

Appendix 5:

**British Sugar Draft
Supplementary Planning Document**

Sustainability Appraisal

October 2010

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Introduction

This document includes the sustainability appraisal matrices arising from the Draft Sustainability Appraisal for the British Sugar Supplementary Planning Document (SPD) and makes recommendations on how to make the SPD principles more sustainable. The findings of the SA should be taken into consideration and reflected within the adopted SPD to ensure that it maximises its contribution to future sustainability. A full Sustainability Appraisal will be finalised and available alongside the SPD for consultation purposes.

Recent revisions to national planning guidance regarding local planning policy still require that SPDs, which are area based should be subject to an SA if the effects have not been appraised within a higher level Sustainability Appraisal. Whilst the Core Strategy sets out the overall planning policies for York, the British Sugar SPD sets out specific requirements and principles for the development of the site and has therefore been subject to an appraisal.

SA involves identifying and evaluating a plan's impacts on a community, the environment and the economy, which are the three core themes of sustainability. Importantly, the City of York SA process also incorporates the requirements of European Directive 2001/42/EC, which requires that spatial and land use plans undergo a Strategic Environmental Assessment (SEA).

The SA for the British Sugar SPD has assessed each Development Principle and their associated Statements within the document against the SA sustainability objectives to understand the positive and negative impacts of the policy and how compatible it is with sustainable development principles.

Following the LDF Working Group and city wide consultation, the Council will make appropriate changes to the British Sugar Supplementary Planning Document in light of responses and / or the findings of this appraisal. Any changes regarded as particularly significant will be subject to further appraisal. The SA process also involves monitoring the agreed indicators, which will begin once this document has been adopted.

The British Sugar site has underwent citywide consultation in 2007/2008 as part of the York Northwest Area Action Plan. Comments from this process have been taken on board within the SPD and this SA. A full audit trail will be included within the full Sustainability Appraisal. Sustainability Appraisal analysis have been produced for various stages of the former AAP's and the SPDs production. These documents are set out below:

- Sustainability Appraisal Scoping Report (July 2007)
- Sustainability Appraisal Statement and Baseline Report for the York Northwest Area Action Plan (Nov 2007), Produced by Nathaniel, Litchfield and Partners
- Sustainability Appraisal of the emerging Preferred Options for the York Northwest Area Action Plan (2008 –2010)
- Sustainability Appraisal of the British Sugar SPD (this document)

Sustainability Appraisal Analysis

Theme 1: Sustainable, interactive and inclusive communities

York Northwest SPD Principle 1:

To create a sustainable, balanced community through the provision of an appropriate range of housing.

- **Statement 1: Affordable housing will be negotiated against current council targets for brownfield site, and on-site developer provision secured through Section 106 Agreement**
- **Statement 2: Housing size and type will contribute to achieving a balanced housing market through meeting the needs of an identified cross section of the community, This will be achieved through taking into account the SHMA's findings in the context of the sites location and anticipated future needs.**
- **Statement 3: Housing density will make best use of brownfield land and help to deliver key place making objectives.**

Ref	SA Objective	Score	Duration of effect	Appraisal
	General comments			Statements 2 and 3 regarding the provision of housing types and site density at the development are intrinsically linked and may benefit from becoming one statement.
	Headline objective: Reduction of York's Ecological Footprint	O	N/a	There is no clear link between this principle and the objective
EC1	Good quality employment opportunities for all	+	ST	The development of housing will provide jobs associated with the construction industry in the short term
EC2	Good education and training opportunities for all which build the skills of the population	O	N/a	There is no clear link between this principle and the objective
EC3	Conditions for business success, stable economic growth and investment	+	LT	Provision of housing will be positive in supporting the needs of the work force in York. Supporting the needs of the workforce is paramount in helping to create conditions for business success.
EC4	Local food, health care, education / training needs and employment opportunities met locally.	O	N/a	There is no clear link between this principle and the objective.
S1	Enhance access to York's urban and rural landscapes, public openspace / recreational areas and leisure and cultural facilities for all	O	N/a	There is no clear link between this principle and the objective.

S2	Maintain or reduce York's existing noise levels	I	LT	The redevelopment of the site for housing may have a positive impact as less noise may be made than the previous industrial use. Noise, if created, is likely to be of a different cause, i.e. vehicle travel.
S3	Improve the health and well being of the York population	+	LT	The development of housing will provide a range of accommodation on site, which will help meet the needs of different groups and household types. There is a particular emphasis in the accompanying text on family housing in this area, of which there is a shortage across the city. Provision would therefore be positive for maintaining well-being as the site will try and align its provision to the different social needs in York.
S4	Safety and security for people and property	O	N/a	There is no clear link between this principle and the objective.
S5	Vibrant communities that participate in decision-making	O	N/a	There is no clear link between this principle and the objective
S6	Reduce the need to travel by private car	O	N/a	There is no clear link between this principle and the objective
S7	Development which provide good access to and encourage use of public transport, walking and cycling	O	N/a	There is no clear link between this principle and the objective
S8	A transport network that integrates all modes for effective non-car based movements	O	N/a	There is no clear link between this principle and the objective
S9	Quality affordable housing available for all	++	LT	This principle directly meets the objective through the promised provision of a mix of housing size and type across the site. In addition, the site will also support housing for a wider needs of specific communities, such as the elderly and those with disability needs. The general approach to the site is with an emphasis on family housing as the majority of the provision and only a small proportion of flatted development. This is in alignment with the overall need within the city and aims to address issues set out in the baseline and evidence base with regards to housing needs within York.
S10	Social inclusion and equity across all sectors	I	ST / LT	The principle does not state how the affordable housing provision will be distributed. A steer on this would be welcomed to make sure future developers spread out affordable homes to aid social integration.

EN1	Land use efficiency that maximises the use of brownfield land	++	LT	The overall development of this site meets this objective. Statement 3 also aims to make the best use of brownfield land directly through the provision of housing on site. However, the SA is unsure if low density levels may impact on the provision of housing which may conflict with the delivery of family housing.
EN2	Maintain and improve a quality built environment and the cultural heritage of York and preserve the character and setting of the historic city of York	O	N/a	There is no clear link between this principle and the objective. Design issues with regard to housing are addressed through other statements within the SPD.
EN3	Conserve and enhance a bio-diverse, attractive and accessible natural environment	O	N/a	There is no clear link between this principle and the objective
EN4	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change	O	N/a	Buildings are a main source of Co2 emissions which can be mitigated through sustainable design and construction techniques. The development of this site for mainly housing will mean that this issue needs to be minimised before being developed and linked to urban design principles to be adhered to within the development.
EN5	Improve air quality in York	O	N/a	There is no clear link between this principle and the objective
EN6	The prudent and efficient use of energy, water and other natural resources	O	N/a	There is no clear link between this principle and the objective
EN7	Reduce pollution and waste generation and increase levels of reuse and recycling	O	N/a	There is no clear link between this principle and the objective. The SA would however, like it be clear the expectation of processing the contaminated waste present on site.
EN8	Maintain and improve water quality	O	N/a	There is no clear link between this principle and the objective
EN9	Reduce the impact of flooding to people and property in York.	O	N/a	There is no clear link between this principle and the objective
<p>Recommendations:</p> <ul style="list-style-type: none"> ○ Statement 2 should reference an “emphasis on family housing” like elsewhere in the document. ○ Statement 3 references “place-making objectives” but these are not defined. The reference is too generic and should be made specific in order to fully understand what objectives are to be met through this statement. ○ Although the Principle and associated statements deal with provision of housing, the SA would welcome a steer from the explanation about directing the level of affordable and other specialist homes to make sure they are integrated fully within the development to aid social inclusion. 				

York Northwest SPD Principle 2:

To ensure that social infrastructure requirements of the new community are met through provision of facilities and services in a planned, phased manner which compliments and integrates with existing facilities.

