



YORK

CITY OF YORK  
LOCAL PLAN

Further Sites Consultation  
Appendix 1: Residential, Employment  
and Retail Methodology  
April 2014

## **Appendix 1: Residential , Employment and Retail Assessment Methodology**

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## **A1.1 Introduction**

This Appendix sets out the methodology of assessment undertaken for Residential, Employment and Retail sites. This is summarised within Section 2 of the main report.

## **A1.2 Methodology**

The assessment followed a 4 stage criteria methodology to sieve out the most sustainable sites for further, more detailed consideration. This included:

- Criteria 1: Environmental Assets protection
- Criteria 2: Openspace retention
- Criteria 3: Greenfield protection and high flood risk avoidance
- Criteria 4a: Access to facilities and services
- Criteria 4b: Access to Transport

All the sites were also subject to a supplementary assessment of environmental considerations to understand more about key environmental and historic assets or issues within the vicinity of the site.

Following this appraisal, successful sites which passed the criteria assessment were taken to a Technical Officer Group to obtain site specific comments.

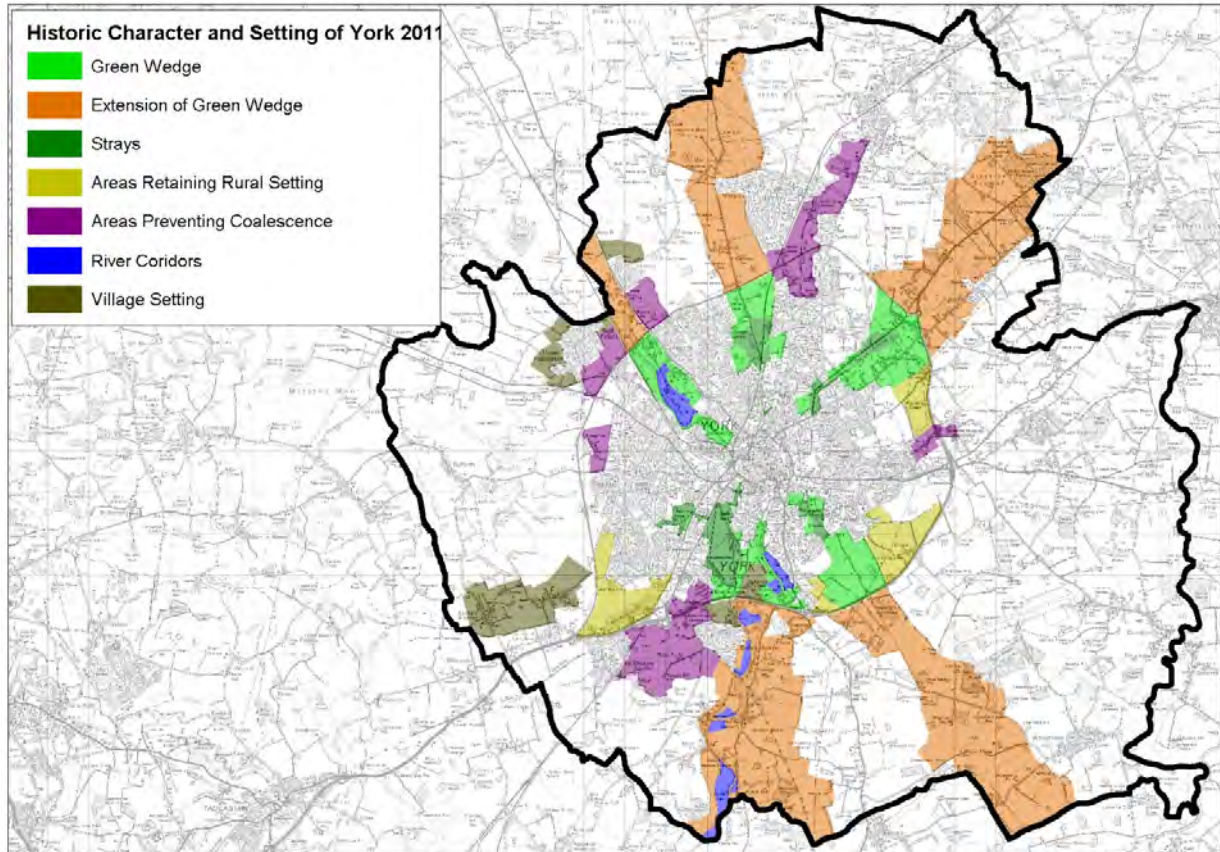
### **A1.2.1 Criteria 1: Environmental Assets**

It was considered appropriate to use the key factors which shape growth in the York, as set out by the Local Plan Spatial Strategy (Section 5 of the City of York Local Plan Preferred Options Report), within the site assessment methodology. Criteria 1 therefore uses the following environmental assets to sieve out sites and/or amend the boundary of sites which are situated within these areas:

## **1) Areas important to York's historic character and setting**

**Source:** The *Approach to the Green Belt Appraisal (2003)* study and the *Historic Character and Setting Technical Paper (2011)*. Both available to download from the Council's website.

