



Notice of a public meeting of

Local Plan Working Group

- To:** Councillors Merrett (Chair), Barnes, Barton, D'Agorne, Horton, Reid, Riches, Simpson-Laing and Watt (Vice-Chair)
- Date:** Monday, 22 April 2013
- Time:** 5.00 pm
- Venue:** The Snow Room, Ground Floor, West Officesl, York

AGENDA

1. **Declarations of Interest**

At this point in the meeting, Members are asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which they may have in respect of business on this agenda.

2. **Minutes** (Pages 3 - 6)

To approve and sign the minutes of the meeting of the Local Plan Working Group held on 7th February 2013.

3. Public Participation

At this point in the meeting, members of the public who have registered their wish to speak, regarding an item on the agenda or an issue within the remit of the Working Group, may do so. The deadline for registering is 5.00 pm on **Friday 19th April 2013**.

4. City of York Local Plan - Preferred Options. (Pages 7 - 398)

iThe purpose of this report is to allow Members to consider the Local Plan Preferred Options and Proposals Map (Annex A).

5. Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:

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For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting:

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- Review existing policies and assist in the development of new ones, as necessary; and
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City of York Council

Committee Minutes

MEETING	LOCAL PLAN WORKING GROUP
DATE	7 FEBRUARY 2013
PRESENT	COUNCILLORS MERRETT (CHAIR), BARNES, D'AGORNE, HORTON, REID, RICHES, SIMPSON-LAING, WATT (VICE- CHAIR) AND RICHARDSON (SUBSTITUTE)
APOLOGIES	COUNCILLORS BARTON

7. **DECLARATIONS OF INTEREST**

At this point in the meeting, Members are asked to declare any personal, prejudicial or pecuniary interests they may have in the business on the agenda.

8. **MINUTES**

RESOLVED: That the minutes of the meeting held on 3rd September 2012 be approved and signed by the Chair as a correct record.

9. **PUBLIC PARTICIPATION**

It was reported that there had been no registrations to speak under the Councils Public Participation Scheme.

Three speakers had registered for the agenda items, details of which as follows:

Mr Hamill, a building contractor spoke to advise that he was disappointed with the Officers report and felt that the advice provided to the Council from the building trade regarding affordable housing had not been acknowledged.

John Reeves a building contractor spoke to advise that the policy to deliver 5000 homes in 5 years was not achievable and that making what he considered to be small changes as suggested in the report, was not going to help the situation.

Alison Sinclair spoke in relation to agenda item 5 the Heritage List for York. She asked Members to agree to the public consultation and advised that the York Open Planning Forum (YOP) has been working on the list since 2003 and had gathered 200 nominations. She advised that 10 of the 200 buildings are already lost and it is now important to get the list into action. YOP will continue to assist the Council with the list and are happy to help with the consultation process.

10. GET YORK BUILDING - ECONOMIC GROWTH, A CASE FOR CHANGE.

Members considered a report which sought their views on a proposed update to the current affordable housing targets for York, prior to a report going to Cabinet on 12th February 2013.

Officers outlined the report, in particular the following key points:

- The proposed off site financial contribution on sites of less than 15 homes in rural areas.
- The investment of £1m to address overcrowding in Council homes and options for a mortgage advice scheme.
- A wider intention to review Section 106 requirements, in particular new approaches to facilitate greater flexibility in the payment of those contributions.
- An update to the affordable housing targets in York and the introduction of off-site financial contributions on small rural sites in lieu of on-site provision.
- The initiatives detailed in the report are intended to be considered as a whole in order to contribute towards new house building activity.

Discussion took place regarding the updated affordable housing targets highlighted on page 18 of the agenda. Some Members felt that the targets should be less than those suggested by Officers.

The Chair commented that in terms of affordable housing targets, the Council has a balance to strike in order to facilitate sites but also to bring forward a reasonable amount of affordable housing.

A Member asked how many affordable houses will be built in the next 5 years as a result of the changes. Officers advised

that although they can undertake desk top work to try and forecast, factors such as the economic climate will also have an impact. Incentives such as those outlined in the report are designed to try and improve the amount of affordable housing being built.

Following discussion on rural off site financial contributions, the Chair asked officers to consider whether the Council's policy would need amending as a result of any changes to how the off site financial contributions can be spent.

RESOLVED: That the Working Group noted the report and commented as above.

REASON: To inform Cabinet when they consider the issues on 12th February 2013.

11. LOCAL HERITAGE LIST FOR YORK.

Members considered a report which sought support to undertake public consultation on the Local Heritage List for York Supplementary Planning Document (SPD) as part of a wider consultation exercise on the Local Plan.

Officers outlined the report and advised that the Council had been working with York Open Planning Forum (YOP) for a number of years on a Local Heritage List. A draft list is in existence however it is proposed to re-advertise the nomination process for the Local Heritage List to include the draft nominations whilst encouraging new nominations from the public, communities and interest groups.

Officers stressed that the inclusion of an asset on the heritage list would not afford the same level of protection given to statutory Listed Buildings, but consideration would need to be given to the associated SPD when planning applications are being considered.

The Chair acknowledged the hard work undertaken by YOP and encouraged their continued involvement. He welcomed the report and the draft SPD attached at annex 1 and was pleased

to note that the Local Heritage List would be taken into account in relation to future planning applications.

RESOLVED: That it be recommended to Cabinet that the draft SPD be approved for public consultation as part of the wider Local Plan process.

REASON: To support the development of a Local Plan for York and to engage local communities with their heritage.

Cllr D Merrett, Chair

[The meeting started at 5.15 pm and finished at 6.15 pm].



Local Plan Working Group

22nd April 2013

Reports of the Cabinet Members for Transport, Planning and Sustainability

City of York Local Plan Preferred Options

Purpose of the Report

1. The purpose of this report is to allow Members to consider the Local Plan Preferred Options and Proposals Map (Annex A).
2. A report on this issue will be considered in detail at Cabinet on 30th April 2013. The recommendations of the working group will be provided to Cabinet to help inform any decisions taken.
3. The Local Plan is a written statement of the planning strategy and vision for the City of York, together with strategic policies and development management policies. The final draft Local Plan will be consulted on and submitted for public examination next year. The Local Plan Preferred Options is part of the development of the final Local Plan and Cabinet will be asked to approve this document for the purposes of consultation.
4. The report is also supported by the following Annexes:
 - Annex B: Summary of the Outcomes of Sustainability Appraisal / Strategic Environmental Impact Assessment
 - Annex C: Heritage Impact Assessment
 - Annex D: Community Impact Assessment
5. Annexes B to D include information for Members to consider when making a judgement about the content of the Local Plan. They are available in the Members' Library, from the author of the report and on-line. Further supporting papers that explain the approach taken in the Preferred Options and Alternatives Local Plan will be published to support the document when it is approved for consultation.

Background

Strategic Context

6. A key objective of Government policy is to promote economic growth including in the construction sector. This is clear through documents such as the NPPF and other policy statements. As the third fastest growing city in the country, York has proven a remarkably resilient economy through the recession and is set to grow at a rate that outstrips both the regional and national averages over the next twenty years. It offers significant opportunities to meet the Government's public policy objectives. It is a key economic engine of the Leeds City Region and for the North Yorkshire Sub Area possessing a number of key sector strengths. These include: the healthcare and bioscience sectors, rail, environmental and bio-renewable technologies, IT and digital companies, creative industries and financial and professional services.
7. The higher and further education institutions in the city consistently position the city at the top of the city league tables in proportion of high level skills, generating 20,000 higher education students and 8,000 further education students each year, and generating a turnover of about £320 million per annum. They play an important role both in terms of being major employers in their own right and providing a skilled labour pool of graduates to serve the city's science, technology and professional services industries.
8. The city is now one of the highest skilled cities in the UK and is the country's third fastest growing in population terms according to the Centre for Cities publication *Cities Outlook (2012)*. It was also classed as the most resilient in the UK in research undertaken during 2011 by Ekosgen, and is one of the UK's most attractive places to live and visit. In summary:
 - The city economy now supports 110,000 jobs;
 - York contributes £4bn of value to the national economy;
 - The city attracts 7 million visitors per year;
 - York tends to rank highly in various competitiveness indices – for example 6th out of 64 UK Cities based on indicators in the Huggins UK competitiveness Index;
 - In York 29% of people are employed by the public sector (above average);

- It has lower than average enterprise and productivity which is 86% of the national average; and
 - Economic growth forecasts are modest in the short term - 0.75% GVA per annum by 2015 - but with the significant potential for much higher growth in the medium term to 2020 and longer term to 2030 according to recent forecasts by Oxford Economics.
9. The Economic and future success of York is intrinsically linked to maintaining the City's internationally recognised unique built and natural environment and meeting the housing and social needs of its residents. This interrelationship is reflected in the high level strategies produced for the City, providing the context for the Local Plan.

The Strategy for York 2011-2025 and the City Action Plan – The Strategy for Growth 2011-2015

10. The Strategy for York 2011-2025 sets out a long term vision for the city as set out below:

York: A City Making History
Making our mark by:

- *building confident, healthy and inclusive communities;*
- *being a leading environmentally-friendly city;*
- *being at the forefront of innovation with a diverse and thriving economy;*
- *being a world class centre for culture, education and learning for all; and*
- *celebrating our historic past and creating a successful and ambitious future.*

11. Within this context the City Action Plan identifies three immediate priorities:

- enabling growth;
- creating the environment for growth; and
- sharing growth.

12. The City Action Plan takes these and proposes a number of actions that partners will tackle together between now and 2015. The Local Plan has a key role to play in helping to deliver those actions that have spatial implications, including helping to:

- bring forward land for development and business accommodation;
- tackle transport congestion and address travel issues in, around and across York;
- enhance York's heritage and creative and cultural sectors and use them as a driver for economic growth; and
- create a housing supply that better meets York's needs.

Delivering for the People of York: The Council Plan 2011-2015

13. *The Council Plan 2011-2015 (2011)* sets out council's priorities and a number of targets that the Council is committed to meeting in relation to each of the five priority areas. The priorities are to:
- create jobs and grow the economy;
 - get York moving;
 - build strong communities;
 - protect vulnerable people; and
 - protect the environment.

Reaching Further: York Economic Strategy 2011-2015

14. *Reaching Further: York Economic Strategy 2011-2015 (2012)* has been published jointly by City of York Council and York Economic Partnership. It recognises the difficulties recession has placed upon both households and firms in the city and recognises the need to develop a robust strategy for recovery and development.
15. The central economic vision is for the City of York to become a more enterprising and international city economy, renowned for opportunity and specifically to become:
- a top 10 English city economy that delivers for business, people and the environment; and
 - internationally recognised as an 'innovation capital' - a key centre for science, Research and Development and knowledge-based business.

Climate Change Framework and Climate Change Action Plan

16. It is recognised however that growth and change must be achieved in a sustainable way. The Council's *Climate Change Framework and Climate Change Action Plan (2010)* sets out the overarching ambition of York to accelerate actions to reduce carbon emissions across the city. It illustrates the actions already on-going across York and highlights the key areas the city needs to begin to drive forward in order to eventually reach the ambitious targets of a 40% reduction in Carbon Dioxide (CO₂) emissions by 2020 and the national *Climate Change Act (2008)* 80% reduction in Carbon Dioxide emissions by 2050.
17. Looking forward contextually, it will be important that the work on the Local Plan is linked to the imminent electoral commission boundary review.

City of York Local Plan

18. The City of York LDF Core Strategy was submitted to the Secretary of State on 14th February 2012, just before the new National Planning Policy Framework (NPPF) was issued. Following an exploratory meeting with the Inspector on 23rd April 2012 the Director of City and Environmental Services wrote to the Inspector on 28th May 2012 to inform him of the decision to reluctantly recommend to Council the withdrawal of the Core Strategy. This course of action was approved by Council on 12th July 2012 and the City of York Core Strategy Examination has ceased. The key reasons were:
 - the LDF was overtaken by publication of the National Planning Policy Framework;
 - moving to a Local Plan would include site allocations, critical to supporting and delivering growth;
 - considering allocations would enable a clearer and practical focus on viability and deliverability; and
 - the approval of the Community Stadium required the reviewing of the retail evidence base/city centre policies.
19. Reflecting the Government's views of plan making and the movement away from a folder of development plan documents to a single plan in October 2012 Cabinet instructed Officers to begin work on an NPPF compliant Local Plan for York. The production of a Local Plan allows for the creation of a planning strategy that responds to relevant contemporary issues facing York, such as the city's ambitious growth

agenda and defining a permanent Green Belt, alongside responding to those issues arising from the current position of the national economy.

20. Under the NPPF, published in March 2012, there is considerable pressure to get an adopted plan in place as soon as possible. Effectively failure to do so will leave the City vulnerable to having applications decided in line with the NPPF rather than locally determined policies. It is particularly important to clearly define a permanent Green Belt for York. Whilst York has had a draft Green Belt since 1950s this has remained in draft form. Currently the principle of York's Green Belt is set through the saved aspects of the Yorkshire and the Humber RSS but this effectively represents an interim position. Failure to address this issue again will leave the locally authority vulnerable through the development management process.
21. Using existing evidence base work and consultation undertaken as part of the LDF process as a starting point the Council are now working to an ambitious timetable for production of the new Local Plan for York as follows:
 - Preferred Options will be in the public domain in April 2013;
 - Publication stage in March 2014; and
 - Submission of the Local Plan for examination in summer 2014.
22. A Local Plan for York is expected to be in place by the beginning of 2015 and is likely to have a minimum 15 year lifespan in terms of housing and employment land but will provide Green Belt boundaries that will endure for at least 25 years.
23. In Autumn 2012 a comprehensive 6 week 'Call for Sites' was carried out, asking developers, landowners, agents and the public to submit land which they thought had potential for development over the next 15-20 years. These sites form the basis of the site selection process for the Local Plan.
24. In October 2012 a series of visioning workshops were held which included renowned speakers Mike Childs (Head of Policy, Research and Science at Friends of the Earth); John Hocking (Executive Director of the Joseph Rowntree Housing Trust); and Stephen Joseph (Chief Executive for Campaign for Better Transport). The workshops included key stakeholders and were focussed around the City of York Council Plan Themes for 2011-2015.

Local Plan Content

25. The Local Plan will be the development plan for York over the 15 year period from 2015-2030. It includes a vision for the future development of the city and a spatial strategy and covers both strategic policies and allocations, alongside detailed development management policies.

Spatial Vision and Outcomes

26. The Local Plan's Vision and Outcomes has been prepared in the context described in paragraphs 9 -15 above and responds to the spatial components of the Strategy for York, the Council Plan and the Economic Strategy. It also addresses other planning issues, challenges and opportunities facing York and public consultation, (including that previously undertaken on the LDF). In summary the vision states:

'In the City of York area over the next fifteen years the Local Plan will deliver sustainable patterns and forms of development. These will support the delivery of the city's economic and social ambitions, whilst conserving and enhancing its unique historic and natural environmental assets.

The plan will ensure that the vision and outcomes are delivered in a way that recognises the challenges of climate change, protects residents from environmental impacts and promotes social inclusivity.'

Spatial Strategy

27. The Spatial Strategy responds to all of the main priorities identified in the Vision and is driven by the need to achieve economic and housing growth whilst identifying the key principles that will shape the future development of the city, these are the key principles that underpin the selection of sites. In summary these include:
- the protection of York's heritage;
 - the protection of environmental assets;
 - ensuring flood risk is appropriately managed; and
 - ensuring accessibility to sustainable modes of transport and a range of services.

28. In addition deliverability is a key consideration and it is important that potential development sites are viable and will be delivered during the plan period.
29. The key role of the Spatial Strategy is to identify the spatial distribution of development for York and set out development principles for the key strategic sites. The Spatial Strategy goes on to identify the role of York's Green Belt and identify sites as safeguarded land for longer term development consideration.
30. The Spatial Strategy directly relates to the sections of the Plan covering the priorities of *Create Jobs and Grow the Economy* and *Build Strong Communities* in that it sets out the spatial approach to employment and housing growth.