- **Statement 4: New social infrastructure should be provided at a local scale and in a timely manner to meet the needs of the new community.**
- **Statement 5: An accessible new local centre will be provided within the Site and would e served by sustainable transport and integrated with green infrastructure**

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: Reduction of York's Ecological Footprint	I/+	LT	The positive impact of providing social infrastructure within close proximity to a residential population is that it encourages sustainable travel, particularly walking and cycling. In turn, this is likely to help reduce vehicle emissions and energy use on site, which is positive for lowering the ecofootprint in this location.
EC1	Good quality employment opportunities for all	I	ST	It is anticipated that a small number of jobs would be created to work within the services and facilities provided for running and maintenance reasons. Also, in the short-term, the development of the site would employ construction industry workers.
EC2	Good education and training opportunities for all which build the skills of the population	+	LT	Statements 4 and 6 aim to provide a quantity of educational facilities on site in line with the anticipated population and need. New provision will be necessary to not over populate current schools which may be within a short distance. Statement 6 insinuates that some facilities, such as a secondary school, may not be on site. The rationale behind this is that existing schools may be able to expand in order to cater for the projected level of new pupils, although considerations with regards to openspace and catchment area would need to be looked at in more detail. In addition to this, the provision of new community facilities would also provide space where people could learn and develop skills or where training events could be hosted.
EC3	Conditions for business success, stable economic growth and investment	+	LT	Social infrastructure is an important requirement in order for a community to function sustainably and happily. The development of this therefore alongside new homes will all feed into creating a place which supports the economy with workers but also would be attractive for investment.

EC4	Local food, health care, education / training needs and employment opportunities met locally.	++	LT +	This principle directly meets this objective. It should make sure that the requirement for facilities and services within the development site incorporates adequate provision for food, healthcare, built sports, built community facilities and education.
S1	Enhance access to York's urban and rural landscapes, public openspace / recreational areas and leisure and cultural facilities for all	++	LT +	Statement 4 aims for the site to provide a range of services, including built sports and leisure facilities as well as community facilities such as halls etc. In addition to this, statement 5 aims to ensure that these facilities will be accessible by sustainable transport and integrated green infrastructure networks. Not only will new facilities in this area be provided for the new resident population but people living outside of this area should benefit from the increase in available facilities.
S2	Maintain or reduce York's existing noise levels	I	LT ?	The noise implications from the uses set out by this principle may arise from some of the uses and vehicle movements. However, master-planning of the site should consider how to minimise noise across the site when the local centre is developed.
S3	Improve the health and well being of the York population	+	LT +	Social infrastructure is an important part of any community which wishes to remain healthy and happy. The justification for Statement 4 sets out that healthcare facilities will potentially be provided on site. This needs to be ensured in order for residents at the British Sugar site to be have local access to healthcare of an adequate scale and distance. Other services outlined should also provide activities and places to meet which will aid overall well-being.
S4	Safety and security for people and property	O	N/a	There is no clear link between this principle and the objective.
S5	Vibrant communities that participate in decision-making	+		The provision of community facilities will help to increase the formulation of a vibrant community who, hopefully, will engage within the community. Developing halls, educational facilities, built sports and other meeting spaces should help to encourage the new population to participate in decision-making for the local area.
S6	Reduce the need to travel by private car	++	LT	The positive impact of providing social infrastructure within close proximity to a residential population is that it encourages sustainable travel, particularly walking and cycling. This should be positive in helping to reduce the numbers of people travelling, at least short distances, by car from this location.

S7	Development which provide good access to and encourage use of public transport, walking and cycling	+/I		The close proximity of the anticipated facilities should encourage people to particularly walk or cycle to the new local centre. Statement 5 particularly supports this approach and encourages that sustainable transport and green infrastructure should serve the local centre to support this type of access. The extent to which this will be successful will depend upon the layout and site design.
S8	A transport network that integrates all modes for effective non-car based movements	+/I		Statement 5 aims to link in sustainable transport routes and the GI network to the local centre which should encourage non car based travel across the site to use these facilities. The extent to which this will be successful will depend upon the layout and site design.
S9	Quality affordable housing available for all	O		There is no clear link between this principle and the objective.
S10	Social inclusion and equity across all sectors	I		The provision of community facilities will help to bring the community together to undertake activities and events. This should aid social inclusion within this area.
EN1	Land use efficiency that maximises the use of brownfield land	+	LT +	The SA considers that the development of social infrastructure on this site is important for the associated residential development. Given this, it is considered an appropriate use on this site and will make good use of the brownfield location.
EN2	Maintain and improve a quality built environment and the cultural heritage of York and preserve the character and setting of the historic city of York	?		The provision of social infrastructure should help to integrate the site into the city. The success of this will depend upon implementation and design of the site overall.
EN3	Conserve and enhance a bio-diverse, attractive and accessible natural environment	O	N/a	There is no clear link between this principle and the objective
EN4	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change	+		Locating development within close proximity to services should help to minimise vehicle movements. This will have a direct effect on minimising the amount for greenhouse gases emitted on site.
EN5	Improve air quality in York	O	N/a	There is no clear link between this principle and the objective
EN6	The prudent and efficient use of energy, water and other natural resources	O	N/a	There is no clear link between this principle and the objective
EN7	Reduce pollution and waste generation and increase levels of reuse and recycling	O	N/a	There is no clear link between this principle and the objective
EN8	Maintain and improve water quality	O	N/a	There is no clear link between this principle and the objective

EN9	Reduce the impact of flooding to people and property in York.	O	N/a	There is no clear link between this principle and the objective
Recommendations:				
○ none				

<p><u>York Northwest SPD Principle 3:</u> To maximise the benefits of sustainable economic growth for the local community</p> <ul style="list-style-type: none"> ○ Statement 7: To promote opportunities for small scale B1 employment uses in association with the local centre or in a live/work format in order to reduce the need to travel ○ Statement 8: A programme of training and skills development will be expected to accompany detailed planning applications in order to facilitate training opportunities and provide educational opportunities with particular emphasis on new sustainable technologies 				
Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: Reduction of York's Ecological Footprint	O	N/a	There is no clear link between this principle and the objective
EC1	Good quality employment opportunities for all	++	ST / I	This principle and its associated statement would help to achieve this objective through the provision of employment opportunities on site. Although this would be small scale, it may counteract some of the lost jobs from the closing of the sugar beet factory. The skills needed to undertake the jobs may be different to those previously needed however, which would involve an element of training. This would be supported, particularly throughout the development of the site by statement 8. Construction and associated skills, including sustainable technologies, linked to the development would be particularly appropriate although this may be short term for the duration of the development. However, it is not guaranteed that the jobs on site would be taken not be taken by non-resident construction workers.
EC2	Good education and training opportunities for all which build the skills of the population	++	St /LT +	Statement 8 directly meets this objective through a training and skills programme after the developments completion. However, it is considered that this should also specify that the potential for training opportunities should be maximised as the development is taking place as this would be beneficial for skills development in the short-term.

EC3	Conditions for business success, stable economic growth and investment	+	LT	This principle and the associated statements should help to support this objective through the provision of jobs and the programme of skills training.
EC4	Local food, health care, education / training needs and employment opportunities met locally.	+	LT +	Statement 8 directly meets this objective through a training and skills programme after the developments completion. However, it is considered that this should also specify that the potential for training opportunities should be maximised as the development is taking place as this would be beneficial for skills development in the short-term.
S1	Enhance access to York's urban and rural landscapes, public openspace / recreational areas and leisure and cultural facilities for all	O	N/a	There is no clear link between this principle and the objective.
S2	Maintain or reduce York's existing noise levels	O	N/a	There is no clear link between this principle and the objective.
S3	Improve the health and well being of the York population	O	N/a	There is no clear link between this principle and the objective.
S4	Safety and security for people and property	O	N/a	There is no clear link between this principle and the objective.
S5	Vibrant communities that participate in decision-making	O	N/a	There is no clear link between this principle and the objective.
S6	Reduce the need to travel by private car	+/-	?	Locating jobs within close proximity to residential should have a positive effect in minimising commuting. However, the number of jobs anticipated is small but would help to reduce the need to travel by car for those who did work and live in close proximity. However, the majority of British Sugar residents still travel to existing centres to access employment. This may lead to an increase in traffic due to the number of residents.
S7	Development which provide good access to and encourage use of public transport, walking and cycling	?		Whilst this principle and its associated statements do not clearly meet the objective, it will be important in the masterplanning stages of the development to give regard to how transport networks interlink with any employment opportunities.
S8	A transport network that integrates all modes for effective non-car based movements	O	N/a	There is no clear link between this principle and the objective.
S9	Quality affordable housing available for all	O	N/a	There is no clear link between this principle and the objective.
S10	Social inclusion and equity across all sectors	O	N/a	There is no clear link between this principle and the objective.