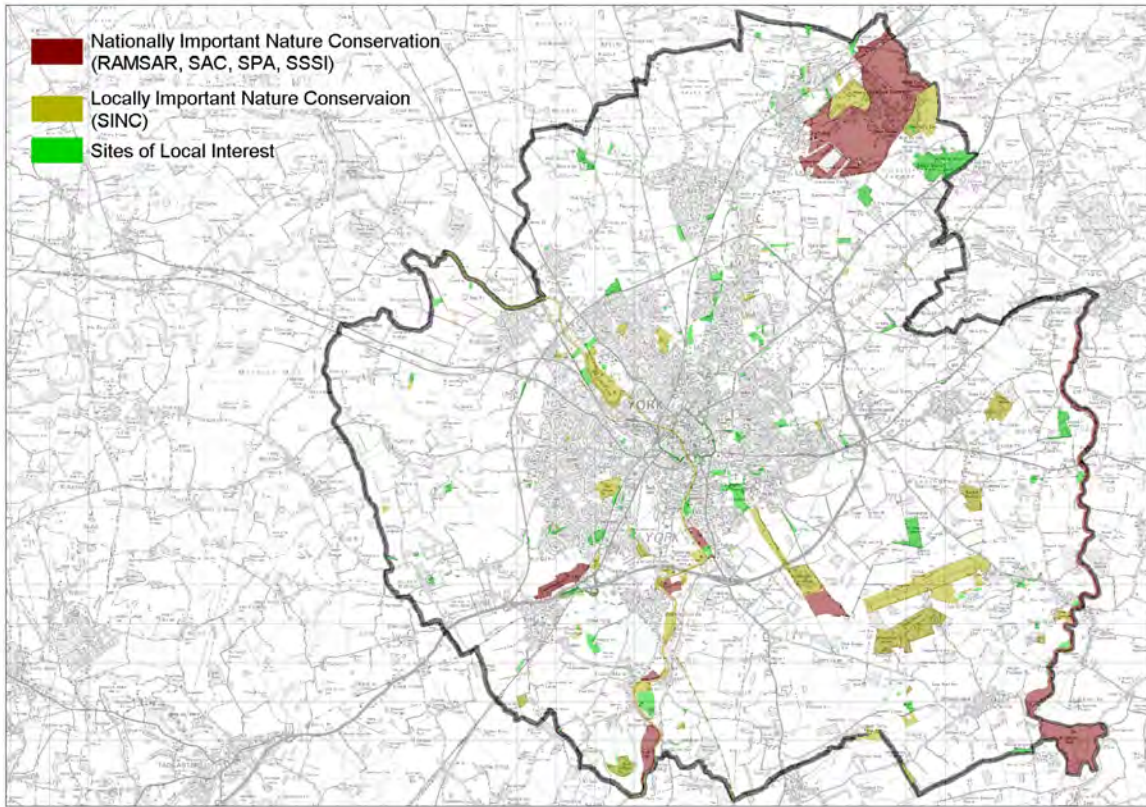
**Figure A1.1: York's Green Belt Character Areas (2011)**



## **2) Nature Conservation, Regional Green corridors, Ancient woodlands**

**Source:** Biodiversity Audit and Action Plan (2013) available to download from the Council's Website. Natural England datasets relating to nationally significant nature conservation sites; available to view at <http://www.naturalengland.org.uk/>

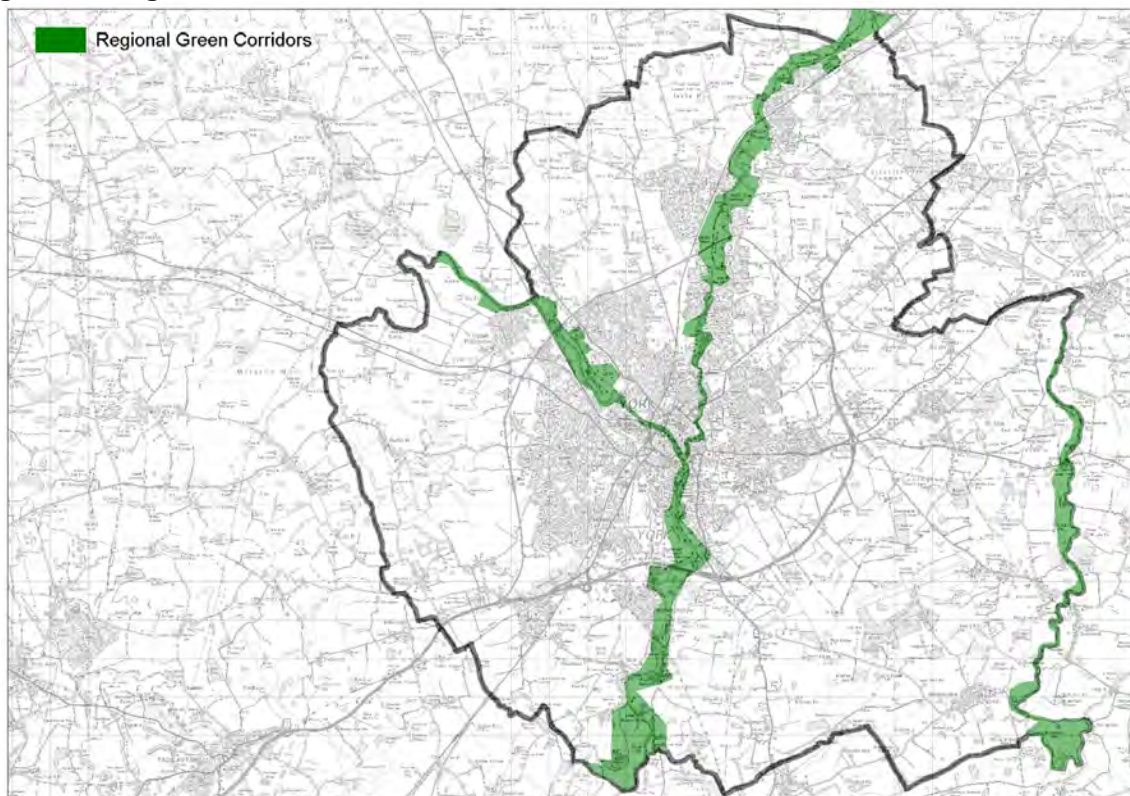
Figure A2.2: York's Nature Conservation Sites