Employment Growth

31. The technical work carried out by EKOSGEN and Oxford Economic Forecasting (OEF) produced a series of employment projections for York for the period 2012 to 2030 as part of the York Economic and Retail Visioning Work. Three scenarios were provided in order to give an indication of the scale of change involved under different circumstances.
 - **The baseline scenario** - this involves OEF's assessment of global and national changes in the economy, applied to the York level;
 - **Scenario 1** - this is a sensitivity test to the baseline based on a higher level of migration, accompanied by a faster UK recovery from the current economic downturn; and
 - **Scenario 2** – this represents a 'policy-on' scenario based on faster growth in the following sectors for York: advanced manufacturing, science and research, financial and professional services, and tourism and leisure.
32. Scenario 2 reflects the Council's ambitions as set out in the York Economic Strategy which is reflected in the Local Plan Vision. It is also felt to be the most realistic in terms of national economic performance. This option has therefore been advocated as the preferred strategy for the lifetime of this Plan. This equates to approximately 16,000 additional jobs between 2012 and 2030. Table 1 translates the projected employment growth into floorspace requirements for the plan period.

Table 1: Scenario 2 – Floorspace Requirements

Use Type	Description	Floorspace requirement (Sq. m)	Commitments	Target (Sq. m)
B1a	Office	44,626	-2,052	46,678
B1b, B1c, B2, B8	R&D, Light Industrial, Storage and Distribution	89,180	1,342	87,838
Total		133,806		134,515
A1	Retail	69,504	28,725	40,779
D1/C2	Health and Social Care/Residential Care Homes	67,285	7,141	60,144
D2	Leisure	27,007	-	27,007
C1	Hotel	4,500	23,000	-18,800
A2	Financial & Professional	22,035	-	22,035
A3-A5	Food & Drink	4,131	1,855	2,276
D1	Arts, Entertainment and Recreation	12,153	-	12,153
Total		206,615	60,721	164,394

Housing Need

33. Currently, the *North Yorkshire Strategic Housing Market Assessment (2011)* (NYSHMA) indicates that the actual need for affordable housing in the city outstrips the total supply coming forward each year.
34. The housing needs assessment in the NYSHMA indicates that York will be required to provide for a net annual affordable housing need of approximately 790 dwellings per annum over the next five years (2011 – 2016) in order to clear the existing waiting list backlog and meet future arising need. At September 2012 there were over 4,600 households registered for social housing in York. The NYSHMA demonstrates that there is affordable housing need in all markets areas within the city – Central York, Suburban York and York Villages, with the largest need in Suburban York.
35. Technical work carried out by Arup has reviewed the range of evidence on household and population projections. In their review they conclude that the baseline demographic trend-based position for York would mean an average of around 850 dwellings per annum throughout the plan period. An annual average household growth of 850 dwellings per annum would equate to a population increase of approximately 31,000

people over the Plan period (based on an average household size of 2.11 persons per household).

35. Arup then assessed this trend-based position against a range of related issues including employment growth and its implications for housing growth, the objective of reducing in-commuting and the provision of affordable housing. They recommend three further options for consideration:
- 1,090 dwellings per annum – this would be commensurate with the level of employment growth forecast in the Plan period and represents an integrated approach to housing and employment growth. This would equate to a population growth of approx 40,000 people over the Plan period;
 - 1,500 dwellings per annum – this would provide a significant boost to meeting the newly arising affordable housing need over the lifetime of the Plan. This would equate to a population growth of approx 47,500 people over the Plan period; and
 - 2,060 dwellings per annum – this would provide a significant boost to meeting both the newly arising affordable need and the existing backlog. This would equate to a population growth of approx 76,000 people over the Plan period.
36. An important part of the Plan's Vision is to ensure sustainable growth patterns. It is therefore considered that economic and housing growth should be linked. In addition the Vision seeks to maximise the delivery of affordable housing through the planning process provided that the viability of schemes is not compromised. To achieve these objectives the proposed housing target for the Local Plan is between 1090 – 1250 housing per annum up to 2030. The higher figure representing the overall supply of land providing an appropriate buffer over the minimum figure.

Identification of Future Sites

37. As highlighted, in Autumn 2012 the Council undertook a 'Call for Sites' exercise; the sites generated through this process along with other sites of which the Council was aware of are shown in Figure 1. The Local Plan Spatial Strategy is described in summary in paragraphs 25 – 28 of this report and in detail in Section 5 of Annex A. A methodology for site assessment was developed based on this strategy. It aimed to ensure that through the site selection process the following was achieved by the Local Plan for York:

- **The City's unique heritage is protected** – the involved effectively ruling out sites deemed to be in areas important to the historic character and setting of York, such as, land forming 'Green Wedges' around the historic Strays and river corridors, areas preventing coalescence of villages between themselves and to the main urban area; and areas that retain the rural setting of the City providing views of key landmarks such as the Minster.
- **The protection of environmental assets** – The protection and management of York's Green Infrastructure is considered central to managing any future growth, whether it is publicly or privately owned, statutory or non statutory, identified for its nature conservation or recreational value. Any sites effecting such areas were ruled out of consideration to completely protect environmental assets.
- **Flood risk is appropriately managed** – The geography of the City and its surroundings are such that there are significant areas at risk of flooding. Areas that are considered at high risk of flooding where ruled out.
- **Achieving accessibility to sustainable modes of transport and a range of services** – York is a compact City with generally good public transport services. The relationship of potential sites to this network and ensuring that future sites are in proximity to basic service was a key factor in site selection. Although it was acknowledged that sites over a certain size would be big enough to create their own services and public transport.

The outcome of this process was the identification of the sites highlighted in Figure 2 and described in more detail from paragraph 35 onwards.

Figure 1 All sites considered for development potential

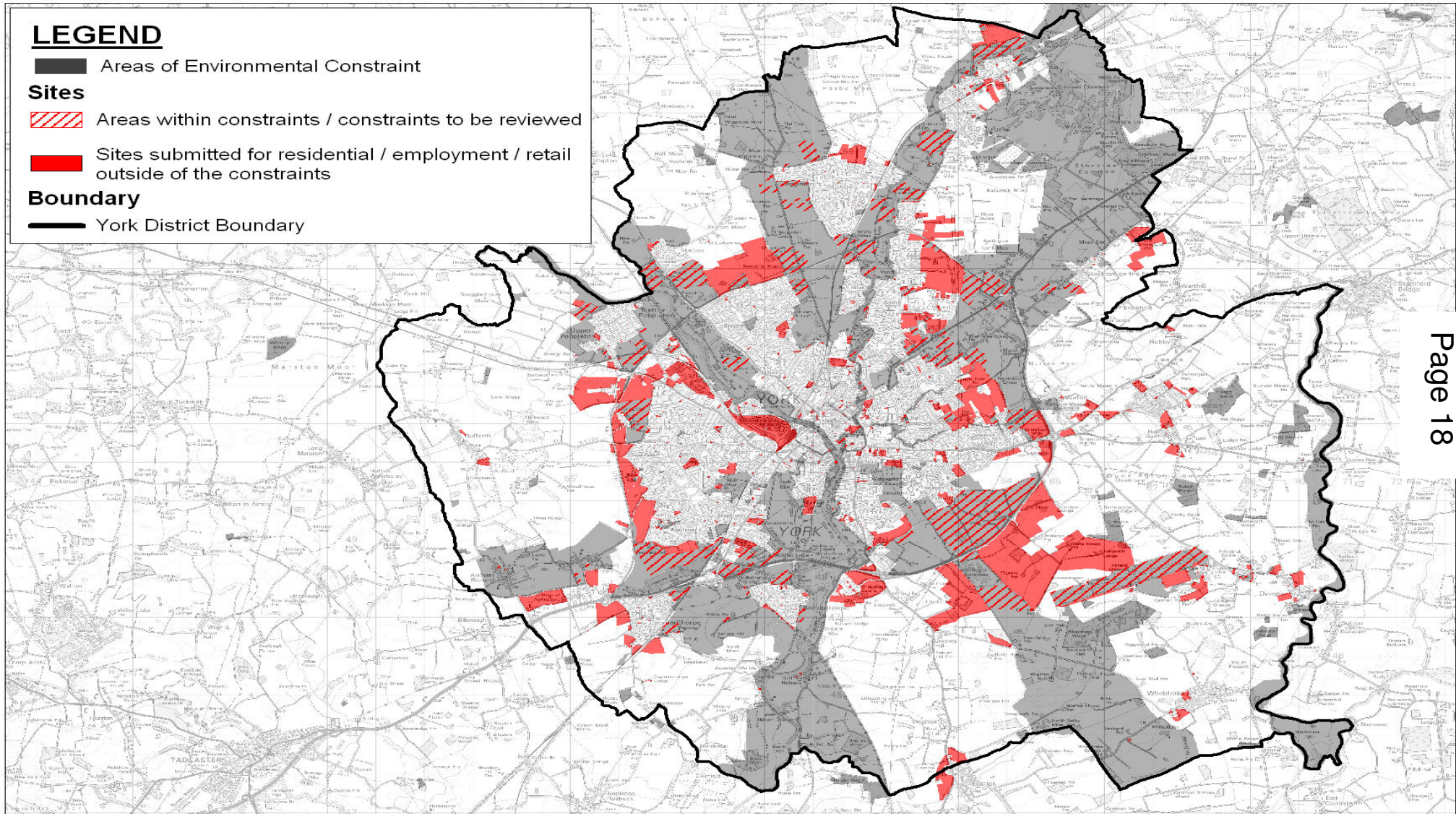
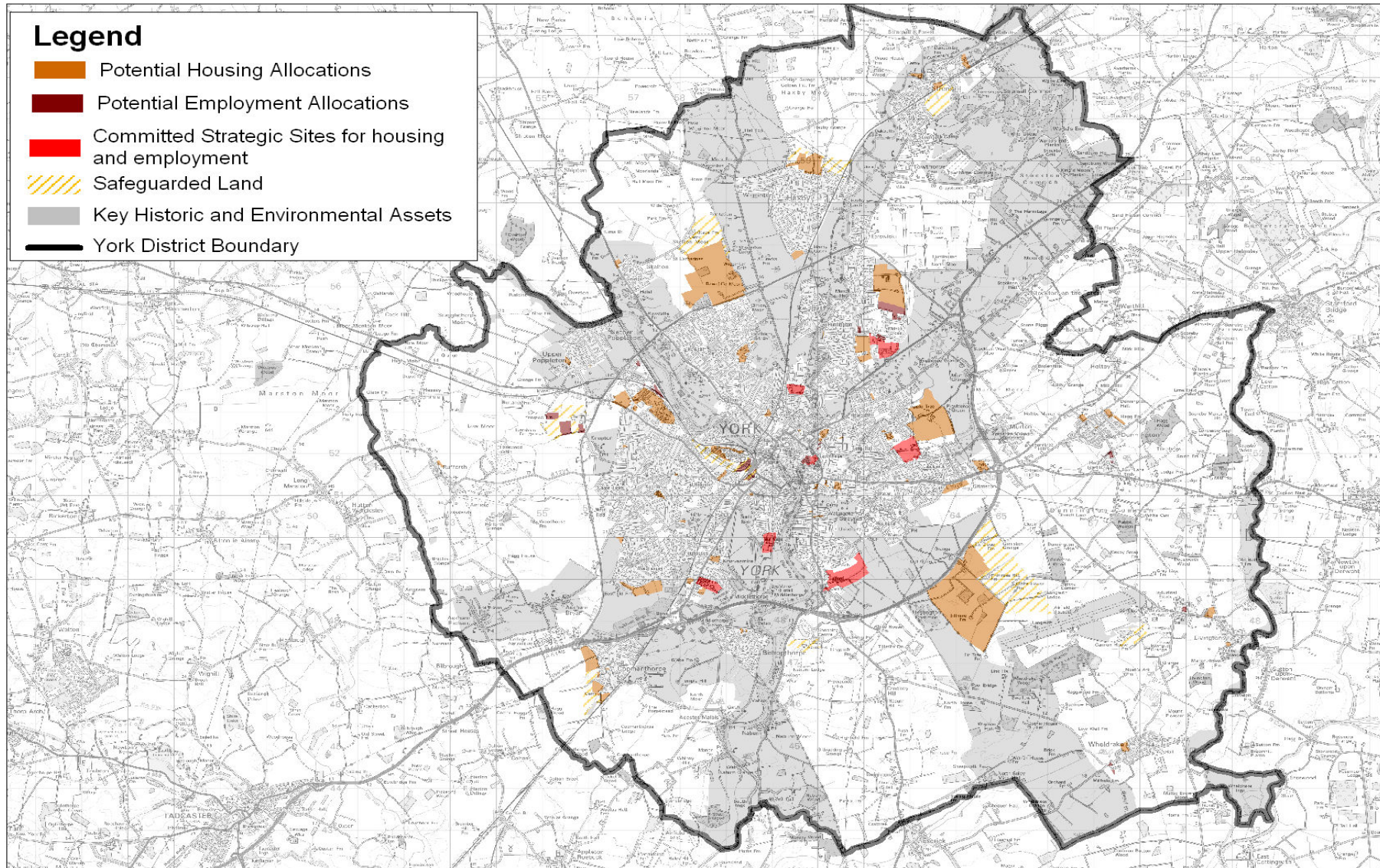


Figure 2 Potential Housing and Employment Allocations



Potential Sites for Employment

38. To meet the levels of economic growth highlighted, within the context of the spatial strategy, the Local Plan identifies the following employment locations as priority areas for development and infrastructure funding to support growth in key economic sectors.
- **York City Centre:** the priority will be retail, office, tourism, recreation & leisure, and other commercial development which benefit from an accessible location.
 - **York Central:** the priority will be office.
 - **Monk Cross:** the priority will be retail and office.
 - **Northminster Business Park:** the priority will be Research & Development (R&D), light industrial, storage and distribution
 - **York Business Park:** the priority will be R&D, light industrial, storage and distribution
 - **Naburn Designer Outlet:** the priority will be leisure.
 - **Clifton Moor:** the priority will be redevelopment opportunities for office, R&D, light industrial, storage and distribution.
39. The economic role of York's higher and further education institutions are recognised both in terms of direct employment and through facilitating growth in the research & development (Science City Sector). This includes up to 25ha of land identified as a part of the planning consent for the University of York Heslington East Campus.
40. In terms of sites provision for employment development during the period 2015–2030 is set out in tables 2 and 3 below.

Table 2: Employment Sites in Strategic Locations

Office (B1a)	
Site Name/Local Plan Allocation Reference	Site Size m²
York Central ST5:	80,000 m ²
Monks Cross ST18	100,000 m ²
York City Centre: E1 Hungate	12,000 m ²
Monks Cross: E2 Land North of Monks Cross Drive	3,000 m ²
Terrys ST16	22,250 m ²
R&D, light industrial, storage and distribution (B1b/B1c/B2/B8)	

Northminster Business Park ST19	60,000 m ²
York Business Park: E13 Land at York Business Park	3,300 m ²
York Business Park: E14 End of Great North Way	10,150 m ²
York Business Park: E15 Site to the south of York Business Park	820 m ²
Retail (A1)	
York City Centre ST20: Castle Piccadilly	25,000 m ²
Leisure (D2)	
Naburn Designer Outlet ST21	12,000 m ²

41. The land identified at York Central and Monk Cross will provide a sufficient supply and qualitative choice of B1a (Office) for the proposed minimum duration of the Green Belt (year 2040).