EN1	Land use efficiency that maximises the use of brownfield land	I	N/a	The provision of B1a office as part of the local centre through statement 7 would maximise the use of the brownfield land if it was provided in scale to the development, possible as part of the upper floors of the local centre. This will be determined through the masterplanning process.
EN2	Maintain and improve a quality built environment and the cultural heritage of York and preserve the character and setting of the historic city of York	I	N/a	Any development would need to adhere to strong design principles and be in keeping and scale to the surroundings and the setting of York.
EN3	Conserve and enhance a bio-diverse, attractive and accessible natural environment	O	N/a	There is no clear link between this principle and the objective.
EN4	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change	I	N/a	Locating training and small businesses alongside a local centre and in the vicinity of residential development may help to cut vehicular trips which would be positive for reducing greenhouse gas emissions. The offer however, is likely to be small and therefore may have only a small impact overall. This will depend upon implementation.
EN5	Improve air quality in York	O	N/a	There is no clear link between this principle and the objective.
EN6	The prudent and efficient use of energy, water and other natural resources	I	N/a	The training opportunities outlined by statement 8 are for sustainable technologies which may help to support the development of this objective throughout the city.
EN7	Reduce pollution and waste generation and increase levels of reuse and recycling	O	N/a	There is no clear link between this principle and the objective.
EN8	Maintain and improve water quality	O	N/a	There is no clear link between this principle and the objective.
EN9	Reduce the impact of flooding to people and property in York.	O	N/a	There is no clear link between this principle and the objective.
<p>Recommendations:</p> <ul style="list-style-type: none"> ○ Live-work units could be provided and acceptable on site. ○ The small business uses could be located on upper floors of the local centre to maintain vibrancy and maximum use of space. 				

Theme 2: Quality Place / Environment

York Northwest SPD Principle 5:

To create a high quality locally distinctive place which relates well to the surrounding area.

- **Statement 11: To achieve a high quality of design throughout the area with distinctive character areas that expresses the site's sustainable credentials whilst reflecting its context.**
- **Statement 12: To maintain a strong connection to the site's historic use and the social heritage of the area.**
- **Statement 13: To utilise opportunities for key views into, out of and through the area from accessible public areas**

Ref	SA Objective	Score	Duration of effect	Appraisal
	General comments			Statements 11, 12 and 13 cover issues which are inherently interlinked through the concept of design and heritage
	Headline objective: Reduction of York's Ecological Footprint	++		High quality design will incorporate sustainability principles which will aim to minimise the developments impact on the overall footprint of York.
EC1	Good quality employment opportunities for all	○	N/a	There is no clear link between this principle and the objective
EC2	Good education and training opportunities for all which build the skills of the population	○	N/a	There is no clear link between this principle and the objective
EC3	Conditions for business success, stable economic growth and investment	?/ I	N/a	Enabling development which adheres to strong design principles and delivers a successful site will help to attract investment to the city depending on the mix of uses on site.
EC4	Local food, health care, education / training needs and employment opportunities met locally.	○	N/a	There is no clear link between this principle and the objective
S1	Enhance access to York's urban and rural landscapes, public openspace / recreational areas and leisure and cultural facilities for all	+/I	N/a	High quality design will be paramount in order to develop the site in an accessible way which links in with the surrounding communities and the wider city. Statement 13 also offers a direction for developing an approach to views and streetscapes within the development which has the potential to provide a high quality environment linked with accessible routes etc. Further information is given within Principle 6 but this principle should recognise how design contributes to enhancing the urban landscape through not only buildings, but openspace and the public realm. The SA

				would recommend that this needs integrating into principle 5.
S2	Maintain or reduce York's existing noise levels	+	LT +	The justification for statement 11 recognises the need to screen and mitigate noise levels from adjoining industrial uses and the railway lines which is positive for this objective.
S3	Improve the health and well being of the York population	O	N/a	There is no clear link between this principle and the objective
S4	Safety and security for people and property	I	N/a	In order to maximise the achievement of this objective, the SPD should consider how to design out crime using the design element within the section. Good quality design would inherently use this when considering the masterplanning of the site.
S5	Vibrant communities that participate in decision-making	O	N/a	There is no clear link between this principle and the objective
S6	Reduce the need to travel by private car	I	N/a	This principle should relate to principle 7/7 and Theme 3 regarding transport and connectivity given that accessibility and the public realm are interconnected to good quality and sustainable design.
S7	Development which provide good access to and encourage use of public transport, walking and cycling	I	N/a	This principle should relate to principle 7/7 and Theme 3 regarding transport and connectivity given that accessibility and the public realm are interconnected to good quality and sustainable design.
S8	A transport network that integrates all modes for effective non-car based movements	O	N/a	There is no clear link between this principle and the objective
S9	Quality affordable housing available for all	O	N/a	There is no clear link between this principle and the objective
S10	Social inclusion and equity across all sectors	O	N/a	There is no clear link between this principle and the objective
EN1	Land use efficiency that maximises the use of brownfield land	++	LT	Using high quality and sustainable design on British Sugar will help to maximise the sites potential as a brownfield site. As part of this it will be important that the wider context of the site is considered in order to make sure this large development integrates well into the existing city.
EN2	Maintain and improve a quality built environment and the cultural heritage of York and preserve the character and setting of the historic city of York	+/ ?	ST, MT and LT	This principle aims to address how heritage assets and the character of the area will be considered through the design principles on site. Statement 11 considers the creating new distinctive areas within the site which would reflect how the present city has been developed today. It also wants the design to "reflect its context". The justification for the policy lists the different elements the masterplanning will take on board to make sure the new development has a relationship

				<p>with the existing site. The justification states that consideration in the masterplan will be given to the wider context, character and setting of York. This is paramount in understanding the relationship of the site to York as the development will have a marked impact on the landscape character of the area. It will be important to ensure that the opportunity is taken to develop the site in a locally distinctive way which harmonises with the existing character and fabric of the city, whilst understanding that the end result will be an alteration to the landscape of the site, the success of which will be determined through masterplanning and implementation of the development.</p> <p>Statement 12 aims to maintain a strong connection to the sites historic use and social heritage explained as the British Sugar factory legacy and archaeology. The design of the site would also like to include key aspect aspects of the historic use with the design. The SA supports an approach which aims to honour the city's heritage through art and street furniture to make it locally distinctive.</p> <p>Statement 13 focuses on key views. This element should not be considered mutually exclusive to statement 11 but as part of implementing high quality design. Creating new views through the site to focal points will help to focus attention on areas such as community spaces. This should also include the potential for views towards other aspects in the city. Creating new views has the potential to make the character of this area in keeping to the wider setting of the city to emulate views towards the Minster for example.</p> <p>The success in meeting this objective lies within the development of the masterplan and its implementation. However, the SA suggests that more examples and consideration should be given to how the SPD deals with heritage and landscape aspects relating to the adjacent and wider city more explicitly to reflect its importance as a theme within the city.</p>
EN3	Conserve and enhance a bio-diverse, attractive and accessible natural environment	?	N/a	There is no reference to this within Principle 5 as it is covered more explicitly within Principle 6. There should be a cross reference or amalgamation of the two principles to fundamentally link the two concepts under design principles for the site.
EN4	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change	+	?	Statement 11 refers to the site sustainability credentials. Sustainability will be key to the high design principles on site and the SA welcomes this reference but thinks it could

				refer more to what is expected on site or link more effectively to principle 4.
EN5	Improve air quality in York	O	N/a	There is no clear link between this principle and the objective
EN6	The prudent and efficient use of energy, water and other natural resources	O	N/a	There is no clear link between this principle and the objective
EN7	Reduce pollution and waste generation and increase levels of reuse and recycling	O	N/a	There is no clear link between this principle and the objective
EN8	Maintain and improve water quality	O	N/a	There is no clear link between this principle and the objective
EN9	Reduce the impact of flooding to people and property in York.	O	N/a	There is no clear link between this principle and the objective

Recommendations:

- The SA recommends that statement 11, 12 and 13 should be amalgamated as the issues are dependent upon each other. A revised statement could focus on design issues which incorporates considerations for sustainability and the historic environment.
- The SA considers that Principles 5 and 6 would present a stronger focus what can and should be produced through good quality and sustainable design on site if they were amalgamated. This would allow heritage and contact, public realm and green infrastructure to be fundamentally interlinked into the sites design characteristics.
- The SA suggests that more examples and consideration should be given to how the SPD deals with heritage and landscape aspects relating to the adjacent and wider city more explicitly to reflect its importance as a theme within the city.