### **Regional Green Infrastructure Corridors**

**Source:** The *Green Corridors Technical Paper (2011)* available to download from the Council's Website.

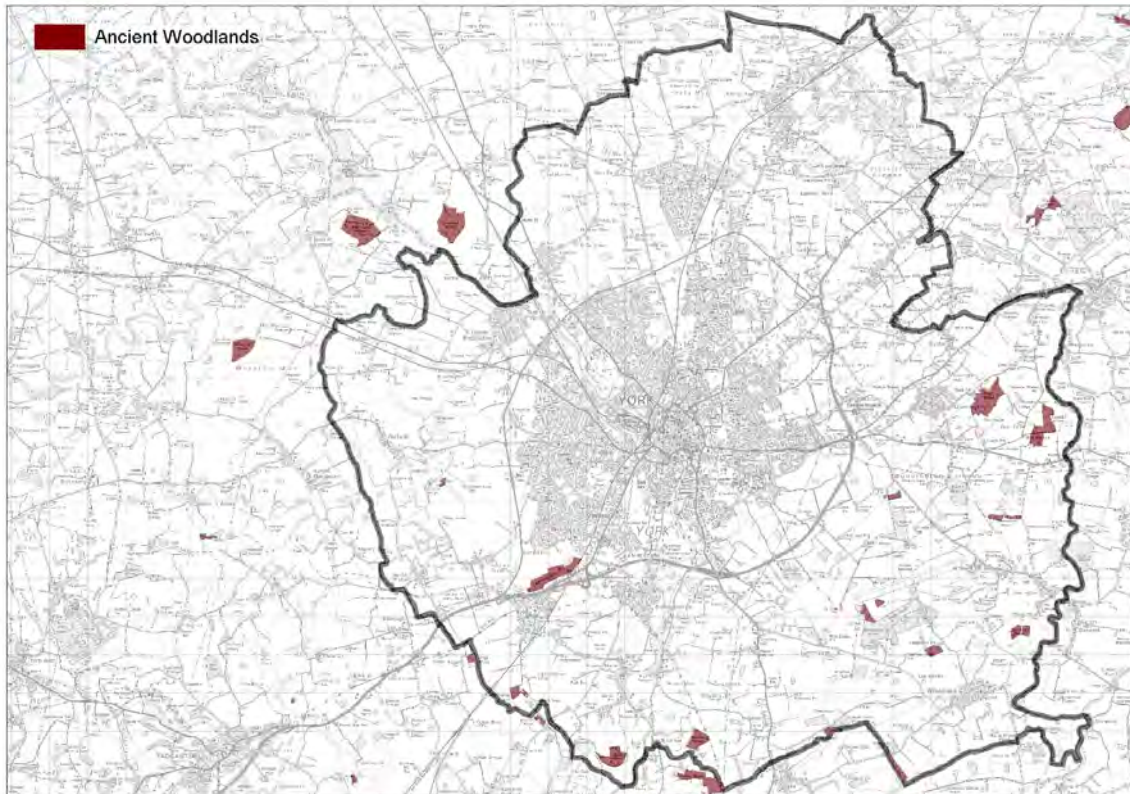
Figure A1.3: Regional Green Infrastructure Corridors



