessing to the site. Types identified – B1b (business use for high technology), B1c (light industry), B2 general industry, B8 warehousing.

8.17. HAREWOOD WHIN

8.17.1 It is accepted that Waste Management is normally outside the remit of a Neighbourhood Plan. However, the Harewood Whin Waste Management site has for many years, due to its scale, had a major impact on the environment of the Parish and the lives of residents. It is recognised that Harewood Whin has been classified as a strategic waste management site in the emerging Minerals and Waste Joint Plan (being produced by the City of York Council, North Yorkshire County Council and the North York Moors National Park Authority) and in the emerging City of York Local Plan (2018). Both of these Plans note that Harewood Whin is within the Green Belt and that any further expansion is therefore constrained.

8.17.2 The Landfill site at Harewood Whin was opened in 1988 following a prolonged period of protest and concerns by residents and a Public Inquiry. It was expected to have a lifespan of 20 years but since its inception many planning applications have been passed both extending the time period and allowing additional activities.

8.17.3 The current landfill capacity at Harewood Whin will be full by the end of 2018, but future plans for waste management in the City of York and North Yorkshire areas are centred on a move away from landfill and towards incineration at Allerton Park. Planning permission was granted in May 2016 (16/00357/FULM) for the building of a new waste transfer station and new office building within the current site operating boundary (see fig m) This will take local authority collected waste from the City of York area for onward transmission to Allerton Park. Recycling operations have been transferred from Hessay to Harewood Whin. Green waste will continue to be processed on site and wood will be collected on site for onward transmission for processing. The liquid treatment plant will remain on site but will handle additional volumes in order to fully utilise its capacity. Energy will continue to be produced on site using the gas produced by the landfill operation to generate electricity. Finally planning permission has been granted (variation of condition 1 of 12/01378/FUL) for an extension of landfill to provide a contingency should major issues occur at Allerton Park. However, as this involved diversion of the Foss watercourse details would be reviewed prior to any work being undertaken.

8.17.4 The planning permission (16/00357/FULM) is dependent on alterations being made to the site entrance to prevent HGVs turning right from the site and travelling through Rufforth and a section 106 agreement incorporating:

- Agreement not to implement any previous but unused planning permissions.
- The remaining land between the application site and the B1224 Wetherby Road remaining free from built development.
- CCTV control of the site entrance (to enable management to prevent vehicles entering the site doing so via the village of Rufforth).
- Commuted sum payment to enable the site entrance to be reconfigured to reduce the number of HGV movements through the village of Rufforth (in consultation with the Highway Officers).

8.17.5 An operating agreement has been signed by Yorwaste and the Parish Council setting out in clear and unambiguous terms commitments on site management issues. (see Appendix XII) This will be reviewed and enforced by a formal liaison and review committee consisting of representatives of both organisations and will be the vehicle for consultation on any proposed changes. Any changes to either volumes, or type of material, will be subject to consultation with this committee, even if formal planning permission is not required. Site management should ensure that by a combination of physical means and work instructions HGVs travelling to and from the site must not do so via the village of Rufforth other than in exceptional circumstances as defined by Yorwaste and the Parish Council.

8.17.6 The bulk of the existing landfill area will be reclaimed to the standards laid down in the original planning approval. Once this is completed the Plan supports the provision of a circular footpath and a viewing area. The