York Northwest SPD Principle 6:

To create a people friendly environment which promotes opportunities for social/community interaction

- **Statement 14: To provide a framework of linked public realm spaces and routes within which pedestrian / cycle movements have primacy in a safe, pleasant, inclusive and accessible environment**
- **Statement 15: To provide multifunctional spaces and facilities within which complementary community activities can take place on a formal and informal basis**

Ref	SA Objective	Score	Duration of effect	Appraisal
	General comments			This principle could make stronger references and links to Principle 5 regarding high quality design.

	Headline objective: Reduction of York's Ecological Footprint	+	LT	Both statements under this principle aim to make sure cycle and pedestrian routes throughout the city are integrated into the site. Promoting these routes and making them attractive to people will help to minimise the number of vehicle movements of site which will be positive in minimising any additional effects on York's ecological footprint.
EC1	Good quality employment opportunities for all	O	N/a	There is no clear link between this principle and the objective.
EC2	Good education and training opportunities for all which build the skills of the population	O	N/a	There is no clear link between this principle and the objective.
EC3	Conditions for business success, stable economic growth and investment	O	N/a	There is no clear link between this principle and the objective.
EC4	Local food, health care, education / training needs and employment opportunities met locally.	O	N/a	There is no clear link between this principle and the objective.
S1	Enhance access to York's urban and rural landscapes, public openspace / recreational areas and leisure and cultural facilities for all	++	LT +	This principle will directly meet this objective as it sets out its aspiration for a hierarchy of streets allowing permeability through the site as well as paths which connect homes and community facilities. Statement 14 in particular will directly help to meet this objective by working into the development linked public realm accessible in a sustainable way, primarily walking and cycling. Statement 5 also reinforces the use of multifunctional spaces to be provided for community and leisure activities. The justification for the latter statement should be more explicit as to what would be considered good types of space and uses on site.
S2	Maintain or reduce York's existing noise levels	O	N/a	There is no clear link between this principle and the objective
S3	Improve the health and well being of the York population	+	LT	Promoting walking and cycling on site as well as space where people can enjoy leisure time will encourage the resident population to be outside and partaking in activities which will be beneficial to their health and well-being.
S4	Safety and security for people and property	+	ST, LT	The justification for statement 14 references that the paths and public realm should be perceived as safe. This will involve high quality design and should link with principle 5.

S5	Vibrant communities that participate in decision-making	+ /I		This principle will help to lead the population in partaking in activities in the multifunctional openspace, which will help to bring together the community and get them involved in the local area. Community facilities which provide meeting spaces as per the justification for Statement 15 will help to meet this objective directly. A link could be made to theme 1 which covers the provision of community facilities.
S6	Reduce the need to travel by private car	+	LT +	Planning in a network of linked public realm, particularly linked internal and external routes for pedestrian and cyclists primarily, will help to discourage short journeys by car. Joining this with It is anticipated that this should have a positive impact on this objective.
S7	Development which provide good access to and encourage use of public transport, walking and cycling	+	LT	This principle encourages walking and cycling through the network of linked public realm. It is considered that this will have a positive impact on this objective.
S8	A transport network that integrates all modes for effective non-car based movements	+	LT +	This principle denotes a framework of public realm linked by accessible paths for pedestrians and cyclists primarily. This links well with other strategies promoted by principle 7 and theme 3 regarding the green Infrastructure network and transport and connectivity through the site, which could be cross referenced in this section. It is considered that this will therefore have a positive impact on this objective.
S9	Quality affordable housing available for all	O	N/a	There is no clear link between the principle and the objective
S10	Social inclusion and equity across all sectors	+	N/a	This principle will help to lead the population in partaking in activities in the multifunctional openspace, which will help to bring together the community and get them involved in the local area. Including flexible facilities can promote interaction between different groups of people creating community cohesion within an area.
EN1	Land use efficiency that maximises the use of brownfield land	+	LT +	Given the size of this site a public realm strategy which interlinks spaces and facilities by sustainable modes is a valuable use of the site as this will help to integrate this brownfield site into the wider context of the city.
EN2	Maintain and improve a quality built environment and the cultural heritage of York and preserve the character and setting of the historic city of York	+/?	LT	Having a high quality public realm will help to achieve a quality built environment. For this reason it is anticipated that this principle will be positive on this objective. Ensuring that existing features from York's character or green Infrastructure network will be planned

				in will be instrumental in the success of achieving this objective.
EN3	Conserve and enhance a bio-diverse, attractive and accessible natural environment	+/I	LT	This principle does connect with this objective in that it promotes linkages between spaces and the public realm. Statement 14 could link more extensively with Principle 7 which specifically references Green Infrastructure and the framework and pedestrian/cycle links to which this statement refers will form a key part of the GI network.
EN4	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change	+	LT	Both statements under this principle aim to make sure cycle and pedestrian routes throughout the city are integrated into the site. Promoting these routes and making them attractive to people will help to minimise the number of vehicle movements of site which will be positive in minimising greenhouse gas emissions.
EN5	Improve air quality in York	+/I		Promoting walking and cycling around the site should encourage fewer cars which should minimise the deterioration of air quality in this location.
EN6	The prudent and efficient use of energy, water and other natural resources	O	LT	There is no clear link between this principle and the objective
EN7	Reduce pollution and waste generation and increase levels of reuse and recycling	O	LT	There is no clear link between this principle and the objective
EN8	Maintain and improve water quality	O	LT	There is no clear link between this principle and the objective
EN9	Reduce the impact of flooding to people and property in York.	O	LT	There is no clear link between this principle and the objective
<p>Recommendations:</p> <ul style="list-style-type: none"> ○ The SA recommends cross referencing the links from GI to transport and connectivity in Theme 3. 				

Theme 3:Sustainable Movement and Connections

York Northwest SPD Principle 7:

To deliver new development within a framework of linked, multifunctional green infrastructure incorporating existing landscape areas and biodiversity value, and maximising linkages with the wider green infrastructure network.

- **Statement 16: New and improved Green Infrastructure should be provided and maintained to meet new needs for formal and informal recreation and leisure use**
- **Statement 17: A multifunctional green spine should be created which links new and existing green assets both within the site and the surrounding area**
- **Statement 18: To retain existing green assets of value within the site and incorporate these within the new green infrastructure network where possible.**

Ref	SA Objective	Score	Duration of effect	Appraisal
	General comments			
	Headline objective: Reduction of York's Ecological Footprint	+	LT +	The development of multifunctional Green Infrastructure will be positive for the minimising the developments impact environmentally. This will be through making walking and cycling more attractive along the linked green space helping to reduce the impact on vehicles on site. Further to this, Green Infrastructure is a natural way to mitigate carbon emissions and can provide essential shade to different areas to mitigate urban heat islands.
EC1	Good quality employment opportunities for all	○	N/a	There is no clear link between this principle and the objective
EC2	Good education and training opportunities for all which build the skills of the population	○	N/a	There is no clear link between this principle and the objective
EC3	Conditions for business success, stable economic growth and investment	○	N/a	There is no clear link between this principle and the objective
EC4	Local food, health care, education / training needs and employment opportunities met locally.	○	N/a	Its important for people to have access to recreational space in close proximity to where they live. This principle and the accompanying statements will ensure that that new accessible space is identified on site. Linking the site with a GI network will also make residents from adjacent have more easy access across the site to the Clifton lngs increasing accessibility and connectivity for all.
S1	Enhance access to York's urban and rural landscapes, public	++	LT +	This objective will be directly achieved through the implementation of openspace and green infrastructure. The inclusion of

	openspace / recreational areas and leisure and cultural facilities for all			<p>pathways for pedestrians and cyclists will aid people moving through the area whilst also providing leisure and recreational space. The provision of openspace will be developed in line with the core Strategy policy and should provide different types of space for the residential population to use. The principle also states that the built sports provision on site will retained in line with Playing Pitch strategy to be submitted and in consultation with Sport England. This is positive as a way to retain existing facilities which are needed on site. Where the urban eco principles are implemented, it is stated that there should be exemplar levels of openspace. The SA welcomes this approach. The multifunctional green spine links well with a green infrastructure network which will enhance accessibility across the site, potentially to Clifton Ings, for residents adjacent to British sugar enhancing access for all. The success to which this objective is met will be determined through the inclusion and regard for openspace and how the green infrastructure network in included in the masterplanning process.</p>
S2	Maintain or reduce York's existing noise levels	+/I	N/a	<p>Greenspace can be used an effective screen for noise from roads and industrial noises for example. We the site is adjacent to Millfield Lane industrial estate, green Infrastructure could be used to shield and screen noise from any adjacent residential properties. This will essentially depend on masterplanning of site but the SA suggests that this could be referenced within the SPD.</p>
S3	Improve the health and well being of the York population	+	LT	<p>This principle and its associated statements will have a positive impact on this objective. The provision of openspace and greenspace which can be used for leisure and recreation enables both space for physical activity for fitness and places in which relaxation can take place. Evidence suggests that provision to greenspace is positive on people's well-being.</p>
S4	Safety and security for people and property	I		<p>The provision should be planned to be safe for all. The provision of cycle paths and pedestrian routes should consider how safety can be inbuilt through, for example, streetlighting where appropriate.</p>
S5	Vibrant communities that participate in decision-making	O	N/a	<p>There is no clear link between this principle and the objective</p>