Table 3: Employment Sites in Non Strategic Locations

Office (B1a)	
Site Name/Local Plan Allocation Reference	Site Size m²
Ford Garage, Jockey Lane E3	13,300 m ²
R&D, light industrial, storage and distribution (B1b/B1c/B2/B8)	
Land at Layerthorpe E4	900 m ²
Sites at James Street E5	900 m ²
Common Lane, Dunnington E6	3,600 m ²
Wheldrake Industrial Estate E7	2,050 m ²
Wheldrake Industrial Estate E8	1,800 m ²
Elvington Industrial Estate E9	3,980 m ²

Chessingham Park, Dunnington E10	950 m ²
Annamine Nurseries, Jockey E11	4,150 m ²

42. The provision for economic growth in the health & social care (C2/D1) sectors will be met as follows:

- any necessary expansion of York District Hospital on its existing site;
- new or expanded existing health centres and clinics to be provided in conjunction with Strategic Sites comprising an element of housing;
- new treatment / diagnostic centres to be provided on sites identified for B use classes subject to the adequate demonstration of need; and
- the provision for residential care homes (C2) on proposed housing allocations subject to the adequate demonstration of need.

Potential Sites for Housing

43. The Local Plan will provide sufficient land for housing development over the 15 year period from 2015 to 2030.

44. The supply of housing sites includes sites which are either under construction or have unimplemented planning permissions (Consents). As at 1st October 2012 net remaining planning permissions either unimplemented or part complete amounted to 3,231 additional homes. These are highlighted in Table 4 below.

Table 4: Sites with consent or under construction (as at 1st October 2012)

Type	Net Remaining Dwellings
Changes of Use/Conversions	187
Sites less than 0.2ha	172
Sites between 0.2ha and 4.99ha	799
Sites 5ha+	
York College	189
Derwenthorpe	474
Germany Beck	700
Terry's	395
Nestle South	315
Total Net Outstanding Consents	3231

45. When considered against the target identified of 21,936 dwellings, we would be required to find sufficient land for a further 18,705. Potential sites have been identified to meet this requirement which accord with the Spatial Strategy and these are set out in Table 5 below.

Table 5: Potential Housing Sites

Location	Local Plan Allocation Reference	Site Name	Site size (ha)	Estimated Yield (no. Dwellings)	Estimated Phasing
York Main Urban Area	ST1	British Sugar / Manor School	35.65	998	Lifetime of the Plan (Years 1 – 15)
	ST2	Former Civil Service Sports Ground, Millfield Lane	11.0	308	Short to medium term (Years 1-10)
	ST3	The Grainstores, Water Lane	7.73	216	Short (Years 1-5)
	ST4	Land adj. Hull Road & Grimston Bar	7.54	211	Short to medium term (Years 1-10)
	ST5	York Central	7.30	438	Medium to Long Term (Years 6-15)
	ST6	Land East of Grimston Bar	5.5	154	Short to Medium Term (Years 1-10)
	ST17	Redesignation of commercial land (excl. Ancillary retail) at Nestle South to residential	N/A	130	Short to Medium Term (Years 1-10)
	H1	Former gas works, 24 Heworth Green	3.33	240	Medium Term (Years 6-10)
	H2	Sites by racecourse, Tadcaster Road	2.88	115	Medium Term (Years 6-10)
	H3	Burnholme School (existing building footprint)	2.7	108	Short to Medium Term (Years 1-10)
H4	St Josephs	2.62	141	Short Term	

	Monastery			(Years 1-5)
H5	Lowfield School (existing building footprint)	2.24	72	Short Term (years 1-5)
H6	Land RO Wilberforce Home, Tadcaster Rd	2.04	65	Short to Medium Term (Years 1-10)
H7	Bootham Crescent	1.72	69	Short to Medium Term (Years 1-10)
H8	Askham Bar Park and Ride	1.57	50	Short Term (Years 1-5)
H9	Land off Askham Lane	1.3	42	Short to Medium Term (Years 1-10)
H10	Barbican Centre (remaining land)	0.78	56	Short to Medium Term (Years 1-10)
H11	Land at Frederick House, Fulford Road	0.78	33	Short to Medium Term (Years 1-10)
H12	Land RO Stockton Lane/ Greenfield Park Drive	0.77	33	Short Term (Years 1-5)
H13	Our Lady's Primary School (existing building footprint)	0.68	29	Short Term (Years 1-5)
H14	32 Lawrence Street	0.55	42	Short Term (Years 1-5)
H15	Beckfield Lane Depot	0.49	18	Short Term (Years 1-5)
H16	Sessions, Huntington Road	0.47	17	Short Term (Years 1-5)
H17	Burnholme WMC	0.43	19	Short Term (Years 1-5)
H18	Land off Woodland Chase, Clifton Moor	0.4	14	Short Term (Years 1-5)
H19	Land at Mill Mount	0.36	16	Short to Medium Term (Years 1-10)
H20	Oakhaven EPH	0.33	15	Short to

					Medium Term (Years 1-10)
	H21	Woolnough House EPH	0.29	11	Short to Medium Term (Years 1-10)
	H22	Heworth Lighthouse	0.29	13	Short to Medium Term (Years 1-10)
	H23	Grove House EPH	0.25	11	Short to Medium Term (Years 1-10)
	H24	Former Bristow's Garage, Fulford Road	0.22	10	Short Term (Years 1-5)
	H25	Heworth Green North (remaining land)	0.22	20	Short to Medium Term (Years 1-10)
Total (York Main Urban Area)			102.42	3714	N/A
Location	Local Plan Allocation Reference	Site Name	Site size (ha)	Estimated Yield (no. Dwellings)	Estimated Phasing
Extension to urban area	ST7	Land to East of Metcalfe Lane	60	1800	Lifetime of the Plan
	ST8	Land North of Monks Cross	52.3	1569	Lifetime of the Plan
	ST10	Land at Moor Lane, Woodthorpe	17.02	511	Lifetime of the Plan
	ST11	Land at New Lane, Huntington	13.7	411	Lifetime of the Plan
	ST14	Land to North of Clifton Moor	134	4020	Lifetime of the Plan
Total (Extension to urban area)			277.02	8311	N/A
Location	Local Plan Allocation Reference	Site Name	Site size (ha)	Estimated Yield (no. Dwellings)	Phasing
	ST9	Land North of Haxby	24.89	747	Lifetime of the Plan
	ST12	Land at Manor Heath Road, Copmanthorpe	14.75	354	Short to Medium Term (Years 1-10)
	ST13	Land at Moor Lane, Copmanthorpe	5.50	115	Short to Medium Term (Years

Village/rural (incl. Village expansion)					1-10)
	H26	Land at Dauby Lane, Elvington	4.05	97	Short to Medium Term (Years 1-10)
	H27	Land at the Brecks, Strensall	3.90	82	Short to Medium Term (Years 1-10)
	H28	Land to the North of North Lane, Wheldrake	3.15	75	Short to Medium Term (Years 1-10)
	H29	Land at Moor Lane, Copmanthorpe	2.65	64	Short to Medium Term (Years 1-10)
	H30	Land to the South of Strensall Village	2.53	61	Short to Medium Term (Years 1-10)
	H31	Eastfield Lane, Dunnington	2.51	60	Short to Medium Term (Years 1-10)
	H32	The Tannery, Strensall	2.22	53	Short Term (Years 1-5)
	H33	Water Tower Land, Dunnington	1.80	43	Short to Medium Term (Years 1-10)
	H34	Land North of Church Lane, Skelton	1.74	42	Short to Medium Term (Years 1-10)
	H35	Land at Intake Lane, Dunnington	1.59	38	Short to Medium Term (Years 1-10)
	H36	Land at Blairgowerie House, Upper Poppleton	1.50	36	Short to Medium Term (Years 1-10)
	H37	Land at Greystone Court, Haxby	1.40	34	Short Term (Years 1-5)
	H38	Land RO Rufforth Primary School, Rufforth	0.99	24	Short to Medium Term (Years 1-10)

	H39	North of Church Lane, Elvington	0.92	25	Short to Medium Term (Years 1-10)
	H40	West Fields, Copmanthorpe	0.82	22	Long Term (Years 11-15)
	H41	Land adj. 26 & 38 Church Lane, Bishopthorpe	0.55	15	Short to Medium Term (Years 1-10)
	H42	Builder Yard, Church Lane, Bishopthorpe	0.33	9	Short to Medium Term (Years 1-10)
	H43	Manor Farm Yard, Copmanthorpe	0.25	7	Medium to Long Term (Years 6-15)
	H44	R/O Surgery & 2a/2b Petercroft Lane, Dunnington	0.23	6	Medium to Long Term (Years 6-15)
	H45	Land adj. 131 Long Ridge Lane, Nether Poppleton	0.20	5	Medium to Long Term (Years 6-15)
Total			78.48	2014	N/A
Location	Local Plan Allocation Reference	Site Name	Site size (ha)	Estimated Yield	Phasing
	ST15	Holme Hill New Settlement	186	5580 (this includes the 900 that will be post 2030)	Lifetime of the Plan (with remainder to be built out post 2030)
Total (New Settlements)			186	5580	N/A

46. The portfolio of development sites identified for housing are both Brownfield and Greenfield. All deliverable Brownfield sites have been identified through the site selection process effectively exhausting this supply. The level of Brownfield sites would clearly be inadequate in terms of the proposed levels of housing growth. It is important that a trajectory of deliverable sites can be established to enable the Local Plan to progress successfully through the Examination process.

Safeguarded Land

47. The Local Plan will define the extent of and boundaries for the York Green Belt. To give the Green Belt the permanence it requires that these boundaries will need to endure beyond the end date of the Plan. We have taken this to mean at least 10 years beyond the life of the plan i.e. to around 2040. Because of the development pressures that York needs to manage the Local Plan identifies land which will be excluded from the Green Belt and held in reserve to be considered for development at a future review of the Plan. Such land is referred to as land safeguarded for longer term development needs. The National Planning Policy Framework includes policy to identify and safeguard such land (paragraphs 83 and 85). This policy makes clear that the safeguarded land can only be considered for development through a review of the Plan and depending on the circumstances at the time of review may not then actually be needed for development.
48. The Local Plan has identified land to be held in reserve to meet the longer term needs for housing and associated community services and for some employment. Such land has to be excluded from the Green Belt in exceptional circumstances which requires there to be clear evidence of a need and the absence of any reasonable alternative sites to those excluded from the Green Belt. We believe that the evidence justifies this approach.
49. To identify the amount of safeguarded land required requires some forecasting of the longer term needs for the uses referred to above. In the case of housing we have projected forward the requirement in the Plan i.e. a continuation of the policy approach proposed for the plan period. The extrapolation that we have used leads to a target of just over 270ha having allowed for large housing sites in the plan that will not be completely developed during the plan period and for a continuing supply of very small sites coming from within the urban area.
50. Identifying the amount of land required beyond the plan period to support the economic ambition of the city is not an exact science. However it is clear that the growing population of the city will need jobs and there will be limited opportunities to find suitable land within the built up area for B1 B2 and B8 type employment uses. We have used a combination of this extrapolation and identifying where established employment sites can be extended to allow for their expansion should the plan review determine that this is necessary. This combination gives

a figure of 71 ha of safeguarded land that could be used for employment purposes

51. To identify the specific areas of land to be safeguarded we have applied a consistent methodology to be used for choosing the sites allocated for development in the plan, effectively the application of the following key principles:

- the protection of York's heritage;
- the protection of environmental assets; and
- ensuring flood risk is appropriately managed;

52. The secondary constraints e.g. public transport accessibility were not applied as these may well change over the life of the plan and would be applied at plan review should the site be required to be considered for development at that time.

53. Finally in considering the attributes of safeguarded land we decided that in order to provide some flexibility at the time the sites are required to be considered for development a small number of quite extensive tracts of land have been identified which could be brought forward either in part or as a whole should they be required for development at the time of Plan review.

54. The following sites have been identified as land to be safeguarded for longer term development needs:

- | | |
|--|--------|
| • SF1 Land south of Strensall Village | 29 ha |
| • SF2 Land north of Clifton Moor | 72 ha |
| • SF3 Land at Holme Hill | 174 ha |
| • SF4 Land north of Haxby | 29 ha |
| • SF5 Land to west of Copmanthorpe | 22 ha |
| • SF6 South of Airfield Business Park, Elvington | 15 ha |
| • SF7 Land adjacent to Designer Outlet | 16 ha |
| • SF 8 Land at Northminster Business Park | 40 ha |

Draft Green Belt

Table 6: Level of land proposed to take out of draft Green Belt

	Number of Hectares	Number of Hectares identified in LDF Core Strategy	Additional Loss of Draft Green Belt.
Draft Green Belt – Approx 22,400 Ha			
Housing/Employment	588ha	185ha	1.8% Approx

55. Table 6 above identifies the amount of land currently included within the draft Green Belt proposed to meet the City's development needs for the life time of the plan (2030). It then compares this to the amount of land potentially identified through the LDF Core Strategy. The draft Preferred Options and Alternative Local Plan also identifies a further 397ha of safeguarded land to be excluded from the draft greenbelt equating to 1.8%.

Draft Policies

56. The following paragraphs summarise the policy areas covered by the thematic sections of the Plan.

Create Jobs and Grow the Economy

57. The Plan will support sustainable economic growth to improve prosperity whilst respecting the City's unique built and natural environment. The Economy and Retail sections identify suitable areas and allocate sites for economic growth. As well as identifying general and specific locations for development, the sections highlight the types of employment and retail that are best suited to these locations. In addition policies are included to protect loss of employment land to other uses and maintain residential amenity.
58. The critical role of the City Centre as the economic, social and cultural heart of York is recognised in the plan. Its historic core is internationally recognisable and one of the most revered places in the country with layers of heritage in its complex mosaic of buildings, streets and public spaces. The City Centre is vital to character and future success of the wider city. Its special qualities and distinctiveness will be conserved whilst helping to achieve economic and social aspirations of the Plan.

During the Plan period the City Centre will be the principal location in the City of York area for the delivery of economic growth in the tourism, leisure and cultural sectors. It will account for the majority of the employment growth identified in these sectors.

Build Strong Communities

59. The plan identifies viable and deliverable housing sites with good access to services and public transport to meet the needs of York's population. The Housing section allocates sites for housing development to meet the identified need.
60. Housing policies consider the density of new housing developments and type and mix of housing, including affordable housing, gypsy and traveller sites and houses in multiple occupation.
61. The Plan recognises that in order to build and support strong communities, the appropriate facilities and educational establishments need to be accessible. The Community Facilities chapter highlights the criterion that needs to be applied to establish good access to sports facilities, childcare provision and healthcare facilities. The education, training and university sections recognise the Plan's role in facilitating the appropriate level and location of education provision in York, in some cases, this supports the expansion of existing establishments in the form of new allocations.

Get York Moving

62. The Plan promotes sustainable modes of transport whilst delivering transport infrastructure necessary to enable the city to grow. The Transport section recognises that the location and layout of development is important in ensuring sustainable access for pedestrians, cyclist and public transport users. It sets out the principles for changing travel behavior to reduce the number of car trips associated with new development. It also puts forward policies to improve York's physical environment. Key transport infrastructure needed over the lifetime of the plan are identified, this includes strategic public transport improvements, strategic highway network capacity improvements and strategic cycle and pedestrian network links and improvements.
63. The transport improvements sought, supported or expected to be delivered within the Plan will require considerable investment. The Council will work with other agencies and organisations, including

developers, to secure the investment required to realise all the improvements to minimise the traffic impacts of York's ambition for growth.