### **Areas of Ancient Woodland**

**Source:** CYC dataset.

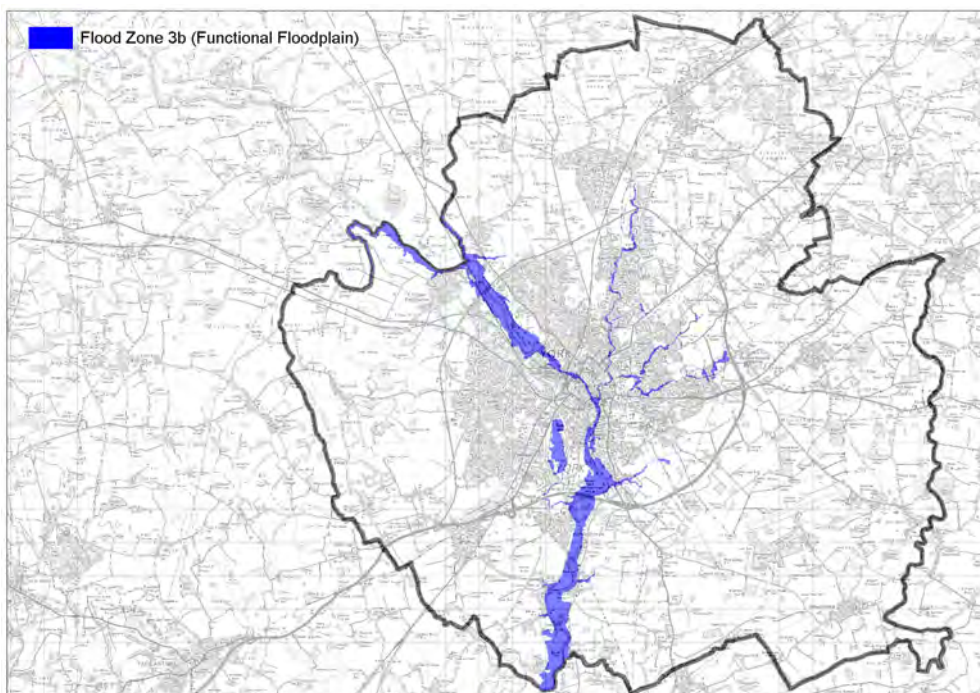
**Figure A2.4: Ancient Woodlands**



### **3) Functional Floodplain**

**Source:** Strategic Flood Risk Assessment (2013) available to view on the Council website.

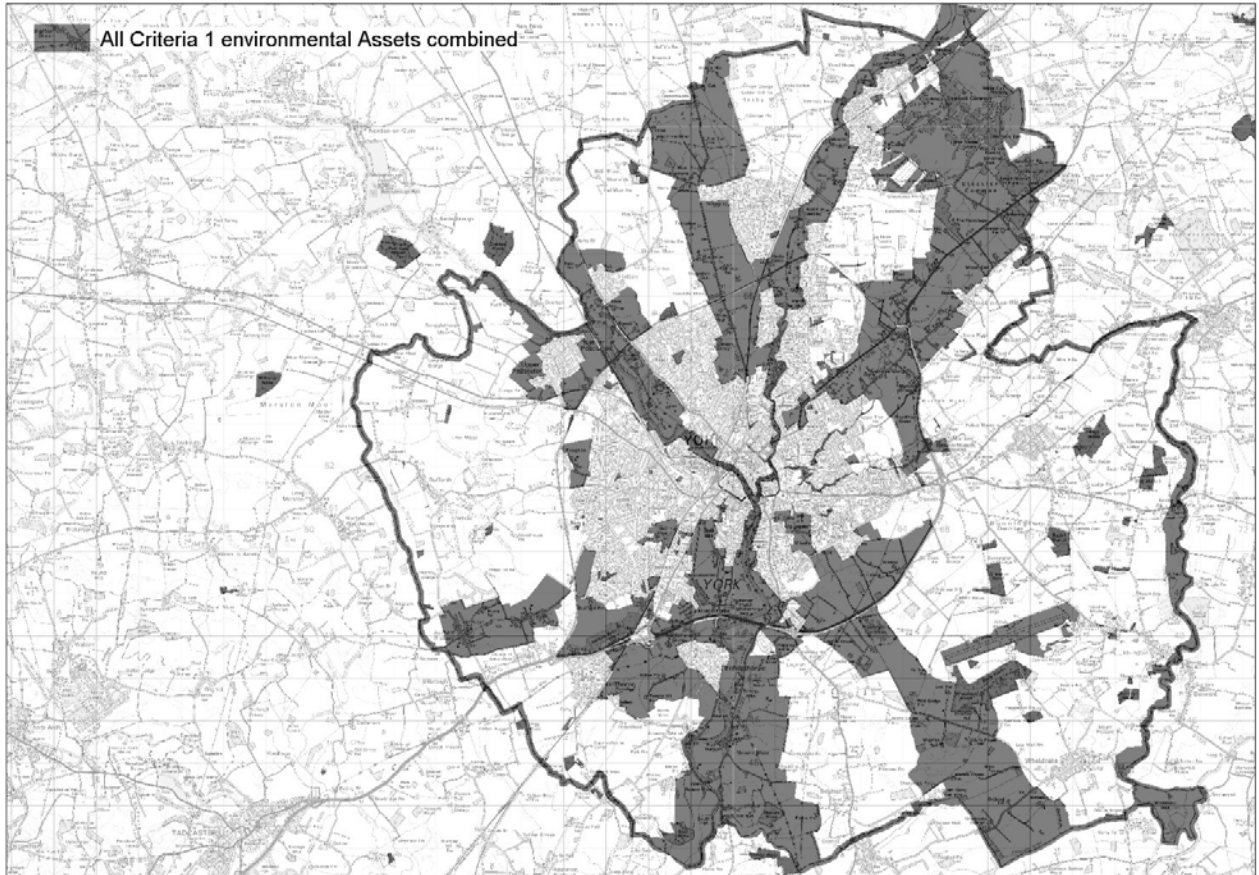
**Figure A1.5 Functional Flood Plain (flood zone 3b)**



### A1.2.2 Criteria 1 (Environmental Assets) Summary

Figure A2.6 shows the criteria 1 environmental assets in combination to illustrate the combined area which it is considered should be protected from future development.