S6	Reduce the need to travel by private car	+		Implementing green infrastructure with a focus on routes for pedestrians and cyclists will work toward achieving this objective. It will encourage people to go short distances and use the GI network for access instead of using their car. Essential to this will be the connectivity of the GI network on site to other GI in the city and to the York Central site in order to create sustainable routes across throughout the whole York Northwest site and surrounding area.
S7	Development which provide good access to and encourage use of public transport, walking and cycling	+/I		Implementing green infrastructure with a focus on routes for pedestrians and cyclists will work toward achieving this objective. It will encourage people to go short distances and use the GI network for access instead of using their car. Essential to this will be the connectivity of the GI network on site to other GI in the city and to the York Central site in order to create sustainable routes across throughout the whole York Northwest site and surrounding area. It would also be SPD to pick this issue up more comprehensively within theme 3 as linking this to public transport routes will also help maximise the achievement of this objective.
S8	A transport network that integrates all modes for effective non-car based movements	+		This principle will help to promote connectivity across the site through a GI network. Specifying that there will be specific provision for pedestrians and cyclists will promote this as a good alternative to the car. The impact on this objective is therefore positive.
S9	Quality affordable housing available for all	O	N/a	There is no clear link between this principle and the objective
S10	Social inclusion and equity across all sectors	O	N/a	Provision of openspace on site will be positive in allowing access to recreational space for the new population and may enhance access for adjacent residents where there are known deficiencies.
EN1	Land use efficiency that maximises the use of brownfield land	+	LT	Given that this site is large and of mixed use, the SA considers that the provision of green infrastructure linked throughout the site in a comprehensive way is making good use of the land. Greenspace is demonstrated to be important for health and well-being as well as key to sustainable travel. It also have benefits for adapting to climate change. Instating greenspace on this site is valuable in increasing access across the city and making it attractive for people to live.
EN2	Maintain and improve a quality built environment and the cultural heritage of	+/I		Across the city there is an existing network of green infrastructure which the Core Strategy is aiming to manage as a GI

	York and preserve the character and setting of the historic city of York			network. Forming a green infrastructure on site is therefore in keeping with the character of York.
EN3	Conserve and enhance a bio-diverse, attractive and accessible natural environment	+/-		It has been recognised that there is an area of the British Sugar site which has rare Bees. The SPD sets out that the Bee Bank has been designated as a SINC site and seeks for its protection through the development of the site. There is also acknowledgment for groups of trees which need protecting to be taken into consideration and the potential for tree preservation orders to be issued. Further to this, the provision of a new green spine throughout the site will make the existing area more diverse by creating further natural habitats for animals to live. It is specified that natural and semi-natural greenspace may be provided off site but it is considered that creating new habitats in openspace, green corridors and peoples gardens will promote the area to attract flora and fauna. A consideration for the impact of traffic onsite needs to be incorporated as this may have a negative impact on plant species. It will be paramount that the impact of traffic does not affect the rare species on site. The SA welcomes the inclusion of blue infrastructure in this section as well but would like to see an expansion of what this entails for the British Sugar site specifically.
EN4	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change	+	LT	Well designed and multifunctional open and greenspace is important for making urban areas resilient to climate change. As this is a former industrial site, emphasis should be on making it as adapted to climate change as possible in order to minimise its development as a mixed use site on any adverse impacts. Including areas of greenspace is a critical part of this as it acts in a multifunctional way. Plants help to store water not only in themselves but in the soil, which has positive implications for any drainage issues on site and both a fluvial and pluvial flooding. Trees and flora also act as natural carbon sinks which will help to mitigate greenhouse gases as well as acting to regulate temperatures in particularly dense areas through shade. Whilst this principle sets out how greenspace will be used for green routes, sustainable transport links and access, it is only the reference to SUDs which address the potential adapt and mitigate to climate change. The principle should therefore outline more clearly how

				the multi-functional and linked greenspace links with adapting and mitigating climate change.
EN5	Improve air quality in York	+		Flora, especially trees, act as carbon sinks which can help to mitigate and reduce adverse impacts on poor air quality. This may be particularly useful in areas where vehicles are permitted on site and areas of the site which are in close proximity to the ring road. Encouraging people to use GI for walking and cycling will also promote less use of vehicles which would also be beneficial in limiting vehicle emissions and poor air quality on site.
EN6	The prudent and efficient use of energy, water and other natural resources	+/I		Greenspace can be used effectively for energy conservation through providing essential shading to buildings and homes. Areas on site which are looking to achieve eco-homes status may use greenspace in this way.
EN7	Reduce pollution and waste generation and increase levels of reuse and recycling	O		There is no clear link between this principle and the objective
EN8	Maintain and improve water quality	?		The SPD outlines that the site is adjacent to the River Ouse and associated Ings and that any GI network will need to link to this as blue infrastructure. More explicit mention of the role this has to play would be beneficial however. There may a conflict in positioning recreational space next to the river which may result in adverse impacts. However, the SA considers that this will need to be lead by management of the area.
EN9	Reduce the impact of flooding to people and property in York.	+/I		Greenspace on British Sugar is required to be multi-functional. It can be effective in helping to mitigate fluvial and pluvial flooding through areas which are allowed to be flooded and by letting water drain in the soil. Whilst SUDs are mentioned within this principle, further mention of the measures to be taken to limit flood risk using greenspace could be outlined further as part of mitigating to climate change measures.

Recommendations:

- As multi-functional greenspace is clearly outlined in Statement 17, the SA suggests that more examples of how this space will be used are included. For example, it could be used to screen noise, adapt to climate change, mitigate flooding of homes etc.
- Whilst this principle sets out how greenspace will be used for green routes, sustainable transport links and access, it is only the reference to SUDs which address the potential adapt and mitigate to climate change. The principle should therefore outline more clearly how the multi-functional and linked greenspace links with adapting and mitigating climate change.
- The SA recommends expanding on the issue of how blue infrastructure could be included.

- In addition to ensuring the retention of existing areas which are valuable habitat, it is recommended that where possible landscaping schemes use native species and wildlife planting. The long-term management plan should consider how the landscape on the site could be managed in a way that promotes biodiversity.

York Northwest SPD Principle 8:

To maximise integration, connectivity and accessibility to and from the site giving priority to sustainable travel in line with the hierarchy of transport users set out in LTP2 and the emerging LTP3.

- **Statement 19: To optimise integration, connectivity and accessibility through provision of new and improved pedestrian/cycling, public transport and vehicular routes between the development area and key destinations, prioritising sustainable movement in line with the LTP2 hierarchy of transport users**
- **New access routes should be provided to serve the development. These should minimise the impact of traffic, and maximise permeability whilst giving priority to more sustainable modes of transport.**