Protect the Environment

64. The Plan will protect and enhance York's heritage by ensuring new development is of the highest quality standards in urban design and public realm. The Green Infrastructure chapter recognises the need to protect and enhance York's biodiversity, open space and green corridors whilst promoting accessibility to encourage opportunities for sport and recreation, and restore and recreate sites of priority species and habitats. The Plan will protect and preserve York's setting and special character by ensuring that inappropriate development is not permitted in the Green Belt helping to maintain a sense of openness around key routes and viewpoints.
65. The Plan will safeguard the city's natural resources and ensure environmental protection. Flood risk will be reduced by ensuring that new development is not subject to nor contributes to flooding. The Climate Change chapter will ensure that sustainable design techniques are incorporated into new developments and maximize the generation and use of low carbon/renewable energy resources to reduce York's carbon footprint and help adapt and mitigate against climate change. Air quality will be improved and other environmental nuisances limited.
66. The importance of reducing waste levels through the reducing, reusing and recycling hierarchy, and identifying the approach to provision of appropriate sites for dealing with waste is addressed in the Local Plan. The need to safeguard natural mineral resources and maximize the production and use of secondary aggregates is also recognised.
67. It has recently been agreed that City of York Council will prepare a Joint Minerals and Waste Plan with North Yorkshire County Council and North York Moors National Park. This Joint Plan will support the strategic policies contained in the York Local Plan by providing an up to date evidence base and specific site allocations for waste management facilities and minerals operations in order to meet the City's demand.

Transport Impact

68. Preliminary transport modelling work undertaken using the City of York's strategic transport model (STM) predicts that the number of trips

undertaken on the highway network overall could increase by approximately 2.5% per year, on average, over the Local Plan period and is higher than predicted in national transport models, reflecting York's ambition for growth.

69. This level of traffic growth could lead to significant delays being experienced on the radial routes into York, the outer ring road (A64 and A1237) and all routes within the outer ring road, This takes into account improvements and schemes that already committed or currently programmed.
70. To reduce the traffic generated by new development and to provide more sustainable transport solutions for movements to, within and around York, the council will work with developers and other organisations to deliver higher levels of investment in transport infrastructure and services, over and above that which is committed or currently programmed either in the plan or to access development or to mitigate the direct impacts of development. This will include investment in new routes, route enhancements, public transport and more active forms of travel (walking and cycling).
71. Strong emphasis will be placed on providing improvements to public transport and more active forms of transport, particularly as access to these forms of transport were key considerations in determining the accessibility of sites for their allocation within the plan. However it is also acknowledged that major enhancements to the highway network (e.g. the A1237) will also be necessary.
72. The initial transport modelling work will be refined and the outputs used to inform how the plan addresses transport impacts as the plan progresses from this 'Preferred Options' stage to its 'Submission' stage.

Sustainability Appraisal

73. When producing Local Plans authorities are required to consider, at each stage of production, the impacts their proposals are likely to have on sustainable development. This is done through undertaking a sustainability appraisal of the document concerned. The Outputs from the Sustainability Appraisal are provided as Annex B for Members to consider along side the draft Local Plan Preferred Options and Alternatives document.

Heritage Impact Appraisal

74. In order to develop a sound basis for informed decision making, a Heritage Impact Appraisal has been undertaken. The purpose of this Heritage Impact Appraisal is to assess whether the strategic sites and policies of the City of York Local Plan Preferred Options and Alternatives will conserve or enhance the special characteristics of the city. The Heritage Topic Paper (April 2013) considers existing evidence relating to the City of York's historic environment and how the evidence is translated into the Council's understanding of the city's special qualities and its complex 2000 year history. This evidence and understanding has then been used to identify six principle characteristics of the historic environment that help define the special qualities of York, providing a detailed explanation of each characteristic.
75. The historic and natural environment policy framework for the city is established by the Heritage Topic Paper and the six principle characteristics identified within it, alongside the design and historic environment policies within the City of York Local Plan Preferred Options and Alternatives. These form the basis of this Heritage Impact Assessment which is provided as Annex C.

Duty to Co-operate

76. The Localism Act requires that local planning authorities demonstrate co-operation in plan making with adjoining or nearby authorities and other organisations in relation to cross boundary issues. Section 110 of the Localism Act transposes the Duty to Co-operate into the Planning and Compulsory Purchase Act 2004 and introduces Section 33a, which sets out a Duty to Co-operate in relation to the planning of sustainable development ('the Duty'). The Duty applies to all local planning authorities, county councils and 'prescribed bodies' and requires that they must co-operate with each other in maximising the effectiveness with which development plan documents are prepared. Further detail on how the provisions of the Act should be implemented is provided within the NPPF. The NPPF states that Local Planning Authorities are expected to demonstrate evidence of having effectively cooperated to plan for issues with cross boundary impacts when Local Plans are submitted for examination.
77. With regard to the Leeds City Region (LCR), the City of York is represented at member level on the LCR Local Authority Joint Committee (Leader) and the Transport Panel (Cabinet Member). It is

also represented, at officer level, on the Heads of Planning Group and the LCR Connectivity Partnership. With regard to North Yorkshire the City of York is represented on the Local Government North Yorkshire and York (LGNYY) Leaders' Board and currently chairs (Cabinet Member) the LGNYY Spatial Planning and Transport Board (SPTB).

78. It is proposed that reports be prepared as appropriate to these groups outlining the approach taken in the Preferred Options and Alternatives Local Plan and highlighting and analysing cross boundary issues.

Consultation

79. The preparation of the Local Plan follows on from the previous LDF process. The Local Plan Preferred Options and Alternatives document draws from the responses that were received during earlier consultations on the Core Strategy and other LDF documents. If Members approve the draft Local Plan, the document will be subject to an eight week city wide consultation period beginning in May / June 2013. Consultation will be carried out in conformity with the Councils adopted Statement of Community Involvement.
80. Comments received as part of the consultation will then be considered by officers and used to inform the production of the submission draft, which will be reported to Members for consideration prior to publication for consultation early in 2014.

Options

81. Officers request that Members consider the following options for Cabinet relating to the Local Plan – Preferred Options and Alternatives document:

Option 1: That the Cabinet, subject to identified amendments, approve the document attached as Annex A, along with supporting information for public consultation.

Option 2: That the Cabinet request that officers make changes to the document and produce a further report and draft for consideration.

Analysis of Options

82. National guidance currently indicates that for a plan to be 'sound' it must be 'justified'. This means a plan must be founded on a robust and

credible evidence base. It also highlights the importance of undertaking and reflecting public consultation and indicates that a plan must be 'effective' i.e. 'deliverable' and 'flexible'.

83. A significant amount of technical evidence base work across many policy areas was undertaken as part of the LDF process. Further work has been undertaken to adapt this to reflect the contemporary national and local position. It is considered that the proposed document reflect the NPPF and the Council's contemporary objectives and policies.
84. In addition in producing the draft plan consideration has been given to previous stages of consultation on the LDF. This has been supplemented by the visioning workshops held in Autumn 2012. Although clearly future drafts of the Plan will need to reflect consultation undertaken on this document.
85. Finally, it should be noted that the final draft Local Plan will not be consulted on and submitted for public examination until next year. The Local Plan – Preferred Options and Alternatives draft is part of the development of the final Local Plan and there will be opportunities to consider comments and reflect in policy development. In addition there will also be opportunities to do further technical work and consider any legal and regulatory issues. Option 1 is therefore recommended as the most appropriate way forward.

Corporate Priorities

86. The option outlined above accords with the following priorities from the Council Plan:
 - Create jobs and grow the economy
 - Get York moving
 - Build strong communities
 - Protect the environment

Implications

87. The following implications have been assessed.
 - **Financial** – *Work on the Local Plan is funded through the Local Plan Reserve.*

- **Human Resources (HR)** – *The production of a Local Plan and associated evidence base requires the continued implementation of a comprehensive work programme that will predominantly, although not exclusively, need to be resourced within CES.*
- **Equalities** – *An assessment has been undertaken and will continue to do during the life time of the plan.*
- **Legal** – *The Local Plan has been produced in a way that reflects strategy and regulatory requirements*
- **Crime and Disorder** - *None*
- **Information Technology (IT)** - *None*
- **Property** - *None*
- **Other** – *None*

Risk Management

88. In compliance with the Council's risk management strategy, the main risks in producing a Local Plan for the City of York are:

- The potential damage to the Council's image and reputation if a development plan is not adopted in an appropriate timeframe.
- Risks arising from failure to comply with the laws and regulations relating to Planning and the SA and SEA processes and not exercising Local control of developments.
- Risk associated with hindering the delivery of key projects for the Council and key stakeholders.
- Financial risk associated with the Council's ability to utilize planning gain and deliver strategic infrastructure.

89. Measured in terms of impact and likelihood, the risk associated with this report have been assessed as requiring frequent monitoring.

Recommendations

90. The views of the Local Plan Working Group are requested on the following recommendations to Cabinet:

(i) subject to identified amendments, approve the document attached as Annex A, along with supporting information for public consultation.

Reason: So that an NPPF compliant Local Plan can be progressed.

(ii) delegate to the Director of CES in consultation with the Cabinet Member the making of any incidental changes to the draft document that are necessary as a result of the recommendations of Cabinet.

Reason: So that changes recommended as a result of discussions at this meeting can be made.

(iii) delegate to the Director of CES in consultation with the Cabinet Member the approval of a Consultation Strategy and associated documents.

Reason: To ensure that the proposed methods of consultation are satisfactory to Members.

(iv) delegate to the Director of CES in consultation with the Cabinet Member the approval of supporting information and documentation to be published during public consultation.

Reason: To ensure that the proposed methods of consultation are satisfactory to Members.

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Cllr Dave Merrett
Cabinet Member for Planning,
Transport and Sustainability

**Report
Approved**



Date 12/04/13

Specialist Implications Officer(s)

N/A

Wards Affected: *List wards or tick box to indicate all*

All

For further information please contact the author of the report

Background Papers:

None

Annex A: Local Plan Preferred Options and Proposals Map

Annex B: Summary of the Outcomes of Sustainability Appraisal /
Strategic Environmental Impact Assessment (online only/to
follow)

Annex C: Heritage Impact Assessment (online only/to follow)

Annex D: Community Impact Assessment (online only/to follow)

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YORK

CITY OF YORK
LOCAL PLAN
Preferred Options

Draft
April 2013
ANNEX A

Contents

Index of Policies, Figures and Tables

A b o u t t h e P l a n

About the Plan

Key Diagram

B a c k g r o u n d a n d V i s i o n

Section 1: Strategic Framework	1
Section 2: Spatial Portrait	7
Section 3: Spatial Vision and Outcomes	26
Section 4: Sustainable Development	31

S p a t i a l S t r a t e g y

Section 5: Spatial Strategy	37
<i>York Sub Area</i>	38
<i>Delivering Sustainable Growth for York</i>	43
<i>The Role of York's Green Belt and Safeguarded Land</i>	57
Section 6: York City Centre	63
Section 7: York Central	71

C r e a t e J o b s a n d G r o w t h e E c o n o m y

Section 8: Economy	78
Section 9: Retail	88

B u i l d S t r o n g C o m m u n i t i e s

Section 10: Housing Growth and Distribution	100
Section 11: Aiding Choice in the Housing Market	117
Section 12: Affordable Housing	130

Section 13: Community Facilities	137
Section 14: Education, Skills and Training	144
Section 15: Universities	151

P r o t e c t t h e E n v i r o n m e n t

B u i l t E n v i r o n m e n t

Section 16: Design and the Historic Environment	159
---	-----

N a t u r a l E n v i r o n m e n t

Section 17: Green Infrastructure	177
----------------------------------	-----

Section 18: Green Belt	189
------------------------	-----

N a t u r a l R e s o u r c e s a n d E n v i r o n m e n t a l P r o t e c t i o n

Section 19: Flood Risk Management	200
-----------------------------------	-----

Section 20: Climate Change	211
----------------------------	-----

Section 21: Environmental Quality	224
-----------------------------------	-----

Section 22: Waste and Minerals	238
--------------------------------	-----

G e t Y o r k M o v i n g

Section 23: Transport	247
-----------------------	-----

Section 24: Communications Infrastructure	270
---	-----

D e l i v e r y a n d R e v i e w

Section 25: Infrastructure and Developer Contributions	274
--	-----

Section 26: Delivery and Monitoring	281
-------------------------------------	-----

Annex A: Glossary of Terms

Annex B: Bibliography

Index of Policies, Figures and Tables

Policies

Policy Number	Policy Name
Policy SD1	Sustainable Development
Policy SS1	York Sub Area
Policy SS2	Delivering Sustainable Growth for York
Policy SS3	Spatial Distribution
Policy SS4	Strategic Sites Development Principles
Policy SS5	The Role of York's Green Belt
Policy SS6	Safeguarded Land
Policy YCC1	York City Centre
Policy YC1	York Central Special Policy Area
Policy EMP1	Strategic Employment Locations
Policy EMP2	Provision of Employment Land
Policy EMP3	Economic Growth in the Health and Social Care Sectors
Policy EMP4	Loss of Employment Land
Policy EMP5	Business and Industrial Uses within Residential Areas
Policy R1	Retail Hierarchy
Policy R2	District Centres, Local Centres and Neighbourhood Parades
Policy R3	York City Centre Retail
Policy R4	Out of Centre Retailing
Policy H1	The Scale of Housing Growth
Policy H2	Existing Housing Commitments
Policy H3	Housing Allocations
Policy H4	Density of Residential Development
Policy ACHM1	Balancing the Housing Market
Policy ACHM2	Housing Mix
Policy ACHM3	Gypsy, Traveller and Showpeople Allocations
Policy ACHM4	Sites for Gypsies, Travellers and Showpeople

Policy Number	Policy Name
Policy ACHM5	Student Housing
Policy ACHM6	Houses in Multiple Occupation
Policy AH1	Affordable Housing
Policy CF1	Community Facilities
Policy CF2	Built Sports Facilities
Policy CF3	Childcare Provision
Policy CF4	Healthcare and Emergency Services
Policy EST1	Preschool, Primary and Secondary Education
Policy EST2	Further and Higher Education
Policy EST3	Community Access to Sports and Cultural Facilities on Education Sites
Policy EST4	Targeted Recruitment and Training
Policy U1	University of York Campuses
Policy U2	Heslington West
Policy U3	Heslington East
Policy U4	Lord Mayor's Walk
Policy U5	York St. John University Allocations
Policy DHE1	Design and Historic Environment
Policy DHE2	Heritage Assets
Policy DHE3	Landscape and Setting
Policy DHE4	Building Heights and Views
Policy DHE5	Streets and Spaces
Policy DHE6	Conservation Areas
Policy DHE7	Listed Buildings
Policy DHE8	Shopfronts in Historic Locations
Policy DHE9	Advertisements in Historic Locations
Policy DHE10	Security Shutters in Historic Locations
Policy DHE11	York City Walls and St Marys Abbey Walls ('York Walls')
Policy DHE12	Archaeology
Policy DHE13	Historic Parks and Gardens
Policy DHE14	City of York Historic Environment Record
Policy GI1	Green Infrastructure

Policy Number	Policy Name
Policy GI2	Biodiversity
Policy GI3	Trees
Policy GI4	Open Space and Playing Pitches
Policy GI5	New Open Space
Policy GI6	Green Corridors
Policy GI7	Access to Nature
Policy GB1	Development in the Green Belt
Policy GB2	Development in Settlements “Washed Over” by the Green Belt
Policy GB3	Reuse of Buildings
Policy GB4	“Exception” Sites for Affordable Housing in the Green Belt
Policy GB5	Major Developed Sites in the Green Belt
Policy FR1	Flood Risk
Policy FR2	Surface Water Management
Policy FR3	Ground Water Management
Policy CC1	Supporting Renewable and Low Carbon Energy Generation
Policy CC2	Sustainable Design and Construction
Policy EQ1	Air Quality
Policy EQ2	Managing Environmental Quality
Policy EQ3	Land Contamination
Policy WM1	Sustainable Waste Management
Policy WM2	Safeguarding Mineral Resources and Local Amenity
Policy T1	Location and Layout of Development
Policy T2	Strategic Public Transport Improvements
Policy T3	York Railway Station and Associated Operational Facilities
Policy T4	Strategic Highway Network Capacity Improvements
Policy T5	Strategic Cycle and Pedestrian Network Links and Improvements
Policy T6	Development at or Near Public Transport Corridors, Interchanges and Facilities
Policy T7	Demand Management
Policy T8	Minimising and Accommodating Generated Trips
Policy T9	Access Restrictions to More Polluting Vehicles
Policy T10	Protection for Residential Areas