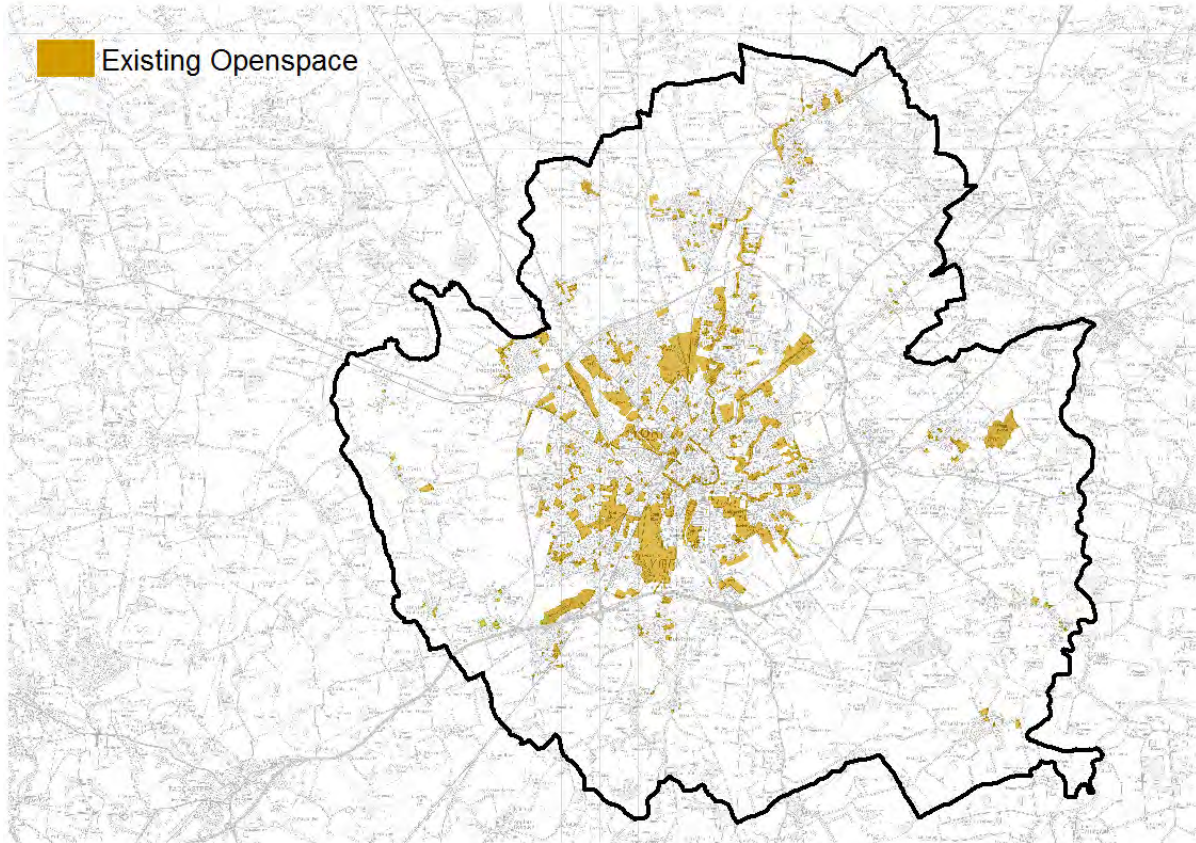
Figure A1.6 All Environmental Assets combined