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: Reduction of York's Ecological Footprint	+		This principle aims to maximise sustainable transport within the British Sugar site which includes walking, cycling and public transport. Although there is a need to allow vehicle movement onsite, minimising the use of cars for short journeys with routes suitable for pedestrians and cyclists will help to minimise the use of the car. Ultimately a comprehensive sustainable transport plan should help to minimise the additional impact the site will have in terms of transport on the ecological footprint through the provision of sustainable routes. The potential provision of a tram-train would also offer a solution for wider sustainable access into the site linking it sustainably with the York Central site and the city centre which would have a direct impact on how people opt for moving around the site and through the site.
EC1	Good quality employment opportunities for all	0	N/a	There is not a clear link between this principle and the objective
EC2	Good education and training opportunities for all which build the skills of the population	0	N/a	There is no clear link between this principle and the objective
EC3	Conditions for business success, stable economic growth and investment	+		An effective transport network is essential as a condition for business success. It is paramount that a transport network is in place for the residential community to commute to work from this site to adjacent

				employment areas, the city or other areas in a sustainable way. Further to this, good multi modal access to the local centre will be critical in order to maintain its viability on site. The success of this will be through the implementation of the Transport masterplan for the site. Some conflict can be presumed from where people commute to and from. Should a vast majority choose to move outside the city in the car, this may have adverse impacts on ring road congestion. However, the SPD does stipulate intentions for different access points to mitigate adverse effects.
EC4	Local food, health care, education / training needs and employment opportunities met locally.	+		The site intends to accommodate a local centre which will be accessed by different sustainable modes of transport. This principle will help to achieve this objective through the provision of an adequate transport infrastructure and masterplan which will implement what is necessary to achieve this on site.
S1	Enhance access to York's urban and rural landscapes, public openspace / recreational areas and leisure and cultural facilities for all	+		This principle will be positive for this objective by developing a transport strategy which will allow access across and through the site sustainably. The SPD states that connectivity is a major part of the theme and in providing this on site, it should link to wider areas. It is anticipated therefore that connectivity to York's urban and rural landscape as well as other facilities, including other informal openspace, will be included in its implementation.
S2	Maintain or reduce York's existing noise levels	O	N/a	Noise issues are captured within principle 10.
S3	Improve the health and well being of the York population	+		Sustainable transport solutions, especially if they include low emission technologies, should help to minimise the deterioration of air quality when the site has been developed. This will have positive impacts on peoples health. Also, promoting walking and cycling throughout the site in conjunction with green infrastructure will encourage physical activity which is always beneficial to peoples health. This principle could link better with Principle 10 regarding addressing the environmental impacts.
S4	Safety and security for people and property	+		The approach taken in this principle is that there will be segregated links pedestrians and cyclists around the site. This will help to maintain the safety of those travelling away from other vehicles..

S5	Vibrant communities that participate in decision-making	O	N/a	There is no clear link between this principle and the objective
S6	Reduce the need to travel by private car	++	LT	This Principle will directly help to achieve the objective. The transport requirements on site focus on the provision of sustainable transport across the site and linking into the wider transport infrastructure. The key to the principle is the preference of walking and cycling routes as well as public transport access, both which will help to reduce the need to travel by car. Also, the site intends to restrict car use to various access points and use a zoning method for vehicle accessibility, which will encourage further use of public transport systems. Whilst this is positive for the objective, planning for cars on site presents a conflict. However, given the large number of residents on site there will be an increase of traffic in the area as a consequence of the development. A number of vehicles on site however is inevitable. People travelling to services and facilities not provided in near proximity to the British Sugar site will incur journeys on the network. The SA anticipates that the success of meeting the objective will only be seen through implementation and development.
S7	Development which provide good access to and encourage use of public transport, walking and cycling	++	LT	This Principle will directly meet this objective. In addition to comments for S6, Statement 20 sets out that the masterplanning should ensure that the design of routes through the site delivers a maximum 5 minute walk from all new residential property to bus stops, with shorter distances for areas of specialist housing.
S8	A transport network that integrates all modes for effective non-car based movements	++	LT	The evidence base predicts that the majority of trips from the site will probably be towards the city centre. The approach taken by the SPD is that a variety of measures will be put in place to direct people around and through the site. Cycle and pedestrian access is at the fore of this followed by public transport routes. Part of this is understood to be redirecting existing routes through the site alongside the creation of separate cycle ways. There is also a requirement that there are vehicles zones on site which will help to minimise where people can gain access to and from. In addition to these measure, the proposed tram-train would effectively link into the site adding the variety of methods to reach the city centre our the wider region. In conclusion, this principle and this associated

				statements will directly meet this objective. In order to fully maximise meeting the transport objectives, there should be more comprehensive reference to the green infrastructure as this directly links in with the provision of pedestrian and cycle routes in order to make an integrated sustainable transport network more sustainable.
S9	Quality affordable housing available for all	O	N/a	There is no clear link between this principle and the objective
S10	Social inclusion and equity across all sectors	+	LT	Accessibility to a range of transport modes which will make reaching the city centre and the wider area easy is key in addressing social inclusion. The provision of bus routes within 400m (5 minute walk) or less as proposed by the SPD, will ensure that people with special needs or disabilities should have facilities nearby for using sustainable travel. The success to which this occurs will be determined through the transport masterplan for the sites and the overall masterplanning process as it depends upon implementation of this principle into practice.
EN1	Land use efficiency that maximises the use of brownfield land	+	LT	Transport infrastructure is essential on sites which are previously of a different use and aim to provide a mix of uses. In order to develop the site, a comprehensive understanding of the site requirements for the mix of uses need to be understood and developed. The transport Topic Paper sets out well the likelihood of where trips will be to and from, with key destinations as the City Centre, Clifton Moor, the university and the Foss Island road area as well as locally, Acomb District centre and the adjacent business parks. The SA therefore considers that this is a positive use for the site and the principle will deliver it well in terms of maximising the Brownfield land available.
EN2	Maintain and improve a quality built environment and the cultural heritage of York and preserve the character and setting of the historic city of York	?		One of the primary considerations within the transport work undertaken for the site was the built environment and historic character. The main concern for the SA to raise is the effect of additional traffic on the existing road network and the impact of this on the city itself. The promotion of bus routes, cycle paths and the potential of tram-train and park and ride facility in close proximity, all set out advantages in terms of decreasing the number of likely vehicles travelling to the city centre. Other impacts which arise will be connected to the built fabric of the city and historic routes in this location.

EN3	Conserve and enhance a bio-diverse, attractive and accessible natural environment	?/-		Provision of a transport network may be in conflict with this objective but this is dependent on how new green infrastructure is incorporated and managed on the site.
EN4	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change	?	MT	The aim to provide and encourage the use of sustainable travel patterns across the site using pedestrian and cycle links as well as public transport is positive for this objective as it will help to minimise greenhouse gas emissions. However, there is an accepted level of car use planned on site which will continue to emit greenhouse gas emissions. Measures could be put in place to mitigate the impact of this.
EN5	Improve air quality in York	?	LT	The aim to provide and encourage the use of sustainable travel patterns across the site using pedestrian and cycle links as well as public transport is positive for this objective as it will help to minimise overall emissions and pollutants into the air. However, there is an accepted level of vehicle use planned on site which will continue to emit emissions and should be addressed. Principle 9 sets this out more clearly. However, it would be useful for this principle to include information regarding low emission technologies and other measures which could be put in place to mitigate any adverse impacts on air quality.
EN6	The prudent and efficient use of energy, water and other natural resources	I		Using sustainable modes of transport, particularly walking and cycling reduces fuel consumption for transport purposes. In addition to this, public transport routes will be implemented and the site should promote the use of low emission and energy saving vehicles in order to maximise meeting this objective.
EN7	Reduce pollution and waste generation and increase levels of reuse and recycling	O	N/a	It is intended that the levels of air pollution do not increase in this area. More information is given in Principle 9.
EN8	Maintain and improve water quality	O	N/a	There is no clear link between this Principle and the objective.
EN9	Reduce the impact of flooding to people and property in York.	+/I	LT	Helping to mitigate emissions by promoting sustainable travel modes will have a long-term benefit for climate change and therefore on additional flood risk associated with this.
<p>Recommendations:</p> <ul style="list-style-type: none"> ○ The SA recommends that stronger links are made to the aims for Green Infrastructure to provide routes for pedestrians and cyclists. ○ A reference to low emission technologies could be included. 				

York Northwest SPD Principle 9:

To ensure as many trips as possible are able to be taken by sustainable travel modes and to promote and facilitate modal shift from the car to sustainable forms of travel by maximising opportunities for walking, cycling and public transport.