Policy Number	Policy Name
Policy T11	City Centre Accessibility
Policy T12	Safeguarded Routes and Sites
Policy CI1	Communications Infrastructure
Policy IDC1	Infrastructure and Developer Contributions

F i g u r e s

Figure Number	Figure Name
Figure 2.1	York in the Regional Context
Figure 2.2	Joint Working
Figure 2.3	York's Primary Network of Strays and Green Wedges
Figure 2.4	Journey to Work Patterns
Figure 5.1	York Sub Area
Figure 5.2	Strategic Housing Market Areas
Figure 5.3	York's Green Belt Character Areas
Figure 5.4	York's Nature Conservation Sites
Figure 5.5	Regional, District and Local Green Corridors
Figure 5.6	Open Space
Figure 5.7	Flood Zones 3a and 3b
Figure 6.1	York City Centre
Figure 6.2	Existing and Potential Revised City Centre Boundary
Figure 7.1	York Northwest Corridor
Figure 7.2	York Central Concept Plan
Figure 10.1	Density Zones
Figure 15.1	Heslington West and Heslington East Campuses
Figure 15.2	Lord Mayor's Walk Campus
Figure 17.1	Green Corridors
Figure 20.1	Zero Carbon Hierarchy
Figure 21.1	Air Quality in York
Figure 21.2	Mitigation Hierarchy
Figure 21.3	Potentially Contaminated Sites in York
Figure 23.1	Travel to Work Movements in/out of York in AM Peak

Figure Number	Figure Name
Figure 23.2	York Station Access Concept Plan

T a b l e s

Table Number	Table Name
Table 8.1	Forecast Employment Growth in York 2012-2030
Table 8.2	Scenario 2 – Floorspace Requirements
Table 10.1	Housing Allocations
Table 11.1	Gypsy, Traveller and Showpeople Need
Table 12.1	Dynamic Targets Based on Market Conditions April 2012
Table 19.1	Flood Risk Vulnerability Classification
Table 19.2	Flood Risk Vulnerability and Flood Zone ‘Compatibility’
Table 20.1	Current and Future Renewable Energy Potential
Table 20.2	Timescales for Zero Carbon Standards
Table 26.1	Delivery and Monitoring



This section sets out what this document is all about. It explains the structure of the document and what its purpose is. The glossary at the end of this document explains what some of the technical words used in the document mean.

ABOUT THE PLAN

About the Plan

What is the Local Plan?

- i) The Local Plan has been prepared at a time of considerable change in the public policy context. The National Planning Policy Framework (NPPF) refers to 'Local Plans' rather than 'Local Development Frameworks' (LDFs) reflecting the Government's views of plan making and the movement away from a folder of development plan documents to a single plan. As such, a new Local Plan for York includes a vision for the future development of the city and spatial strategy and covers both strategic policies and allocations (previously the Core Strategy and Allocations Development Plan Document), alongside detailed development management policies.
- ii) Local plans must be positively prepared, justified, effective and consistent with national policy in accordance with Section 20 of the Planning and Compulsory Purchase Act 2004 (as amended) and the NPPF. The NPPF advises that Local Plans should be aspirational but realistic and should address the spatial implications of economic, social and environmental change. Local Plans should set out the opportunities for development and clear policies on what will or will not be permitted and where.
- iii) Much of the evidence base built up during the previous LDF process, alongside the comprehensive consultation undertaken has informed the preparation of the Local Plan. However, there has also been the opportunity to revisit certain policy areas to reflect the NPPF. This includes a revised approach to delivering more sustainable economic growth, prosperity and housing at a local level. Whilst the previous Core Strategy followed a more cautious approach to housing growth and identifying land the new Local Plan for York has been based on the city's ambitious economic, housing growth and social and environmental sustainability agendas.

How to use the Plan

- iv) It is important that individual policies contained within the Local Plan are not viewed in isolation. The Plan should be regarded as one single publication, together with the Proposals Map and all relevant policies should be taken into account. Each policy is given a number and a title. The first letters of each policy relate to the specific section title. Each policy sets out the criteria against which planning applications will be considered. The paragraphs following each policy explain why that policy has been included in the Plan, and include any relevant supporting information that may be taken into account when considering proposals under that particular policy heading.

Consultation so far

- v) The preparation of this Local Plan follows on from the previous Core Strategy process. This preferred options local plan document draws from the responses that were received during the consultation on the following documents:
- Core Strategy: Issues and Options 1 (2006);
 - Core Strategy: Issues and Options 2 (2007),
 - Core Strategy: Preferred Options (2009); and
 - Core Strategy: Submission (Publication) (2011).
- vi) Alongside the consultation undertaken as part of the Core Strategy process a series of Local Plan visioning workshops were held in October 2012. During these workshops businesses, stakeholders and Members joined Officers to discuss key issues facing the city with regard to protecting the environment, getting York moving, building strong communities and creating jobs and growing the economy. The discussion arising from these workshops has helped to shape the Local Plan.

Sustainability Appraisal and Habitats Regulation Assessment

- vii) To ensure that policies and proposals in the Local Plan contribute to sustainable development, it will be subject to a Sustainability Appraisal (SA), incorporating the requirements of the EU Directive on Strategic Environmental Assessment. The SA will assess the implications of the proposed policies on the social, economic and environmental objectives for the city and recommend how the plan can be more sustainable by suggesting amendments to avoid or mitigate any negative impacts on the principles of sustainable development. An SA is available to read alongside this Preferred Options document. In addition, a summary of the SA policy analysis is available. This gives an indication of how each policy meets the requirements to achieve sustainable development objectives in York. The findings of the SA will be used to inform the Plan's development and reflected in the Submission Draft to ensure it maximises its contribution towards sustainable development.
- viii) The Local Plan is also accompanied by a Habitats Regulation Assessment, which establishes whether the strategy will have potential adverse impacts on internationally recognised nature conservation sites (Special Areas of Conservation and Special Protection Areas) in accordance with the Habitats Directive. The Appropriate Assessment included within this sets out the potential impacts on the flora and fauna for which these internationally designated sites are recognised. It also explores mitigation measures if required. This document should be read in conjunction with the SA.

Heritage Impact Appraisal

- ix) In order to develop a sound basis for informed decision making, a Heritage Impact Appraisal has been undertaken. The purpose of this Heritage Impact Appraisal is to assess whether the strategic sites and policies of the City of York Local Plan Preferred Options and Alternatives will conserve or enhance the special characteristics of the city. The *Heritage Topic Paper (April 2013)* considers existing evidence relating to the City of York's historic environment and how the evidence is translated into the Council's understanding of the city's special qualities and its complex 2000 year history. This evidence and understanding has then been used to identify six principle characteristics of the historic environment that help define the special qualities of York, providing a detailed explanation of each characteristic. The historic and natural environment policy framework for the city is established by the Heritage Topic Paper and the six principle characteristics identified within it, alongside the design and historic environment policies within the City of York Local Plan Preferred Options and Alternatives. These form the basis of this Heritage Impact Assessment. The *Heritage Topic Paper (2013)* and *Heritage Impact Appraisal (2013)* are available to read alongside this preferred options Local Plan.

Structure of this Document

- x) This document is divided into the following sections:

Strategic Framework, Spatial Portrait and Spatial Vision and Outcomes

- xi) York's Local Plan Spatial Vision and Outcomes is based on a sound understanding of York's unique character and local planning issues and challenges it faces as well as responding to the strategic framework for York, including the presumption in favour of sustainable development.

Spatial Strategy

- xii) The Spatial Strategy sets out the general spatial principals that will underpin the distribution of future development in York. It considers a range of issues which will influence the spatial strategy and includes a section on York City Centre and York Central. It provides a spatial expression of the priorities of the Council and its partners contained within *The Strategy for York 2011-2025 (2011)*.

Policies

- xiii) These are included in the sections below which are grouped under the relevant headings from the vision and reflect the themes of the Council Plan for York:

Create Jobs and Grow the Economy

- Economy
- Retail

Build Strong Communities

- Housing Growth and Distribution

- Aiding Choice in the Housing Market
- Affordable Housing
- Community Facilities
- Education, Skills and Training
- Universities

Protect the Environment

Built Environment

- Design and the Historic Environment

Natural Environment

- Green Infrastructure

Natural Resources and Environmental Protection

- Flood Risk Management
- Climate Change
- Environmental Protection
- Waste and Minerals

Get York Moving

- Sustainable Transport
- Communications Infrastructure

Delivery and Review

- xiv) This section addresses the delivery of the Local Plan and considers how new infrastructure that is needed for development will be funded. It also outlines how the Council intends to 'monitor and manage' the Local Plan. This will outline the process that will be used to monitor the effectiveness of the Local Plan's outcomes in terms of delivering the vision and spatial objectives and in implementing the spatial strategy.

Questions

- xv) At the end of each section, there is a question box. The preferred options stage of the Local Plan process draws from the responses to the issues and options, preferred options and submission stages of the previous Core Strategy process. The plan also draws on up to date Government guidance and the Council's evidence base and therefore, the intention is that the content of this document reflects the most appropriate approach to planning in York. However, this is a consultation document and we are therefore asking for your views on all the topics covered and if you feel that a different approach is more suitable, please let us know and we will consider it.

Next Steps

- xvi) Following this consultation period, officers will assess the comments received and will then go on to produce a Submission Draft version of the Local Plan. This document will be subject to public consultation ahead of it being submitted to the

Secretary of State and following this it will be assessed at an Examination in Public before being adopted by the Council.

Further Information

- xvii) For further information about this document or any other parts of the previous Local Development Framework process please contact the Integrated Strategy team using the details overleaf:

City of York Council
Integrated Strategy
West Offices
Station Rise
York
YO1 6GA

Telephone: 01904 xxxxxx

Fax: 01904 xxxxx

Email: integratedstrategy@york.gov.uk

All documents relating to the Local Plan and the previous Local development Framework process are available on the Council's website at www.york.gov.uk/xxx

Key Diagram

York - (main built up area)

Villages

General extent of the proposed Green Belt

City Centre

District Centres

Safeguarded Land

Strategic Employment Sites:
 ST18 - Monks Cross
 ST19 - Northminster Business Park

Strategic Housing Sites:
 ST1 - British Sugar
 ST2 - Former Civil Service Sports Ground, Millfield Lane
 ST3 - The Grain Stores, Water Lane
 ST4 - Land adjacent Hull Road and Grimston Bar
 ST6 - Land East of Grimston Bar
 ST7 - Land East of Metcalf Lane
 ST8 - Land North of Monks Cross
 ST9 - Land North of Haxby
 ST10 - Land at Moor Lane, Woodthorpe
 ST11 - Land at New Lane, Huntington
 ST12 - Land at Manor Heath Road, Copmanthorpe
 ST13 - Land at Moor Lane, Copmanthorpe
 ST14 - Land North of Clifton Moor
 ST15 - Holme Hill
 ST17 - Nestle South*
 ST22 - Germany Beck*
 ST23 - Derwenthorpe*
 ST24 - York College*

Strategic Mixed Use Sites (Employment/Housing):
 ST5 - York Central
 ST16 - Terry's*

Strategic Retail Site:
 ST20 - Castle Piccadilly

Strategic Leisure Site:
 ST21 - Naburn Designer Outlet

Existing Park and Ride Site

Proposed new or relocated Park and Ride site

Further and Higher educational establishments

Waste and Recycling sites

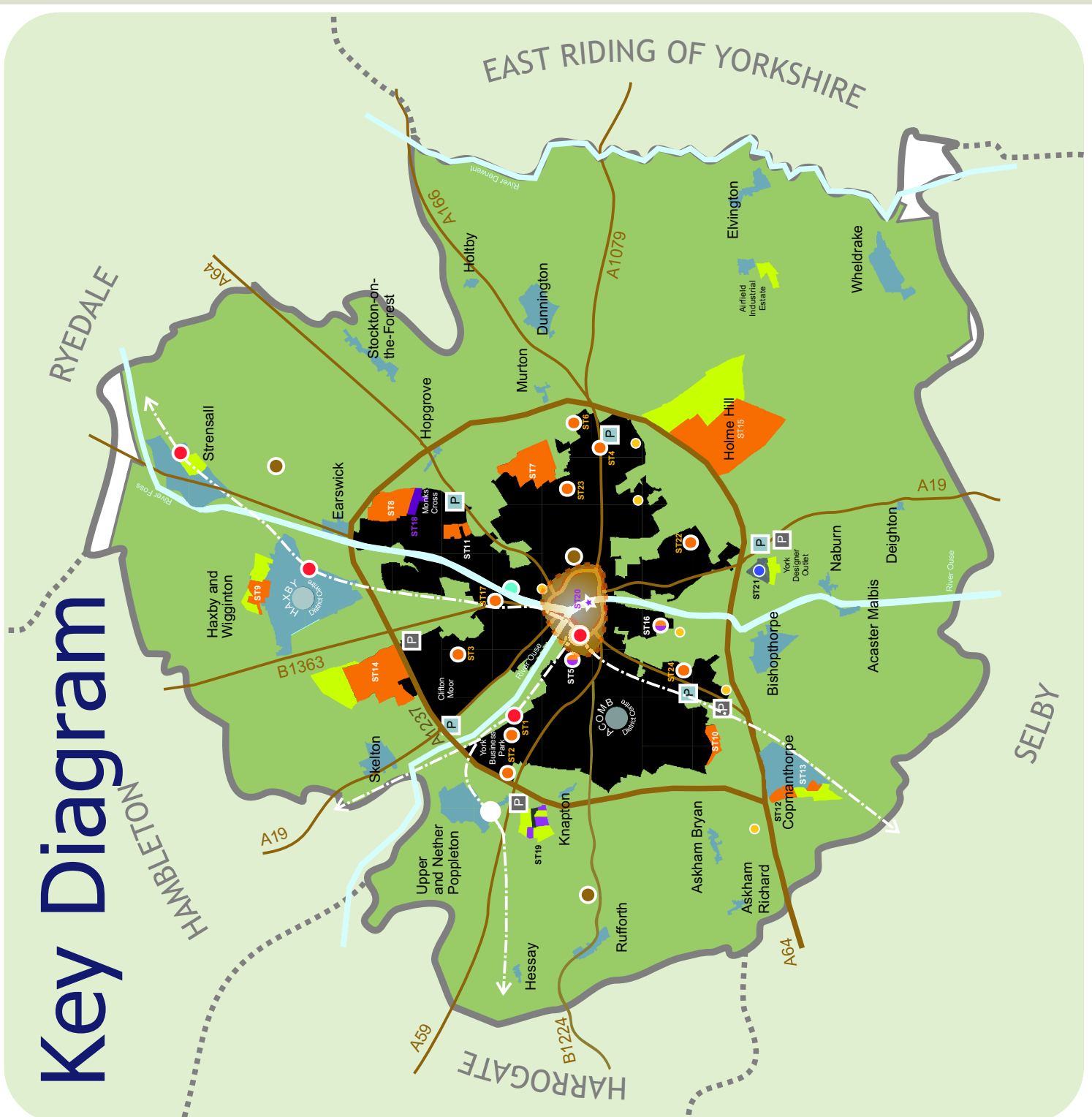
Hospitals

New Railway Stations/Halts

Main Rail Network

Main Road Network

*** Sites with Consent**





This section sets out the background information to the plan such as York's population, history of the city, transport issues etc. This information has been used to set out the key spatial issues, opportunities and challenges facing York. The vision responds to these issues, opportunities and challenges.

