

# Summary of recommendations for the York Local Plan [1]

(<http://www.brusselsblog.co.uk/recommendations-for-the-york-local-plan/>)

**Previous articles in this series on the submitted York Local Plan have identified these points:**

P1) The planning gain embodied in the plan is in the order of £2.5 billion [2]. This will accrue to land owners.

P2) Over the past 20 years, the value of dwellings in York has risen by over £10 billion [3] benefiting the affluent but increasing the housing costs of the less affluent.

P3) The plan will have the effect of driving the less affluent out of York [4] – including native-born young people.

P4) The proposed greenbelt will preserve planning gain and high housing costs [5]. The amenity value of the greenbelt is greatly overestimated.

P5) The plan allows developments that are extremely damaging to the climate [6]. This is contrary to the National Planning Policy Framework (NPPF). The current plan will be open to legal challenge on these grounds.

P6) The plan should try to avoid a rapid fall in house prices, placing existing residents in negative equity [7]. The article Planning permission is not a natural resource [8] is a technical precursor.

**The previous article Cheap housing, negative equity and crashing the banks [9] ended:**

The search is now on for policies which can provide cheap housing – lots of it – and to avoid a dramatic fall in house prices. In addition to promote lifestyles that will not ruin the climate.

Once the effects of the climate restrictions in the NPPF are accepted, there is an obvious solution: All new housing in York must be for residents without cars. (There will be a further paper which will include some possible exceptions for individuals in these developments.)

**Making all new housing car-free addresses P1 to P6 above:**

P1) It allows a large expansion of the housing supply at a much cheaper cost.

P2) It does not cause a precipitous reduction in existing house prices because, in the short term, existing dwellings will have a premium value to car owners.

P3) It allows a large reduction in the cost of housing for the less affluent

P4) It allows for the development of ways of living that are within climate constraints.

Of course, the planned green belt should be scrapped. It ossifies a very bad plan and prevents the flexible development of York at a time when it is necessary to make large changes to the way we live.

**A bad plan ossified is worse than no plan at all.**

**Hyperlinks to references:**

- [1] <http://www.brusselsblog.co.uk/recommendations-for-the-york-local-plan/>
- [2] <http://www.brusselsblog.co.uk/planning-gain-in-the-york-local-plan/>
- [3] <http://www.brusselsblog.co.uk/cheap-housing-negative-equity-and-crashing-the-banks/>
- [4] <http://www.brusselsblog.co.uk/the-plan-for-york-to-exile-the-poor/>
- [5] <http://www.brusselsblog.co.uk/greenbelt-in-the-york-local-plan/>
- [6] <http://www.brusselsblog.co.uk/the-york-local-plan-is-stealing-their-future/>
- [7] <http://www.brusselsblog.co.uk/cheap-housing-negative-equity-and-crashing-the-banks/>
- [8] <http://www.brusselsblog.co.uk/planning-permission-is-not-a-natural-resource/>
- [9] <http://www.brusselsblog.co.uk/cheap-housing-negative-equity-and-crashing-the-banks/>