- **Statement 21: To optimise the availability and attractiveness of travel options for walking, cycling and public transport, in order to maximise the proportion of trips generated by the development that are undertaken by sustainable modes.**
- **Statement 22: To minimise the availability of car parking in line with anticipated modal shifts of trips away from the car**

Ref	SA Objective	Score	Duration of effect	Appraisal
	General comments			
	Headline objective: Reduction of York's Ecological Footprint	+		Optimising the use of public transport, walking and cycling will help to reduce the amount of vehicle emissions produced on site. It will also help to promote energy efficient modes for travel helping to reduce the energy consumed on site. Both of these elements will be positive in working towards reducing the ecological footprint.
EC1	Good quality employment opportunities for all	○	N/a	There is no clear link between this principle and the objective
EC2	Good education and training opportunities for all which build the skills of the population	○	N/a	There is no clear link between this principle and the objective
EC3	Conditions for business success, stable economic growth and investment	+		An effective transport network is essential as a condition for business success. It is paramount that an transport network is in place for the residential community to commute to work from this site to adjacent employment areas, the city or other areas in a sustainable way. Further to this, good multi modal access to the local centre will be critical in order to maintain its viability on site. The success of this will be through the implementation of the Transport masterplan for the site. Some conflict can be presumed from where people commute to and from. Should a vast majority choose to move outside the city in the car, this may have adverse impacts on ring road congestion. However, the SPD does stipulate intentions for different access points to mitigate adverse effects.
EC4	Local food, health care, education / training needs and employment opportunities met locally.	○		There is no clear link between this principle and the objective
S1	Enhance access to York's	+		This principle will be positive for this

	urban and rural landscapes, public openspace / recreational areas and leisure and cultural facilities for all			objective by developing a transport strategy which will allow access across and through the site sustainably. The SPD states that connectivity is a major part of the theme and in providing this on site, it should link to wider areas. It is anticipated therefore that connectivity to York's urban and rural landscape as well as other facilities will be included in its implementation.
S2	Maintain or reduce York's existing noise levels	O		Noise issues are captured within principle 10.
S3	Improve the health and well being of the York population	+		Sustainable transport solutions, especially if they include low emission technologies, should help to minimise the deterioration of air quality when the site has been developed. Air quality will also be managed through the Low Emissions Strategy which will help to ensure that the site manages and mitigates emissions into the air. This will have positive impacts on peoples health. Also, promoting walking and cycling throughout the site in conjunction with green infrastructure will encourage physical activity which is always beneficial to peoples health.
S4	Safety and security for people and property	+		The justification for statement 21 sets out the need for attractive pedestrian and cycle routes with appropriate signage, lighting and cycle parking provision. Each of these elements should help to ensure that peoples safety whilst using the routes and their property.
S5	Vibrant communities that participate in decision-making	O		There is no clear link between this principle and the objective
S6	Reduce the need to travel by private car	++		This Principle will directly help to achieve the objective. The transport requirements on site focus on the provision of sustainable transport across the site and linking into the wider transport infrastructure. The key to the principle is the preference of walking and cycling routes as well as public transport access, both which will help to reduce the need to travel by car. Also, the site intends to restrict car parking, which will encourage further use of public transport systems. It also intends to provide a car club on site which will help reduce peoples perceived lack of car parking and need to own a car. Whilst this is positive for the objective, planning for cars on site presents a conflict. However, the car parking standards used as part of modelling work showed that the previous policy in the Draft Local Plan (2005) would have provided too many car parking

				spaces which would have resulted in more car use on site with negative effects for congestion in this area. A number of vehicles on site however is inevitable and the SA anticipates that the success of meeting the objective will only be seen through implementation and development.
S7	Development which provide good access to and encourage use of public transport, walking and cycling	++		This Principle will directly meet this objective. In addition to comments for S6, the justification for statement 21 sets out the importance of making the sustainable routes attractive for the residents to be persuaded to use alternative method as of travel to the car.
S8	A transport network that integrates all modes for effective non-car based movements	++		The evidence base predicts that the majority of trips from the site will probably be towards the city centre. The approach taken by the SPD is that a variety of measures will be put in place to direct people around and through the site. Cycle and pedestrian access is at the fore of this followed by public transport routes. In addition to this, the reduction of car parking at some points throughout the site will help to enforce that vehicles do not always gain priority on site. It is hoped that having a sustainable transport network coupled by the limited provision of car spaces will help to promote all people to use public transport.
S9	Quality affordable housing available for all	O		There is no clear link between this principle and the objective
S10	Social inclusion and equity across all sectors	+/I		Accessibility to a range of transport modes which will make reaching the city centre and the wider area easy is key in addressing social inclusion. The provision of bus routes within 400m (5 minute walk) or less as proposed by the SPD, will ensure that people with special needs or disabilities should have facilities nearby for using sustainable travel. There would still need to be access and parking spaces however, for people with needs such as the elderly or disabled, it will still be important to have access to cars and vehicles to be able to get around. The success to which this occurs will be determined through the implementation of the Transport Masterplan for the sites and the overall masterplanning process as it depends upon implementation of this principle into practice.
EN1	Land use efficiency that maximises the use of brownfield land	+		Transport infrastructure is essential on sites which are previously of a different use and aim to provide a mix of uses. In order to develop the site, a comprehensive

				understanding of the site requirements for the mix of uses need to be understood and developed. The transport Topic Paper sets out that the level of parking will be reduced to that stated in the Development Control Local Plan (2005) and that lower amount will be used. This is considered as positive and in line with this objective as it will maximise the ability to use the land for residential and other uses.
EN2	Maintain and improve a quality built environment and the cultural heritage of York and preserve the character and setting of the historic city of York	?		One of the primary considerations within the transport work undertaken for the site was the built environment and historic character. The main concern for the SA to raise is the effect of additional traffic on the existing road network and the impact of this on the city itself. The promotion of bus routes, cycle paths and the potential of tram-train and park and ride facility in close proximity, all set out advantages in terms of decreasing the number of likely vehicles travelling the city centre. Principle 9 aims to minimise the amount of additional cars on site and their impact. Reducing their environmental impacts by promoting reduced car dependency lifestyles should help to minimise any impacts on this objective. Awaiting further information from the heritage impact assessment.
EN3	Conserve and enhance a bio-diverse, attractive and accessible natural environment	?/-		Provision of a transport network may be in conflict with this objective but this is dependent on how new green infrastructure is incorporated and managed on the site.
EN4	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change	I		The aim to provide and encourage the use of sustainable travel patterns across the site using pedestrian and cycle links as well as public transport is positive for this objective as it will help to minimise greenhouse gas emissions. In addition to this, limiting car use on site through reduce car parking facilities aims to minimise emissions made from domestic car use. However, there is an accepted level of car use planned on site which will continue to emit greenhouse gas emissions. It is anticipated that measures could be put in place to monitor and mitigate the impact of this using the Low Emissions Strategy.
EN5	Improve air quality in York	+	LT	The aim to provide and encourage the use of sustainable travel patterns across the site using pedestrian and cycle links as well as public transport is positive for this objective as it will help to minimise overall emissions and pollutants into the air. However, there is

				an accepted level of vehicle use planned on site which will continue to emit emissions and should be addressed although it is anticipated that the Low Emissions Strategy will help to manage and mitigate any adverse effects before or as they arise. This principle does state a variety of measures which could be taken forward such as electric vehicles in a car club, electric vehicle charging points to support low emission vehicle use in the area.
EN6	The prudent and efficient use of energy, water and other natural resources	+/I		Using sustainable modes of transport, particularly walking and cycling reduces fuel consumption for transport purposes. In addition to this, public transport routes will be implemented and the site should promote the use of low emission and energy saving vehicles in order to maximise meeting this objective. Further to this, it is suggested that the site incorporates electric vehicles and charging points in order to promote the use of energy efficient vehicles.
EN7	Reduce pollution and waste generation and increase levels of reuse and recycling	+		It is intended that the levels of air pollution do not increase in this area. The Low Emissions Strategy will seek to manage both carbon dioxide and local pollutant levels in the area through the implementation of monitoring and low emission technologies on site.
EN8	Maintain and improve water quality	O		There is no clear link between this Principle and the objective.
EN9	Reduce the impact of flooding to people and property in York.	I		Helping to mitigate emissions by promoting sustainable travel modes will have a long-term benefit for climate change and therefore on additional flood risk associated with this.
<p>Recommendations:</p> <ul style="list-style-type: none"> ○ Mitigation measures will be need to be fully enforced to prevent an effect on congestion in the area and causing associated environmental impacts ○ The site will require a full Environmental Impact Assessment which should include a transport Assessment for the area. 				

York Northwest SPD Principle 10:

To minimise the environmental impact of vehicle trips to and from the development and mitigate the impact of residual car trips on the highway network where possible.