Section 1: Strategic Framework

- 1.1 The Local Plan is being prepared at a time of considerable change in the public policy context with the *Localism Act (2011)* Act introducing a number of important reforms to the planning system, including the abolition of the Regional Spatial Strategy and the *National Planning Policy Framework (2012)* (NPPF) streamlining national planning policy and replacing the previous Planning Policy Guidance and Planning Policy Statements. The Local Plan must take full account of these changes, alongside the national and local strategic context. This section outlines the key elements of the strategic framework which underpins the Local Plan.

UK Sustainable Development Strategy

- 1.2 The Local Plan must embrace the need to ensure sustainable development by taking full account of the aims, objectives and aspirations of the *UK Sustainable Development Strategy – Securing the Future (2005)*. The Strategy identifies five principles and four key priorities for immediate action set out below:

Principles:

- Living within environmental limits.
- Ensuring a strong, healthy and just society.
- Achieving a sustainable economy.
- Promoting good governance.
- Using sound science responsibly.

Priorities:

- Sustainable production and consumption.
- Climate change and energy.
- Natural resource protection and environmental enhancement.
- Creating sustainable communities.

National Planning Policy Framework

- 1.3 The National Planning Policy Framework (NPPF) represents a fundamental reassessment of both the overall direction and the detail of the planning system in England. It is intended to support economic recovery and play a key role in delivering the government's localism agenda. The NPPF is the outcome of a review of planning policy, designed to consolidate policy statements, circulars and guidance documents into a single concise framework. The overriding message from the framework is that planning authorities should plan positively for new development, and that 'planning should operate to encourage and not act as an impediment to sustainable growth'.
- 1.4 At the heart of the new system is a new 'presumption in favour of sustainable development'. This requires local plans to meet development needs, unless any adverse impacts would significantly and demonstrably outweigh the benefits, and for development proposals that accord with the local plan to be approved without delay.

- 1.5 A significant change to the previous policy approach is that the NPPF refers to 'Local Plans' rather than 'Local Development Frameworks'. In doing this the Government has signalled an intention that there is to be a movement away from a folder of development plan documents to a single plan i.e. a Local Plan.
- 1.6 The NPPF emphasises the need for careful attention to viability to ensure development plans are deliverable. Paragraph 173 of the NPPF talks of 'careful attention to viability', and states that the sites and the scale of development identified in local plans should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened.

Duty to Co-operate

- 1.7 The Localism Act requires that local planning authorities demonstrate co-operation in plan making with adjoining or nearby authorities and other organisations in relation to cross boundary issues. Section 110 of the Localism Act transposes the Duty to Co-operate into the Planning and Compulsory Purchase Act 2004 and introduces Section 33a, which sets out a Duty to Co-operate in relation to the planning of sustainable development ('the Duty'). The Duty applies to all local planning authorities, county councils and 'prescribed bodies' and requires that they must co-operate with each other in maximising the effectiveness with which development plan documents are prepared. Further detail on how the provisions of the Act should be implemented is provided within the NPPF. The NPPF states that Local Planning Authorities are expected to demonstrate evidence of having effectively cooperated to plan for issues with cross boundary impacts when Local Plans are submitted for examination.

Neighbourhood Planning

- 1.8 The Localism Act introduces new rights and powers for communities. This includes the introduction of a new 'neighbourhood' layer to the planning system which is central to the package of planning reforms and is aimed at giving people the opportunity to shape the places they live in. Neighbourhood Plans are a key element of neighbourhood planning and the Council are committed to supporting communities in preparing Neighbourhood Plans.
- 1.9 Neighbourhood Plans are prepared by town or parish councils, or in un-parished areas by 'neighbourhood forums'. They allow communities to develop a vision of what their area should be like and make decisions on where certain types of development should go. Importantly Neighbourhood Plans should be aligned with the strategic needs and priorities of the wider local area and be in general conformity with the strategic policies of an authority's Local Plan. Outside these strategic elements Neighbourhood Plans will be able to shape and direct sustainable development in their area. They will form part of the Statutory Development Plan but only if it is in accordance with national policy and the strategic vision for the city set out in the Local Plan. Neighbourhood plans will complement but do not replace existing community-led plans such as Parish Plans and Village Design Statements.

Abolition of Regional Spatial Strategy

- 1.10 The Localism Act allows the Government to fulfil a longstanding promise to revoke Regional Spatial Strategies (RSS).
- 1.11 The environmental assessment process for the RSS abolition highlighted that York does not currently have a Local Plan in place and indicated that revocation of the York Green Belt policies before an adopted Local Plan was in place could lead to a significant negative effect upon the special character and setting of York. As such, the Government have concluded that the York green belt policies that are part of the regional strategy will be retained. *The Regional Strategy for Yorkshire and Humber (Partial Revocation) Order 2013* was laid in Parliament on the 29th January 2013, which took effect on 22nd February 2013. This means that for York, the development plan will continue to include the RSS Green Belt policies and RSS key diagram insofar as it illustrates the RSS York Green Belt policies and the general extent of the Green Belt around the City of York as it relates to these policies. All other RSS policies have been revoked and do not form part of York's development plan.
- 1.12 The *Leeds City Region Interim Strategy Statement (2011)* which signals continuing support for the core principles on the role of place and accommodation of development as set out in the *Yorkshire and Humber Plan: Regional Spatial Strategy to 2026 (2008)*.

Local Strategic Context

The Strategy for York 2011-2025

- 1.13 *The Strategy for York 2011- 2025 (2011)* sets out a long term vision for the city and a new set of immediate priorities. This is the third revision of York's strategic plan since 2003. It is important that the Local Plan provides the spatial or planning expression of York's strategic plan. The Strategy for York vision is set out below:

York: A City Making History

Making our mark by:

- building confident, healthy and inclusive communities;
- being a leading environmentally-friendly city;
- being at the forefront of innovation with a diverse and thriving economy;
- being a world class centre for culture, education and learning for all; and
- celebrating our historic past and creating a successful and ambitious future.

1.14 This overall vision is supported by six strategic ambitions designed to ensure York is always an attractive place to live, work and visit. These ambitions comprise the following:

- i. Improve the physical and cultural environment of the city as a basis for community and economic development.
- ii. Keep York's employment levels high and economy buoyant by supporting local employers, entrepreneurship, developing a diverse and sustainable economy and balanced employment structure.
- iii. Maintain community cohesion and develop strong, supportive and durable communities.
- iv. Ensure the process of physical development is used to improve the environmental sustainability of the city, and that growth accommodates the challenges of climate change and other built and natural environmental challenges.
- v. Use York's brand and position to promote the city within the regional, national and global network.
- vi. Encourage partnerships within the city and beyond that benefit everyone and achieve mutual advantage.

York: The City Action Plan – The Strategy for Growth 2011-2015

1.15 Addressing a more immediate time-span, the *York: The City Action Plan – The Strategy for Growth 2011-2015 (2011)* examines the aims and intentions of *The Strategy for York (2011)*. In response to the opportunities and challenges facing the city, three immediate priorities have been identified that are critical to address in order to secure York's future. These are:

- enabling growth;
- creating the environment for growth; and
- sharing growth.

1.16 The City Action Plan tackles these three interconnected themes and within these themes, it proposes a small number of actions that partners will tackle together between now and 2015. The Local Plan has a key role to play in helping to deliver those actions that have spatial implications, including helping to

- bring forward land for development and business accommodation;
- tackle transport congestion and address travel issues in, around and across York;
- enhance York's heritage and creative and cultural sectors and use them as a driver for economic growth; and
- create a housing supply that better meets York's needs.

Delivering for the People of York: The Council Plan 2011-2015

1.17 *Delivering for the People of York: The Council Plan 2011-2015 (2011)* sets out council's priorities for 2011-2015 and a number of targets that the Council is

committed to meeting in relation to each of the five priority areas. The priorities are to:

- create jobs and grow the economy;
- get York moving;
- build strong communities;
- protect vulnerable people; and
- protect the environment.

- 1.18 The priorities are closely inter-connected and many of the actions proposed contribute to the achievement of outcomes for more than one priority. The plan sets out important changes to the way the Council does business, alongside what it will be delivery up to 2015.

Reaching Further: York Economic Strategy 2011-2015

- 1.19 *Reaching Further: York Economic Strategy 2011-2015 (2012)* has been published jointly by City of York Council and York Economic Partnership. It recognises the difficulties recession has placed upon both households and firms in the city and recognises the need to develop a robust strategy for recovery and development.
- 1.20 The Strategy sets out that York has much to be justly proud of, assets that are first class and present many opportunities; our heritage and culture, leading universities, a strong science and innovation focus, highly-skilled workforce and strengths in both old and new industries. However, the full potential of the city's economy has not yet been realised, and difficult economic times could present challenges to York's economy in the near future. The Strategy indicates that the city needs to develop a more productive and enterprising economy that makes the most of the assets we have whilst improving upon our weaknesses. With improvements to our economy, we can work to improve our international profile and attract higher levels of inward investment.
- 1.21 The central economic vision is for the City of York to become a more enterprising and international city economy, renowned for opportunity and specifically to become:
- a top10 English city economy that delivers for business, people and the environment; and
 - internationally-recognised as an 'innovation capital' - a key centre for science, Research and Development and knowledge-based business.

Climate Change Framework and Climate Change Action Plan

- 1.22 The Council's *Climate Change Framework and Climate Change Action Plan (2010)* sets out the overarching ambition of York to accelerate actions to reduce carbon emissions across the city. It illustrates the actions already on-going across York and highlights the key areas the city needs to begin to drive forward in order to eventually reach the ambitious targets of a 40% reduction in Carbon Dioxide (CO₂) emissions by 2020 and the national *Climate Change Act (2008)* 80% reduction in Carbon Dioxide emissions by 2050. The Framework is to be used by organisations across

the city, including the Council and Without Walls Partnership (WoW), to focus and drive forward coordinated action to tackle climate change.

1.23 The Action Plan is the delivery mechanism to achieving the Framework and the 10 key areas it aims to tackle as follows:

- sustainable homes;
- sustainable buildings;
- sustainable energy;
- sustainable waste management;
- sustainable transport;
- sustainable low carbon economy;
- low carbon lifestyle;
- sustainable planning and land use; and
- sustainable WoW – illustrating the climate change work they are doing as a partnership.

1.24 The Framework and Action Plan will help everyone in York to live and work in a more sustainable, low-carbon city, where people:

- live and work in energy-efficient buildings with smaller fuel bills;
- drive less and walk and cycle more;
- use renewable sources of energy to heat buildings or power cars and buses; and create less waste, recycle and compost more.

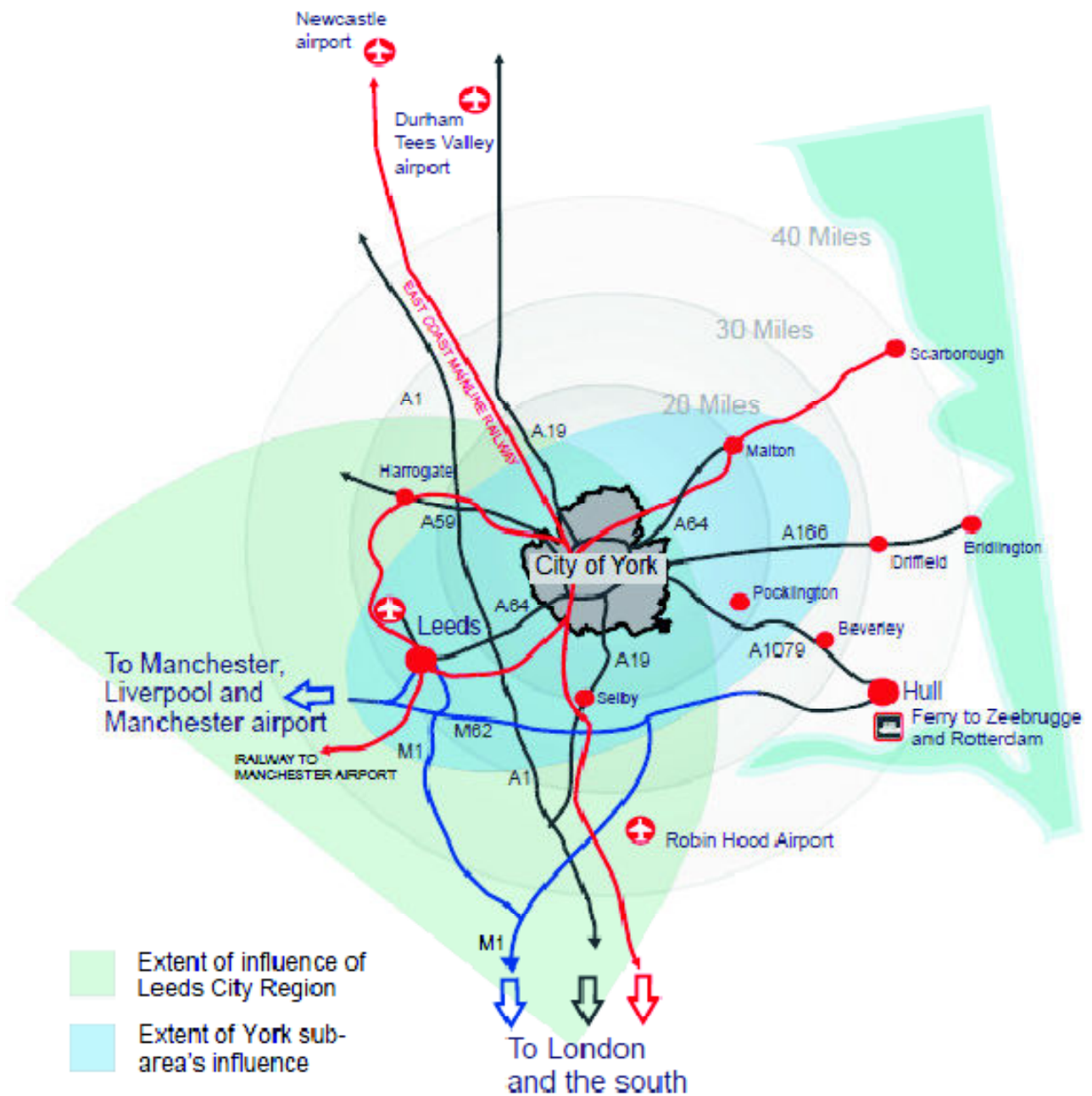
Section 2: Spatial Portrait

- 2.1 York is in good shape, with a strongly performing modern and mixed economy. The city continues to attract investment and has major development opportunities in the pipeline and a strong market economy. York, as an internationally recognised centre of excellence for education, has two great universities and an unparalleled education system. The city offers a superb quality of life to residents. It has an outstanding built and natural environment, with iconic world class heritage and a wide variety of cultural opportunities. Overall crime rates demonstrate sustained improvement, income levels are relatively high, deprivation is reducing and there is a good general level of health. In the drive towards cutting CO₂ emissions, the city is recognised as a leader in sustainable transport.
- 2.2 Nevertheless, York faces some significant challenges in the coming years. This spatial portrait describes in more detail the current situation in York and underlines the key spatial opportunities and challenges.

Geography

- 2.3 The City of York Local Authority area covers approximately 105 square miles (272 square kilometres). Its proximity to other towns and cities in the region along with its transport links to the region and the wider UK are highlighted in Figure 2.1 overleaf. It is characterised by a compact urban area surrounded by several small settlements. The compactness of the main urban area is a key feature of the city.
- 2.4 Figure 2.1 overleaf shows that York falls within two sub areas; the Leeds City Region; and York Sub Area. These areas are overlapping but self contained functional areas that were originally defined in the now partially revoked Yorkshire and Humber Regional Spatial Strategy. The functional nature of these sub areas relate to housing markets, labour markets, travel to work and services, retail and service catchments. Both areas continue to be important geographies for both analysis and policy interventions. The Leeds City Region Sub-Area comprises the authorities of West Yorkshire Barnsley, the North Yorkshire Districts of Craven, Harrogate and Selby and the City of York. The Leeds City Region Partnership and Local Enterprise Partnership operate across this geography. The York Sub-Area includes the Unitary Authority of York, Selby District, the southern parts of Hambleton and Ryedale Districts, the southeast part of Harrogate District and the northwest part of the East Riding of Yorkshire.