### A1.2.3 Criteria 2: Openspace Retention

**Source:** PPG17 Openspace and Recreation study (2008/09) available from the City of York website.

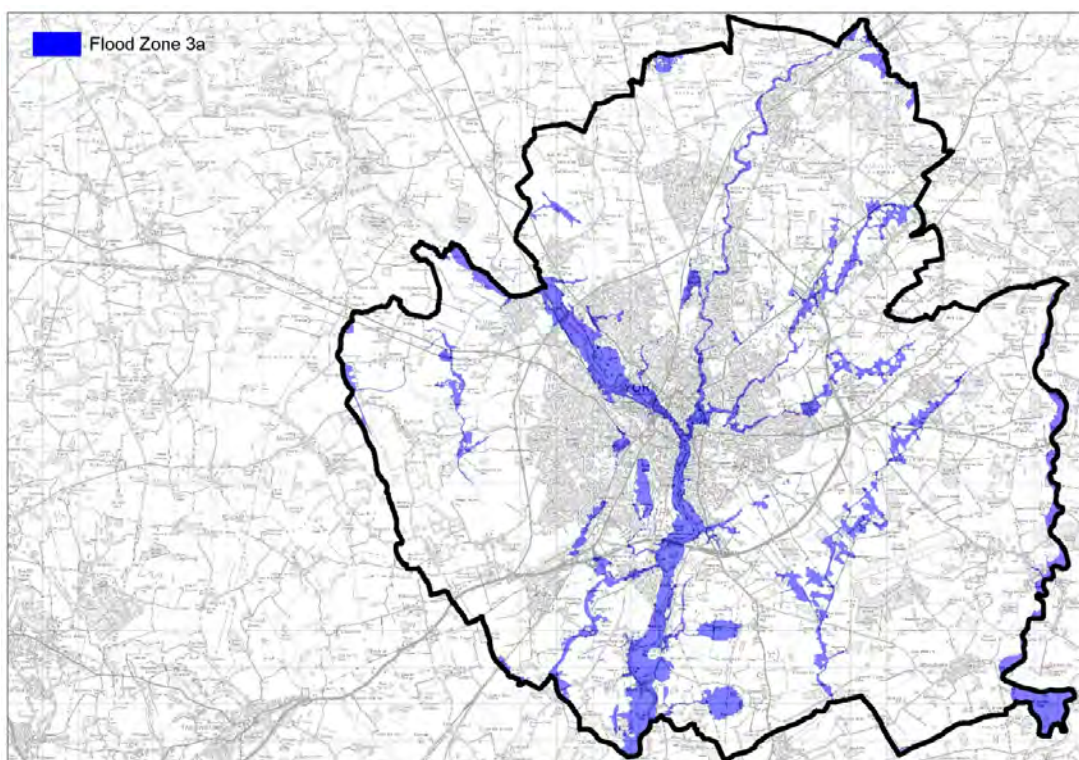
**Figure A1.7: Open Space**



### A1.2.4 Criteria 3 - Greenfield Sites in Areas of High Flood Risk

**Source:** Strategic Flood Risk Assessment and Site information

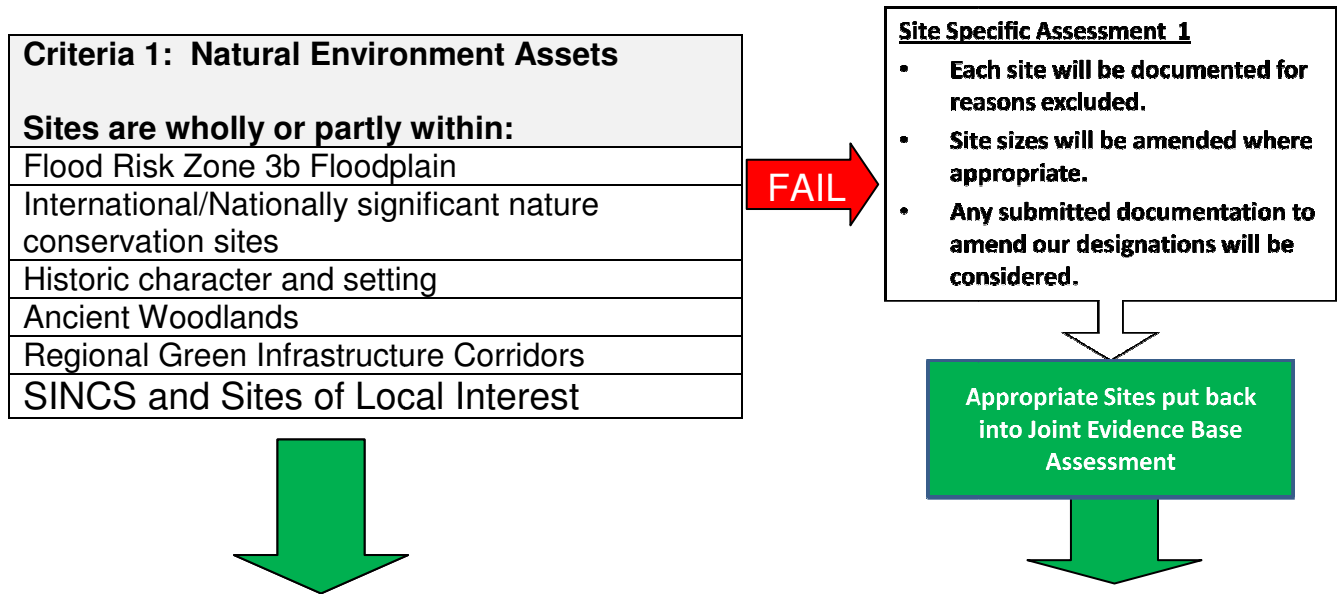
**Figure A1.7: Flood Zone 3a**





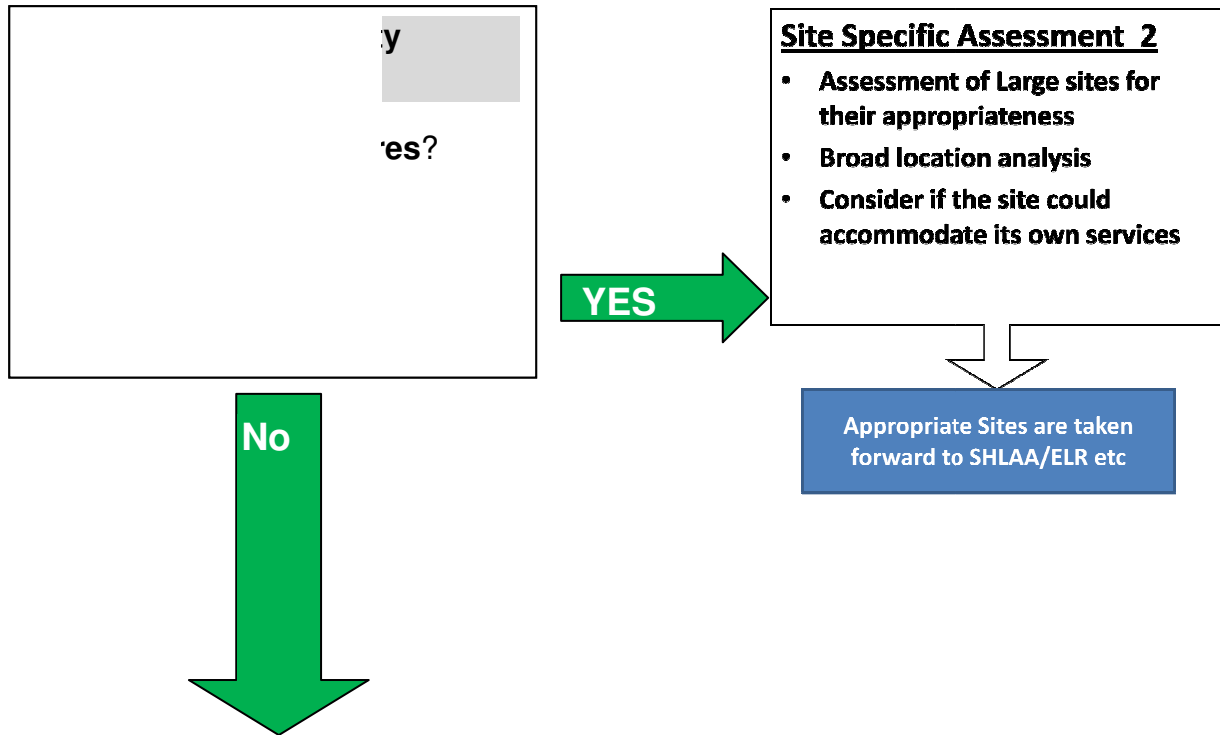
### A1.3 Detailed flow diagram of Criteria 1-4 and Environmental Considerations

The following flow diagram illustrates the steps taken in the site selection process.