- **Statement 23: To promote the use of more environmentally friendly vehicles**
- **Statement 24: To comprehensively mitigate the impact of vehicular traffic where possible through a phased scheme of network improvements to be agreed.**

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: Reduction of York's Ecological Footprint	+		In conjunction with the sustainable travel modes set out in Principle 9, it is anticipated that lower emission vehicles will be in more use in the future. This will help to reduce the consumption of fossil fuels and overall energy consumption as well as promoting the use of smaller, cleaner and lower emissions vehicles. It is anticipated that this will have a positive impact on the ecological and carbon footprint.
EC1	Good quality employment opportunities for all	O	N/a	There is no clear link between the Principle and the objective
EC2	Good education and training opportunities for all which build the skills of the population	O	N/a	There is no clear link between this principle and the objective
EC3	Conditions for business success, stable economic growth and investment	+/I	LT	The justification and requirements for Statement 24 highlight that residual car trips and vehicle traffic will need to be mitigated through improvements to junctions on the local and strategic network. This will be important in order to minimise disruption to the transport network important for residents, commuters and commercial traffic for moving around and through the city. Potentially therefore, this principle will have an indirect positive effect in the long term for this objective.
EC4	Local food, health care, education / training needs and employment opportunities met locally.	O	N/a	There is no clear link between this Principle and the Objective
S1	Enhance access to York's urban and rural landscapes, public openspace / recreational areas and leisure and cultural facilities for all	?	ST / LT	Helping to mitigate the impact of vehicular traffic throughout the phased development should be positive in helping to maintain access across York and to facilities and services set out in this objective. In the short-term, whilst the development is being constructed, it is anticipated that there may be a localised negative impact causing delay and congestion. However, this policy does aim to minimise this impact.

S2	Maintain or reduce York's existing noise levels	?		The issue of noise from vehicular traffic is not addressed in this chapter. The mitigation measures to be implemented could cross reference Green Infrastructure as a way to naturally screen any additional noise made.
S3	Improve the health and well being of the York population	+/I		The aim to minimise car use on site and favour lower emission vehicles will be beneficial for peoples health. Particulates and emissions from cars create poor air quality which in turn creates health problems for people within that area. This site will be managed and use mitigation measures as set out by the Low Emissions Strategy, a principle aim of which is to help improve the city's health.
S4	Safety and security for people and property	O	N/a`	There is no clear link between this principle and the objective
S5	Vibrant communities that participate in decision-making	O	N/a	There is no clear link between this principle and the objective
S6	Reduce the need to travel by private car	?	I	This principle aims to address the environmental impact and in addition to principle 9, promotes the use of lower emission vehicles to run on site. This includes electric cars which are cleaner and lower in emission terms than regular cars. Whilst this is still in conflict with this objective, there are environmental benefits which need to be balanced against the fact it is car use. However, the number of network improvements set out will be inevitable in order to accommodate some increase in traffic. Improving junctions and the local network will have to be careful however not to encourage further car ownership or movement on the site. The success of meeting this object and the resolution to this conflict will mainly be seen within further transport assessment and masterplanning. It should also be monitored to see the take up rate of electric vehicles to examine success of its implementation.
S7	Development which provide good access to and encourage use of public transport, walking and cycling	-	I	This policy aims to include lower emission vehicles on site which is in conflict with this objective. However, this principle need to be balanced against the walking, cycling and public transport agenda set out in principle 9.
S8	A transport network that integrates all modes for effective non-car based movements	--	I	This principle conflicts with this objective as its promoting the use of cars on the site and road improvements which anticipate an increase in vehicle movements. However, The cars promoted are electric vehicles which are more environmentally friendly than normal vehicles and it is recognised that

				given the environmental constraints of the historic environment, it will be paramount that a package of sustainable travel alternatives are included (as specified in Principle 9).
S9	Quality affordable housing available for all	O	N/a	There is no clear link between this Principle and the objective
S10	Social inclusion and equity across all sectors	O	N/a	There is no clear link between this Principle and the objective
EN1	Land use efficiency that maximises the use of brownfield land	O	N/a	There is no clear link between this Principle and the objective
EN2	Maintain and improve a quality built environment and the cultural heritage of York and preserve the character and setting of the historic city of York	?	LT	Aiming to mitigate the environmental impacts of transport solutions for the British Sugar site should be positive for this objective as it is recognised that a modal shift the provision of sustainable transport is the only way to deal with traffic given the characteristics of the historic city. Under statement 23, further information regarding how the site aims to minimise its effect on the historic environment should be set out as it is widely appreciated that the urban form and road structure form an important historical aspect to the city. In addition to this, a further understanding is needed to how environmental effects will impact on the wider historical environment which will be attained through the Heritage Impact Assessment.
EN3	Conserve and enhance a bio-diverse, attractive and accessible natural environment	?	I	Improving transport links will be positive in terms accessibility across the site to wider areas across the city. However, there is potentially a conflict with conserving a biodiverse environment if any of the improvements to be made will effect areas of greenspace which have biodiversity value . The SA would recommend that consideration for greenspace alongside any improvements is included in this principle as a measure for mitigation.
EN4	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change	+/I	I	The use of lower emission vehicles as proposed would help to minimise the carbon and greenhouse gas emissions which is important to achieve this objective. However, the promotion of highway mitigation and improvement will need to make sure this does not encourage further car use in and around the site. The success of this will however be through the how this is worked into the masterplan and the take-up success upon completion of the site.
EN5	Improve air quality in York	+/I	I	Improvements to air quality in this area

				should be seen through the encouragement to use electric vehicles on site through car clubs, charging points and designated parking spaces. The use of electric vehicles will try to minimise the air pollutants which would otherwise potentially lead to poor air quality. The success of this will however be through the how this is worked into the masterplan and the take-up success upon completion of the site.
EN6	The prudent and efficient use of energy, water and other natural resources	+/?		Using electricity as the fuel for an electric car is more energy efficient than fossil fuels. In terms of the transport footprint, this should help minimise any additional impact. The SA is unsure of the impacts for the road improvements and other mitigation measures.
EN7	Reduce pollution and waste generation and increase levels of reuse and recycling	+/I		Electric vehicles are cleaner and produce much lower emissions compared to other vehicles. It is anticipated that this will help to reduce air pollution in the new site. There is no anticipated impact on the waste, recycling and reusing materials.
EN8	Maintain and improve water quality	O		There is no clear link between the principle and the objective.
EN9	Reduce the impact of flooding to people and property in York.	O		There is no direct link between the Principle and the objective. However, lower emissions will help to mitigate vehicles effect on climate change which could have a long-term positive influence on additional flooding.
<p>Recommendations:</p> <ul style="list-style-type: none"> ○ The principle refers to environmental impact of vehicles but the only issue referred to is air quality and CO2 reduction through statement 23 regarding environmentally friendly vehicles. Some consideration should be given to noise and its appropriate mitigation, e.g. green infrastructure. 				

Summary of Appraisal Scores

Key to the appraisal matrices		Likely effect on the SA Objective																												
++		The option is likely to have a very positive impact																												
+		The option is likely to have a positive impact																												
0		No significant effect / no clear link																												
?		Uncertain or insufficient information on which to determine impact																												
-		The option is likely to have a negative impact																												
--		The option is likely to have a very negative impact																												
I		The option could have a positive or a negative impact depending on how it is implemented																												
Objectives	Headline Objective	EC1	EC2	EC3	EC4	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	EN1	EN2	EN3	EN4	EN5	EN6	EN7	EN8	EN9						
Principle 1	0	+	0	+	0	0	I	+	0	0	0	0	0	++	I	++	0	0	0	0	0	0	0	0	0					
Principle 2	I	+	I	+	+	++	++	I	+	0	+	++	+	I	+	I	0	I	+	?	0	+	0	0	0					
Principle 3	0	++	++	+	+	0	0	0	0	0	+	-	?	0	0	0	I	I	0	I	0	I	0	0	0					
Principle 4	++	0	0	?	0	0	0	I	I	0	?	?	?	0	0	0	?	I	+	++	+	++	?	0	I	?				
Principle 5	0	0	?	I	0	?	I	+	0	I	0	I	I	0	0	0	++	+	?	?	+	0	0	0	0					
Principle 6	+	0	0	0	0	++	0	+	+	+	I	+	+	+	0	+	+	+	?	+	I	+	+	I	0					
Principle 7	+	0	0	0	0	++	+	I	+	I	0	+	+	I	+	0	0	+	+	I	+	I	+	+	I	0				
Principle 8	+	0	0	+	+	+	0	+	+	I	0	++	++	++	0	+	+	?	?	-	?	?	I	0	0	+	I			
Principle 9	+	0	0	+	0	+	0	+	+	0	++	++	++	0	+	I	+	?	?	-	I	+	+	I	+	0	I			
Principle 10	+	0	0	+	I	0	?	?	+	I	0	0	?	-	--	0	0	0	?	?	+	I	+	I	+	?	+	I	0	0