Figure 2.1: York in the Regional Context



- 2.5 The City of York Council has a long history of joint working and co-operation with the authorities in the Leeds City Region and the York Sub Area, together with North Yorkshire County Council shown at Figure 2.2 overleaf. There are wider strategic links at the city region and sub regional levels and the City of York Council is a constituent member of the Leeds City Region and Local Government North Yorkshire and York. In accordance with the *Localism Act 2011* the Council will continue to co-operate with our neighbouring authorities to maximise the effectiveness with which the Local Plan is prepared.

Figure 2.2: Joint Working



Population

- 2.6 York has been identified as the third fastest growing city in the country when measuring population growth by the Centre for Cities in their *Cities Outlook (2012)*. The latest Census results indicate that York had a population of 198,051 people in 2011. This represents an increase of 9.2% in the number of people living within the authority area since the 2001 Census.
- 2.7 York's male population for 2011 was 96,300, 10.4% more than in 2001. York's female population was 101,800 which was 8.2% more than in 2001. Between 2001 and 2011 the population of the district can also be seen to have aged; with a greater proportion of people aged 65 and over. The number of people aged 65 and over has increased by more than other age categories in the city and reflects national trends in line with increasing life expectancy. There have also been significant increases in the proportion of 15-19 year olds (17.8% increase) and 20-24 year olds (39.1% increase) since 2001. This reflects that there are two successful and expanding universities located in the city. Since 2001 the proportion of working age population (16-64 year olds) has increased by 11.9%.
- 2.8 The Index of Multiple Deprivation 2010 (IMD) shows that York's ranking has gone down from 242 in 2007 (out of 354 Local Authorities in England) to 244 in 2010 which indicates that York, as a whole, is becoming less deprived. The most deprived wards as a whole are Westfield, Guildhall and Clifton. However the most deprived

pockets of deprivation can be identified in the Westfield, Clifton and Hull Road Wards and include areas such as Tang Hall, Kingsway North and Foxwood which fall within the top 20% most deprived areas in England. Through the development process it is important that the Local Plan helps to reduce deprivation.

Economy

- 2.9 York is a modern, economically prosperous city supporting more than 110,000 jobs and contributing £4billion of value to the national economy. It is the main economic driver of the York Sub-Area which is an important and successful part of the economy of the north of England. The city is home to a diverse and dynamic business base and has economic strengths in the science, technology, creative industries and professional and financial services. There also remains significant employment in chocolate and railways and York is the base for two of the largest building companies in the UK. The city's economy is in the top 40% in England and has relatively good performance in some key areas. However the city's enterprise and productivity levels are lower than average and inward investment levels do not match ambitions. Partially a cause of these challenges is that the commercial premises and housing supply available for businesses and residents do not match with current demand.
- 2.10 The city's economic assets are first class: cutting edge universities, a leading Science City, world class science and technology, a highly skilled population and excellent transport links. There are a range of premises available throughout the city centre and beyond, including major development sites. However, Centre for Cities in their report *Making the Grade: The Impact of Office Development on Employment and City Economies (2012)* highlight that despite high demand, space for businesses to start and grow is constrained and in low supply. It will be a key role of the Local Plan to create an environment that enables business growth and to ensure that sufficient employment sites are identified to provide space for the city's growth in the future. This will include addressing the difficulties the Council and its partners have faced in delivering York Central and whether the site can be taken forward as a coherent strategic allocation. It will also be important for the Local Plan to address changes in the way business is done, with the rise in working from home for example. The Local Plan will need to assess the long term future of office space in the city using work undertaken for the *City of York Economic and Retail Growth and Visioning Study (2013)*.
- 2.11 Tourism is an important component of York's economy with visitors attracted by York's unique heritage and the city's retail and leisure attractions. York is a premier visitor destination with over 7 million visitors per year and a gateway to the wider region. Given York's considerable offer in this respect it is important that the Local Plan recognises the importance of sustainable tourism and maximising visitor economy opportunities.
- 2.12 Whilst York is the most buoyant economy in the north it is an economy that faces challenges. As York's population continues to grow it will drive the need for jobs, this is in addition to the need to replace jobs lost in the recession and through changes to public expenditure. The Local Plan must help deliver the continued economic success of the city. This includes fulfilling its role as a regional economic centre and

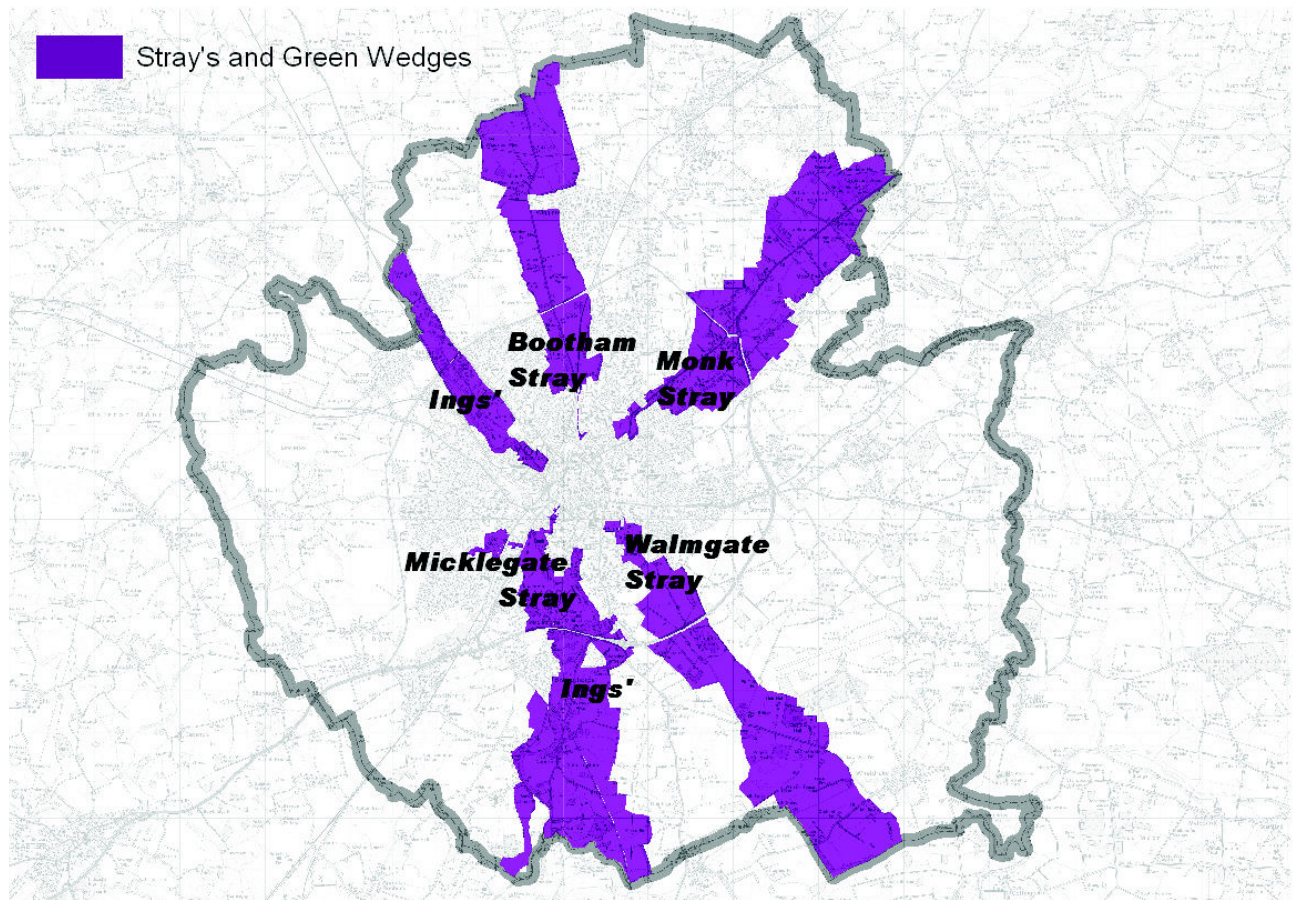
as a key part of the Leeds City Region and helping to meet the *Reaching Further: York Economic Strategy 2011 – 2015 (2012)* aspirations of the city being in the top five cities in the UK and in the top ten mid-sized cities in Europe. However, this must be done in a way that fits with sustainable development and respects the city's unique environment. It will be important to support employment in the city centre and other key employment locations to achieve critical mass for public transport provision, given the significant existing constraints on the road network in York and the anticipated substantial increases in traffic volume on the road network.

Landscape

- 2.13 The landscape of the York area is broadly characterised as relatively flat and low lying agricultural land dominated by the wide flood plain of the River Ouse, rising slightly to the east. This allows good views of the Minster tower which is the key defining feature of the skyline of York. It is prominent in a number of key views both across the city from within the urban area and in longer-distance views towards the city from the surrounding countryside. It is important that this is recognised and not compromised as we plan for the future. The Rivers Ouse, Foss and Derwent are important green corridors as well as important historic determinants to the city's location. They do however make flooding a concern following the severe floods in the early 1980s, 2000 and brought sharply into focus more recently with the events of autumn and winter 2012.
- 2.14 The majority of land outside the built up area has been designated as draft Green Belt since the 1950s with the principle of York's Green Belt being established through a number of plans. The detailed inner boundaries have never been formally approved; this will be an important role for the Local Plan.

Green Infrastructure

- 2.15 York's Green Infrastructure includes a network of multifunctional open spaces, including strays, waterways, formal parks, gardens, woodlands, street trees, green corridors, nature reserves and open countryside. These areas are intrinsically linked to York's unique character, valuable in maintenance and enhancement of biodiversity, provide opportunities for sport and recreation and contribute to wider environmental benefits.
- 2.16 Green Wedges extend from the open countryside into the heart of the main urban area like spokes of a wheel and are shown at Figure 2.3 overleaf. These wedges comprise the historic 'strays', Commons and surrounding land and the Ouse 'Ings' on both the north and south sides of the city. The strays are the residue of areas of common grazing land on which the Freeman of York had the right from time immemorial to graze their cattle. The City of York Council continues this historic management. Such land provides corridors linking York's urban centre to the surrounding countryside both for people and wildlife. These corridors are vital in maintaining York's Green Infrastructure network and the character and environmental quality of the city.

Figure 2.3: York's Primary Network of Strays and Green Wedges

- 2.17 York has a hierarchy of Green Corridors. These are identified as regional corridors which are the main river corridors of the Ouse, Foss and Derwent; district corridors including York's strays and green wedges which are recognised for their multifunctional value; and local corridors which may have only a few functions and in some cases are small but are valuable for local people or specific wildlife sites or species. York's green corridors are located in both rural and urban areas and most importantly provide a link between the two for people and wildlife.
- 2.18 *York New City Beautiful – Towards an Economic Vision* (2010) identifies the 'City as Park' concept and presents it as a new way of thinking about York's existing and potential green spaces as a connected system of parks that could transform the ways in which people use and experience the city. It will be important that this provision is maintained in the layout and design of areas of development to ensure this special characteristic of York is retained in the future. It sets out a view that the city centre will be focused on pedestrian movement along 'great streets', squares and parks, linked through a series of extended strays to all of the city's neighbourhoods and countryside beyond. It also sets out a vision of three new city centre parks connected by the new circular 'Rampart Park' associated with the City Walls. Beyond the city centre, it suggests that new country parks could be created at the ring road with outer and inner parks connected by enhanced and expanded strays and protected green space to create a series of green spokes. The rivers are seen as an integral part of the Green Wedges, parkways and pathways.

- 2.19 York's Green Infrastructure also includes nine Sites of Special Scientific Interest (SSSI); three of which (Strensall Common, the River Derwent and Derwent Ings) are also of international importance as indicated in the *City of York Bio-diversity Audit (2011)*. This audit identifies species and habitats which are of UK or local conservation importance and provides baseline information on which to prioritise further action. Extensive surveys have been carried out in York over the past three years to update the existing information and identify the extent and distribution of remaining areas of wildlife and biodiversity interest. This work is now complete and has identified 88 sites, covering 640 hectares (ha), that are of Sites of Importance for Nature Conservation (SINC) quality and a further 12 sites, covering a further 170ha, that are of possible SINC quality, excluding hedges. A further 48 hedgerows have also been assessed as being of SINC quality, although there will be a considerably greater number still awaiting recognition. The majority of the designated sites are wildflower rich grasslands and heaths but they also include areas of river, woodland, parkland and fen reflecting the diversity of wildlife present in York. In addition a further 137 sites covering 480ha that, whilst not of SINC quality, are still of very considerable value to the overall biodiversity interest.
- 2.20 All these sites together provide the core of the existing wildlife interest in York. These are the sites whose retention and good management are critical to retaining York's biodiversity and will provide the source for enhancement and expansion of the resource within the framework.
- 2.21 *The Open Space, Sport and Recreation Study (2008)* identified that in general, the quality of open spaces within the city is good; however there are concentrations of poor and average quality sites. The study found that overall; there is slight shortfall of provision of certain types of open space in certain areas, with the greatest shortfall in quantity and access to open space for young people. A review of the open space study is currently being undertaken and will help to ensure that the provision of open space, sport and recreation facilities will be adequate to meet present and future needs of the residents of York.

York's Unique Historic Environment

- 2.22 York has an outstanding historic and natural environment. The city contains many outstanding examples of structures which exhibit developments in architecture, monumental arts and town planning including the medieval Merchant Adventurer's Hall, Georgian town houses such as Fairfax House and the Mansion House, as well as Victorian engineering displayed at York Railway Station and Skeldergate Bridge.
- 2.23 Founded by the Romans in 71AD as a major strategic fortress, York developed into the capital of the northern province of Britain and has been an important city, both politically and economically since. The Vikings, who occupied the city in 866AD, created a great trading centre with links right across Europe. Following the conquest of 1066 William the Conqueror built a castle at York firstly at the confluence of the Foss and the Ouse and then at the area now known as Baile Hill. During the medieval period York was England's second city with the Minster achieving its present form in a long building campaign that lasted from the early thirteenth century to the late fifteenth century. By the eighteenth century although York was no longer the economic power it had been, it was a social centre unrivalled by other northern

cities. In the nineteenth century York's economic fortunes and regional and national importance again rose when the railways came to the city and it became a key base for the chocolate industry, with Terry's Chocolate Factory being established in the city in 1767 and Rowntrees being established in the centre of York in 1862, before moving to its current location on Haxby Road in 1906.

- 2.24 York's history has provided a complex mosaic of buildings and streets unique in character. The importance of York is highlighted by the city's status as only one of five historical centres in England designated as an Area of Archaeological Importance. It's wealth of historic buildings include: York Minster, England's largest (surviving) medieval church and the largest Gothic Cathedral in Northern Europe; around 2,000 listed structures (of which 242 are Grade I and II*); and 22 scheduled monuments including the City Walls, Clifford's Tower and St Mary's Abbey.
- 2.25 The *Heritage Topic Paper (2013)* identifies six principal defining characteristics of York's historic environment. These are: Strong Urban Form, Compactness, Landmark Monuments, Architectural Character, Archaeological Complexity and Landscape and Setting. These six characteristics have been arrived at following a period of detailed assessment and analysis as set out in the appraisal. The six principal characteristics capture the fundamental special qualities of York that sets the city apart from other similar cities in England. A key challenge for York's Local Plan is to protect and enhance this unique historic environment.