Criteria 2: Location Suitability			
1. IF SITE IS AN EXISTING OPENSACE, SITE <b>DOES NOT</b> GO FORWARD. BOUNDARY AMENDED WHER APPRIPIATE.			
	Distance	Housing	Employment
<b>Existing Openspace</b>	Contains	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Intersects	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Criteria 4: Location Suitability			
2. IF GREENFIELD <b>AND</b> FLOODZONE 3A, SITE <b>DOES NOT</b> GO FORWARD. BOUNDARY AMENDED AS APPROPRIATE.			
<b>Brownfield / greenfield</b>	Brownfield	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Greenfield	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Mixture	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Flood Risk 3a</b>	Within	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Intersects	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Outside flood zone	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

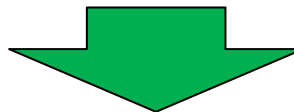




	Distance	Housing Score	Employment Score
Number of residential properties within	400m 800m		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Location of site	<ul style="list-style-type: none"> <li>o City Centre</li> <li>o Edge of centre</li> <li>o Neighbourhood Parade</li> <li>o District Centre</li> <li>o Surburban</li> <li>o Village</li> </ul>		
Service Accessibility			
Nursery Care Provision	400m No barriers 400m partly/800m no barriers 800m partly no barriers / 400m with barriers 800m with barriers Over 800m	<input checked="" type="checkbox"/> 5 <input checked="" type="checkbox"/> 4 <input checked="" type="checkbox"/> 2  <input checked="" type="checkbox"/> 1 <input checked="" type="checkbox"/> 0	<input checked="" type="checkbox"/> 5 <input checked="" type="checkbox"/> 4 <input checked="" type="checkbox"/> 2  <input checked="" type="checkbox"/> 1 <input checked="" type="checkbox"/> 0
Primary School	400m wholly within 400m partly within 800m wholly within 800m partly within Over 800m	<input checked="" type="checkbox"/> 5 <input checked="" type="checkbox"/> 4 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/> 1 <input checked="" type="checkbox"/> 0	
Secondary education	400m No Barrier 800m No Barrier 400m with barriers	<input checked="" type="checkbox"/> 5 <input checked="" type="checkbox"/> 4 <input checked="" type="checkbox"/> 3	

	800m with barriers	<input checked="" type="checkbox"/> 2	
	Over 800m	<input checked="" type="checkbox"/> 0	
Higher and Further education	400m No barriers	<input checked="" type="checkbox"/> 5	
	400m partly/800m no barriers	<input checked="" type="checkbox"/> 4	
	800m partly no barriers / 400m with barriers	<input checked="" type="checkbox"/> 2	
	800m with barriers	<input checked="" type="checkbox"/> 1	
	Over 800m	<input checked="" type="checkbox"/> 0	
Neighbourhood Parade and type	400m No barriers	<input checked="" type="checkbox"/> 5	
	400m partly/800m no barriers	<input checked="" type="checkbox"/> 4	
	800m partly no barriers / 400m with barriers	<input checked="" type="checkbox"/> 2	
	800m with barriers	<input checked="" type="checkbox"/> 1	
	Over 800m	<input checked="" type="checkbox"/> 0	
Supermarket / range of services within parade	400m	<input checked="" type="checkbox"/> 5	
	800m	<input checked="" type="checkbox"/> 3	
	Over 800m	<input checked="" type="checkbox"/> 0	
Doctors	400m No Barrier	<input checked="" type="checkbox"/> 5	
	400m partly No barrier	<input checked="" type="checkbox"/> 4	
	800m No Barrier	<input checked="" type="checkbox"/> 3	
	800m partly no barriers	<input checked="" type="checkbox"/> 2	
	No doctors	<input checked="" type="checkbox"/> 0	
Openspace and type (as PMP. To be revised)	Within/part within buffer:		
	5-8 Openspaces	<input checked="" type="checkbox"/> 5	
	2-4 Openspaces	<input checked="" type="checkbox"/> 4	
	1 Openspaces	<input checked="" type="checkbox"/> 2	
	0 Openspaces	<input checked="" type="checkbox"/> 0	
<b>Transport Accessibility</b>			
Non Frequent Bus routes	400m	<input checked="" type="checkbox"/> 3	<input checked="" type="checkbox"/> 3
	800m	<input checked="" type="checkbox"/> 2	<input checked="" type="checkbox"/> 2
	Over 800m	<input checked="" type="checkbox"/> 0	<input checked="" type="checkbox"/> 0
Frequent bus route (15 mins)	400m	<input checked="" type="checkbox"/> 5	<input checked="" type="checkbox"/> 5
	800m	<input checked="" type="checkbox"/> 3	<input checked="" type="checkbox"/> 3
	Over 800m	<input checked="" type="checkbox"/> 0	<input checked="" type="checkbox"/> 0
P&R bus stop	400m no barriers	<input checked="" type="checkbox"/> 5	<input checked="" type="checkbox"/> 5
	Partly 400m no barriers	<input checked="" type="checkbox"/> 4	<input checked="" type="checkbox"/> 4
	800m no barriers	<input checked="" type="checkbox"/> 3	<input checked="" type="checkbox"/> 3
	Partly 800m no barriers	<input checked="" type="checkbox"/> 2	<input checked="" type="checkbox"/> 2
	Over 800m	<input checked="" type="checkbox"/> 0	<input checked="" type="checkbox"/> 0
Railway Station within minutes walk (accession boundaries)	5 mins	<input checked="" type="checkbox"/> 5	<input checked="" type="checkbox"/> 5
	10 mins	<input checked="" type="checkbox"/> 3	<input checked="" type="checkbox"/> 3
	15 mins	<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/> 1
	Over 15 mins	<input checked="" type="checkbox"/> 0	<input checked="" type="checkbox"/> 0
Railway Station within minutes cycle	5 mins	<input checked="" type="checkbox"/> 5	<input checked="" type="checkbox"/> 5
	10 mins	<input checked="" type="checkbox"/> 3	<input checked="" type="checkbox"/> 3
	15 mins	<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/> 1