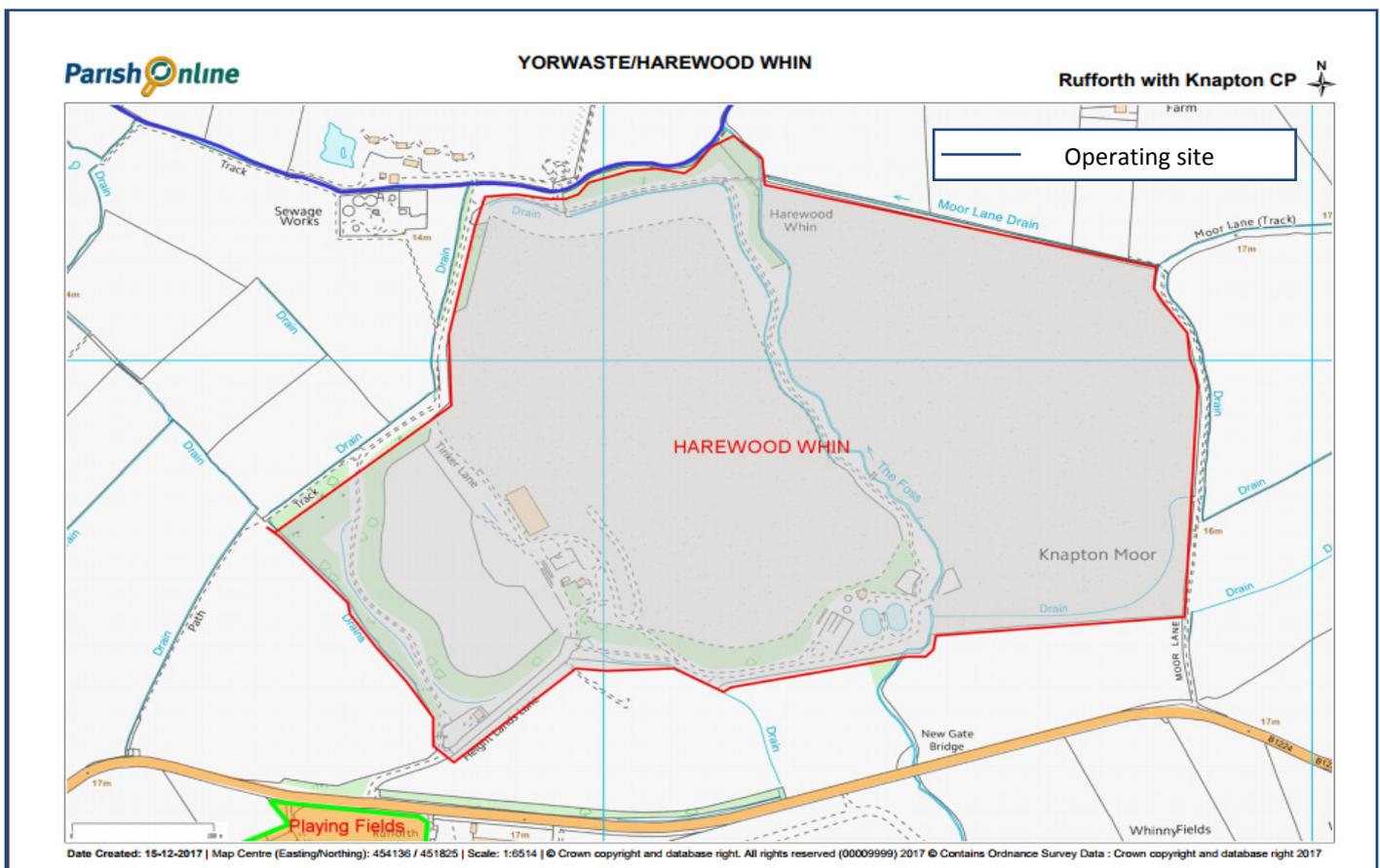
Plan also supports a solar panel installation (if economic circumstances are favourable) providing its exact location does not have an adverse effect on the openness and character and setting of the Green Belt. Renewable energy is not considered as appropriate development in the Green Belt (NPPF) but being reclaimed landfill it is considered that special circumstances exist for such a project.

8.17.7 The plan acknowledges that the demands for waste management are constantly changing over time but seeks that the following key operating principles should be adhered to throughout the Plan period.

Community Action. Rwk 17-CA - Harewood Whin - Operation of Harewood Whin Waste Management Site - All land surrounding the site is in the Green Belt as defined in the City of York Local Plan Publication Draft (February 2018) and this status is vital in protecting the character and setting of the village of Rufforth, and therefore any future development must be within the current operational site footprint. (see fig. m).

- The Yorwaste Liaison Committee will ensure that the Harewood Whin site is operated to the standards set out in this Plan and in the Operating Agreement.
- Any future proposed changes to the operation of the Harewood Whin site will be reviewed by the Yorwaste Liaison Committee.

Fig. m) Yorwaste/Harewood Whin – Operating Site Boundary.



8.17.7 There was some discussion about the processing of Incinerator Bottom Ash at Harewood Whin. We are informed that there is no intention of progressing this proposal and it is our belief that this would be an inappropriate activity for a site situated within the Green Belt and does not meet the criteria of strategic waste management as set out in the Minerals and Waste Joint Plan.