(accession boundaries)	Over 15 mins	<input checked="" type="checkbox"/> 0	<input checked="" type="checkbox"/> 0
Direct access to adopted highway network	Yes (A, B, Minor or Local road)	<input checked="" type="checkbox"/> 5	<input checked="" type="checkbox"/> 5
	No	<input checked="" type="checkbox"/> 0	<input checked="" type="checkbox"/> 0
Cycle route	On or adjacent to site	<input checked="" type="checkbox"/> 5	<input checked="" type="checkbox"/> 5
	50m	<input checked="" type="checkbox"/> 3	<input checked="" type="checkbox"/> 3
	Within or partly within 530m	<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/> 1
	Over 530	<input checked="" type="checkbox"/> 0	<input checked="" type="checkbox"/> 0
<b>Max Score</b>		78	43



Further Environmental Considerations: All Uses		Distance to / within:			
		Sites Contains	50m	250m	500m
• Listed buildings					
• Conservation area					
• Scheduled ancient monuments					
• AQMAs					
• Flood zone 2					
• Green Corridors (and type)					
• Areas of Archaeological Importance					
• Pedestrian Rights of Way (PRoW)					
• SINCS					
		Within		Adjacent to	
• Location of Site (For all development types)	City Centre				
	Edge of centre				
	Neighbourhood Parade				
	District Centre				
	Out of Centre				
	Village				
• Central Historic Core Character Appraisal Zone					
• Agricultural land Type					
• Brownfield / greenfield					
		Contains			
• Tree Protections Orders					

**A1.4 Selecting the most sustainable sites**

Sites were screened following the Criteria 4 assessment to choose the most sustainable sites for consideration at the technical Officer Group. The following minimum scoring system was applied to ensure the most sustainable sites were selected for consideration:

<b>STAGE 1</b>	
<b><u>Minimum Residential ACCESS TO SERVICES Score Stage 1</u></b>	
To Include: Primary school within 800m Access to a neighbourhood parade containing convenience provision Access to a doctors surgery within 800m Access to 2-4 open space typologies within the required distances <sup>1</sup>	
<b>Total Minimum Score</b>	<b>13 points</b>
<b><u>Minimum Residential TRANSPORT Score Stage 1</u></b>	
To include: Non-frequent bus route <sup>2</sup> within 800m Access to an adopted highway Access to a cycle route <sup>3</sup>	
<b>Total Minimum Score</b>	<b>9 points</b>
<b>Total Minimum Residential Score (access to services + transport)</b>	<b>22 points</b>
<b><u>Minimum Employment Score Stage 1</u></b>	
To include: Non-frequent bus route <sup>4</sup> within 800m Access to an adopted highway Access to a cycle route <sup>5</sup>	
<b>Total Minimum Score</b>	<b>9 points</b>
<b>Total Minimum Employment Score</b>	<b>9 points</b>
<b>STAGE 2</b>	
<b><u>Residential Score Stage 2</u></b>	
Residential sites which scored 22 overall but achieved different results for access to services and/or transport, were taken forward for consideration.	

<sup>1</sup> Required distances as set out in the *Open Space, Sport and Recreation Study (CYC, 2008)*

<sup>2</sup> Non frequent bus route is a bus route which runs at the most every 15 minutes

<sup>3</sup> Access to a cycle route has been calculated as access to an on-road cycle route within a 2 min cycle radius (530m)

<sup>4</sup> Non frequent bus route is a bus route which runs at the most every 15 minutes

<sup>5</sup> Access to a cycle route has been calculated as access to an on-road cycle route within a 2 min cycle radius (530m)

Residential sites which did not score 22 overall but did score 13 or above in residential access to services, were taken forward for consideration.

**Employment Score Stage 2**

Employment sites were in existing employment areas but did not meet the minimum score were taken forward for consideration.

**A1.5 Technical Officer Group**

Following the Selection of Sites for further consideration Sites were taken to a Technical Officer Group to determine site specific issues in relation to a variety of themes, including:

- Historic environment
- Landscape
- Ecology and biodiversity
- Openspace and health
- Transport
- Environmental protection issues inc. noise, contamination and air quality
- Flood risk and drainage
- Economic Development (where relevant).

Additional comments were also obtained in relation to employment and retail sites to better gauge their market attractiveness. The Council's Economic Development Unit provided comments on employment sites whilst consultants provided further comments in relation to retail sites.

Sites which were identified to have no/limited constraints in relation to these comments are considered to have potential for development.

Sites which have been identified as having potential will also be subject to viability and transport accessibility work in due course.