8.18. TRAVELLERS SITE

8.18.1 The City of York Draft Local Plan 2014 included a Travellers' site on a field adjacent to the B1224 (field 818). This has been omitted from the City of York Local Plan Publication Draft (February 2018) as meeting the future needs of Gypsies and Travellers in York can be achieved by identifying 3 additional pitches within the three existing Local Authority sites. We support this decision and the reasons for it. A full explanation of the issues involved can be found at Appendix XI.

8.18.2 The results of the Neighbourhood Plan Questionnaire proved that by far the least acceptable type of development across the Parish is a Travellers' site. It scored 1.3 on the scale of 1 (least preferred) to 10 (most preferred). NPPF Ch. 9 para 89 lists the type of development which may be appropriate in the Green Belt. This list does not include Travellers' sites.

8.18.3 As Travellers' Sites are inappropriate development in the Green Belt and as all land in the Parish outside the Interim village envelopes is in the Interim Draft Green Belt it follows that there are no appropriate locations for a Travellers' Site within the Parish.

8.19. DEVELOPERS CONTRIBUTIONS

8.19.1 Development can bring significant benefits to the local community, including new homes and jobs. It can also have negative impacts, for example, where additional demand is placed on facilities and services which are already at or near capacity. Planning obligations (also known as Section 106 agreements) may be used to secure infrastructure or funding from a developer. For example, a planning obligation might be used to secure a financial contribution towards improving existing recreational facilities or affordable housing. However, planning obligations can only be sought where they are necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development.

8.19.2 A new system is also being introduced alongside the use of planning obligations. This is known as the Community Infrastructure Levy (CIL) and it will require developers to make a payment to the City of York Council based on the size and type of development that is proposed. The proceeds of the levy will then be used to provide the infrastructure necessary to support growth across the district. A proportion of these CIL receipts will automatically be devolved to the relevant Parish Council for allocation to neighbourhood priorities. This proportion is set at 25% in areas where there is a Neighbourhood Plan in force. At this time the City of York Council is still considering whether to replace Section 106 agreements with CIL.

8.19.3 Through the preparation of the Plan, the Parish Council, in conjunction with the community and other stakeholders, has identified a small number of priority projects for which to secure funding (either in whole or in part) through the use of planning obligations.

8.19.4 The following areas should be priorities for any developer's contributions:

- Improvements and enhancement of Cycle paths.
- Sustainable drainage and sewerage systems (including the currently stretched infrastructure).
- Improvements in educational provision (potentially additional classroom facilities may be required at primary school to accommodate needs of additional families).
- Traffic management issues.
- Mobile and broadband communications.
- Community amenities.

9. MONITORING AND REVIEW OF THE PLAN

- 9.1 The Plan has been prepared within the context of the emerging City of York Local Plan 2017-2033. Paragraphs 83-85 of the NPPF are clear that the identification and modification of Green Belt boundaries are matters for the local planning authority to determine. In this case that authority is the City of York Council. Furthermore, these paragraphs identify that these processes should be undertaken as part of the preparation or review of a local plan. In this case, this would be through the vehicle of the preparation of the emerging City of York Local Plan.
- 9.2 It is on this basis that the neighbourhood plan does not seek to amend the working Green Belt boundaries from the interim Local Plan 2005. On the same basis it does not propose housing allocations. Nevertheless, the Parish Council and the local community has already carried out significant work on these matters. In particular there is local support for the Green Belt boundaries and the two housing allocations in the submitted Local Plan within the neighbourhood area.
- 9.3 These matters would form the basis for an immediate review of the neighbourhood plan once the Local Plan has been adopted. In particular the review process would provide the opportunity to include locally-distinctive criteria for the allocated housing sites in the Local Plan that sit within the neighbourhood area'.

RUFFORTH with KNAPTON NEIGHBOURHOOD PLAN

GLOSSARY OF TERMS

CIL	Community Infrastructure Levy
CYC	City of York Council
HGV	Heavy Goods Vehicle (Usually over 7.5 Tonnes GVW (Gross Vehicle Weight))
LDF	Local Development Framework
NP	Neighbourhood Plan
NPG	Neighbourhood Planning Group
NPPF	National Planning Policy Framework
SEA	Strategic Environment Assessment
Section 106	Definition 'A legally binding conditions imposed upon a development'
SLI	Site of Local Interest
SuDS	Sustainable Drainage Systems
TPO	Tree Preservation Order