Climate Change and Carbon Footprint

- 2.26 The fundamental challenge posed to humanity by climate change is acknowledged, including the responsibility of the Local Plan to contribute to York's ambitions to reduce Carbon Dioxide (CO₂) emissions as set out in the *Climate Change Framework and Action Plan (2011)*. Reduction of York's 'carbon footprint' is a key component of this approach. In line with the Climate Change Framework carbon footprint expresses the total amount of CO₂ emissions that result directly from residents' consumption of goods and services (e.g. car use) as well as indirect emissions arising in the manufacture and supply of goods and services consumed (e.g. transporting the raw material to manufacture a product or service).
- 2.27 The most up to date carbon-footprint information from the Stockholm Environment Institute York Centre, identifies that in 2009 the average York resident has a carbon footprint of 12.58 tonnes of CO₂ per year. The Climate Change Framework has a headline target to reduce the average residents' carbon footprint by 80 per cent to 3.36 tonnes of CO₂ by 2050 (based on a 2006 baseline of 12.61 tonnes). There are four key areas where the framework identified that the city's partners can drive action to make a real difference to reducing carbon emissions. These include transport, housing, food and public services. The Local Plan can aid the creation of low carbon sustainable communities, promoting a reduction in carbon footprint. This can be achieved through the location of development, sustainable design and construction, promotion of 'green' jobs, sustainable waste management and maximising the use of renewable resources. Making better use of renewable energy is particularly important.

- 2.28 At its maximum, York currently generates 5.5 Mega Watts (MW) of renewable energy. The *Renewable Energy Strategic Viability Assessment for York (2010)* completed by AEA indicates that York has the potential to generate 39 MW of installed renewable electricity capacity and 15 MW of installed renewable heat capacity by 2020. A key challenge for the Local Plan is how we generate this renewable energy. The Renewable Energy Strategic Viability Assessment indicates that York's potential to generate renewable energy is primarily through medium and large wind technologies, although this represents a key challenge given York's unique built and natural environment.

Retail

- 2.29 York City Centre is an attractive and vibrant retail destination with a good range of major mainstream multiple retailers, as well as numerous special interest, independent local shops that contribute greatly to the distinct character of the area. York also provides a wide variety of leisure and cultural facilities throughout the city including museums, music venues, four theatres and three cinemas. When compared to other cities using health check indicators such as footfall rates and vacancy rates York City Centre can be seen to be a vital and viable City centre but with some particular issues of concern. Long term data shows that the City Centre has not fully benefitted from the growth of retail expenditure in recent decades, this increased expenditure has largely been met by expansion of non-central retail locations and increased leakage to other destinations within the region. The performance of the centre over recent years can be expected to have declined due to the general economic conditions, albeit that the evidence of decline is less pronounced than arguably is the case for other main centres both regionally and nationally. Larger units which have been brought to the market have tended to be reoccupied and vacancy levels and footfall levels overall are significantly better than in many other centres. However there is concern about the vacancies arising particularly in more peripheral 'secondary' streets and concern that the levels of footfall are not growing, plus the increased challenges from on-line retailing and growth of out of centre destinations
- 2.30 York has a number of out of centre retail destinations which perform a sub regional role. Monks Cross shopping park is located to the north east of the city on the outer ring road and consists of a number of high street retailers, two large supermarkets, a number of retail warehouses and a leisure centre. A recent planning permission for a community stadium enabled by large retail units adjacent to the shopping park will further enhance the offer at this out of centre retail destination. Clifton Moor Retail Park, also located to the north of the city, consists of a large supermarket, a number of retail warehouses, a multiplex cinema, leisure club and large adjacent industrial and office units. The Designer Outlet, located to the south of the city on the A64/A19 interchange, offers a range of discounted designer and high street stores with a sub-regional draw.
- 2.31 Despite this extensive array of out of centre facilities the City Centre has been able to maintain a competitive advantage although its market share has reduced. York city centre has around 1.49m sq ft (138,600 sq m) of city centre retail floorspace compared to around 1.6m sq ft (148,600 sq m) in out of centre locations. In the City Centre the market share for some sectors such as bulky household goods has

reduced, but the City Centre has been able to withstand competition in certain other sectors such as clothing and footwear and luxury and personal goods and provides a different, distinctive and unique offer. However maintaining that offer remains a significant challenge and the lack of available large floor plates has arguably held the city centre back from increasing its market share over recent decades. A second crucial challenge is maintaining high quality and competitive access to the City Centre.

- 2.32 City Centre retailing is vital to maintaining the centre's vibrancy, including finding the often high costs of looking after many of its historic buildings. It is also the most sustainable location in terms of transport choice and distances and the only shopping area with good public transport access from all parts of the city. The further and continuing growth of out of centre retail locations along with competition from other regional centres and national retail trends such as a growth in internet and home shopping are all issues that must therefore be addressed through the Local Plan. A key element of this will be to sustain and focus growth within the city centre through creating the right conditions to continue to attract visitors, residents and businesses to support footfall, spend and most importantly attracting investment into the city centre to maintain its competitive edge. *The Portas Review (2011)* highlights that out-of-town centres create an environment where the shopper comes first, with wide footways and pedestrianised streets, and good public transport and that this has taken business away from our high streets. In order to be places that people want to visit, high streets need to be accessible, attractive and safe. It will be important for the Local Plan to complement and build on the 'Reinvigorate York' and 'Get York Moving' investment and focus on making the City Centre more accessible, attractive and safe.
- 2.33 York currently has two recognised District Centres: Acomb, which is located to the west of the City Centre; and Haxby, located to the north of the city. Both these centres provide a range of shops and services, including banks, post offices, food shops, supermarkets, pharmacies and doctors surgeries. There are a number of Neighbourhood Shopping Parades within village centres (such as Copmanthorpe and Strensall) and within the main urban area, such as Bishopthorpe Road. An assessment of the city's neighbourhood shopping parades to inform the Local Plan is currently being undertaken.

Housing

- 2.34 A key challenge for the Local Plan is to deliver sufficient housing of the right type and mix to meet the city's needs. Affordability is also a key issue for York. There is currently a significant gulf between average earnings and average house prices and rents. The *North Yorkshire Strategic Housing Market Assessment (2011)* gives the most up to date median annual gross household income of £22,100 per annum. The average income of newly forming households is not sufficient to enable them to purchase on the open market given that the average house price in York is currently £176,769 (as at February 2013 from www.landregistry.gov.uk). This generally means that they are forced into private rental properties because of high purchase prices, and are unlikely to be able to save money towards buying a home in the future, especially as private rents in York are particularly high. York has growing levels of demand for the Private Rented Sector, reflected in approximately a 50% expansion

between 2001 and 2008. This is also reflected in rents with over a quarter of private renters paying in excess of £650 per calendar month as set out in the North Yorkshire Strategic Housing Market Assessment (2011).

- 2.35 The North Yorkshire Strategic Housing Market Assessment (2011) also suggests that housing need is much higher than was previously thought, identifying need which is well in excess of York's overall annual new housing provision. The assessment indicates that York will be required to provide for a net annual affordable housing need of approximately 790 dwellings per annum over the next five years in order to both clear the existing waiting list backlog and meet future arising household need. The analysis suggests that intermediate housing could play an important role in improving housing choice and addressing an element of housing need as well.
- 2.36 Flatted development has grown its share of the total stock profile, as a result of new development over the period 2003 to 2011. The need for houses rather than flats was a key factor in the planning approvals of housing schemes at Germany Beck and Derwenthorpe in 2007. The *Annual Monitoring Report 2010/11 (2011)* identified the housing in mix in York to be 61% flats to 39% houses (based on completions), whereas for need the balance needs to be the opposite way round.
- 2.37 It is important that the Local Plan responds to the needs of York's population including specific groups, such as older persons, Gypsies and Travellers, and students. It is also important that provision reflects demographic change over the plan period. For example, the anticipated increase in the number of people over 70 years old living in York during the plan period.
- 2.38 York has a large proportion of higher education students which is set to increase by over 5,000 students following the expansion of the University of York and as other establishments continue to provide modern education facilities to accommodate growing student numbers. Many students choose to live in the private rented sector, typically in Houses in Multiple Occupation (HMOs). An historical mapping exercise set out in the *Houses in Multiple Occupation Technical Paper (2011)* indicates that between 2000 and 2010 concentrations of HMOs spread across the city. In some areas the number of HMOs have doubled or tripled in the ten year period 2000 to 2010. Hull Road, Heslington and Fishergate Wards currently have the highest proportion of HMOs, with significant concentrations also identified in the Guildhall, Clifton and Heworth Wards. Alongside increases in student numbers through expansion of the higher education sector there is likely to be an increase in the number of HMOs following changes in benefit rules in April 2012. These new rules mean that single working age population under 35 years old will only be eligible to receive benefits for a single room in an HMO. The previous age limit was 25 years old.
- 2.39 Concentrations of HMOs can have social, cultural, physical and economic impacts on neighbourhoods. However, it is often the social element and the replacement/displacement of established residents with a transient, generally young and single social grouping that is a primary factor in residents' concerns regarding student housing. In response to these issues the Council has implemented a city wide Article 4 Direction removing permitted development rights, requiring a planning application to be submitted to change a property from a dwelling house into an HMO.

The *Draft Controlling the Concentration of Houses in Multiple Occupation Supplementary Planning Document (2012)* provides guidance on how these applications will be determined. It is important that the Council continues to monitor the spread and concentration of HMOs and take appropriate action through the Local Plan. To address the loss of family housing consideration could be given to introducing new policy approaches such as supporting purpose built and affordable student accommodation to prevent the further loss of family dwellings due to change of use to HMOs.

Community Facilities and Services

- 2.40 Increased demand for community facilities and services linked to demographic change means that in planning for our communities it is essential that the Local Plan helps to ensure that the community infrastructure needs of each neighbourhood are met. As development takes place, it will be important that the Local Plan has mechanisms in place to deliver sufficient community facilities to meet existing and future residents' needs.
- 2.41 Strategic planning, through the Local Plan has a specific role to play in helping to deliver city-wide and large scale built sports and community leisure facilities to meet residents' needs. The *Consultation Draft Built Sports Facilities Strategy (2013)* identifies that the planning system has a key role to protect and support the enhancement of existing facilities.
- 2.42 The Yorkshire and Humber NHS Commissioning Board is responsible for commissioning primary healthcare i.e. GPs, dentists and opticians. GP Clinical Commissioning Groups such as the Vale of York Clinical Commissioning Group are responsible for commissioning secondary healthcare provision i.e. hospital treatment. Secondary healthcare providers for York include the York Teaching Hospital NHS Foundation Trust and the Leeds and York Partnership NHS Foundation Trust.
- 2.43 Alongside local healthcare provision the main secondary healthcare site is the York Hospital. There is also the Bootham Park Psychiatric Hospital and two community rehabilitation hospitals at St Helens (Tadcaster Road) and Whitecross Court (Huntington Road). In ensuring that services are responsive to the current and future healthcare needs of local communities and in tackling health inequalities the Local Plan has a role to play in assisting the Yorkshire and Humber NHS Commissioning Board, GP Commissioning Groups, the York Teaching Hospital NHS Foundation Trust and the Leeds and York Partnership NHS Foundation Trust in the delivery of any new healthcare development.
- 2.44 This is also true for the emergency services, for whom facilities must be at appropriate locations to provide effective service and call out times. In York area the key emergency service providers are North Yorkshire Police, the Yorkshire Ambulance Service NHS Trust and North Yorkshire Fire and Rescue Service.

Education, Skills and Training

- 2.45 The rising number of births in York and the continued expansion of the city through new housing has made it difficult for the Local Authority to accommodate demand for pre school and primary age places in certain areas of the city. Major capital works are currently underway to help alleviate the substantial oversubscription of primary places in the Southbank area, but more investment (and possibly new school sites) will likely be needed over the next five years to help meet rising demand in the Leeman Road/Holgate, Clifton and Haxby/Wigginton areas. At the pre-school level, the free nursery place entitlement for 3 and 4 year old children will be extended to 2 year olds from September 2013. This is expected to increase pressure still further on the availability of early years places across the city.
- 2.46 Overall, numbers in the secondary sector are still falling, resulting in surplus spaces in a number of areas of the city, though the trend will reverse in a few years time. However, local demand for some of the most popular community secondary schools in the city is rising. Capital investment will be likely to be needed at these schools over the next five years to enable them to meet local demand in future. Throughout the plan period rises in demand for spaces may not fall where surplus spaces exist which will be a key challenge for the Local Plan to help address.
- 2.47 The above issues are discussed more fully in the emerging School Place Planning Framework, which will examine future supply and demand issues in the city's primary and secondary school sectors. It will be important that the Local Plan reflects any spatial implications of this Framework.
- 2.48 National education policy changes mean that in 2013, the school leaving age will be raised to 17 and in 2015, will be raised to 18. This will not necessarily mean that pupils will have to stay in the classroom or continue with academic lessons, however, they will be required to participate in some form of education or training until the school leaving age. Whilst this will be offset by falling pupil numbers in the short term, it places an emphasis on secondary and further education establishments for post 16 year olds, such as York College to provide extra skills-based training places which could potentially lead to a requirement for a physical expansion of further education premises in York.
- 2.49 A number of factors have contributed to making York a nationally and internationally renowned centre for further and higher education. This includes the founding of the University of York in 1963, the growth of York St John University to its recent university status, the opening of the College of Law in the 1980s, the establishment of medical training at the Hull York Medical School at the University of York in 2002, the role of Askham Bryan College of Agriculture and Horticulture and the recent landmark campus development of York College. It is important that the Local Plan supports the continued success of further and higher education in the city recognising the economic benefit it brings whilst managing any associated issues such as student housing. For some education institutions this may mean supporting future plans for expansion to accommodate growth.
- 2.50 The skills profile of York's workforce significantly out performs regional and national averages. In a ranking of 64 of the UK's cities, York is placed sixth and ninth for

working age adults qualified at Levels 4 and 2 respectively. York also consistently achieves high levels of attainment for children and young people aged up to 19, well above national averages at entry level. Whilst York is one of the most academically and professionally skilled cities in the country, employers still experience difficulties finding staff with the right work skills to fill vacancies and it is important that residents are equipped with the skills they need to take advantage of job opportunities or to start up their own business. There are also pockets of deprivation and low skills development in some areas of the city creating a gap between those with the highest skills and those with the lowest. The Local Plan has a role to play in making sure that local people have the right skills for the jobs available now and in the future by ensuring there are sufficient high quality and modern learning and training facilities.

Universities

University of York

- 2.51 Since it was founded in 1963, the University of York has become one of the UK's most successful universities. Over its relatively short 50-year history, it has demonstrated its capacity for success in terms of teaching, research, generation of new companies and jobs and of inward investment to both the region and the nation. It has evolved into a research-led university with an international standing and consistently achieves excellent results. Performance tables show it to be one of top universities in the country with a strong international standing.
- 2.52 The University of York occupies a 197 hectare parkland site on the south eastern edge of York, together with a number of properties in both York City Centre and the village of Heslington which abuts the campus. Expansion beyond the boundaries of the original Heslington West campus was envisaged as far back as the *East Riding Development Plan (1967)* which reserved approximately 320 hectares of land around Heslington village for the University's future expansion. The Heslington East campus, at 112 hectares, is sited within that land. In 2004 the University submitted the Outline Planning Application for its expansion onto the Heslington East Campus Extension. This Application was subject to thorough scrutiny by the Local Planning Authority and was called in for review through a Public Inquiry. In her approval of the Development in September 2007 the Secretary of State accepted "that, in combination, the educational need for the University to expand, the considerable economic benefits to the City and the region that would be derived from the expansion of the University, and the absence of alternative sites, are together very special circumstances" for the development on a green field site. The factors for continued growth are still relevant today and in the future.
- 2.53 A member of the Russell Group of UK Universities, the University plays a significant role in the economic and cultural life of the city and the region, generating around 2,780 direct University jobs and 3,700 indirect jobs (based on 2011/12 figures). In addition, the University contributes some £240m annually to the York economy. It continues to perform well, and is consistently one of the highest ranked universities nationally for teaching quality and research.

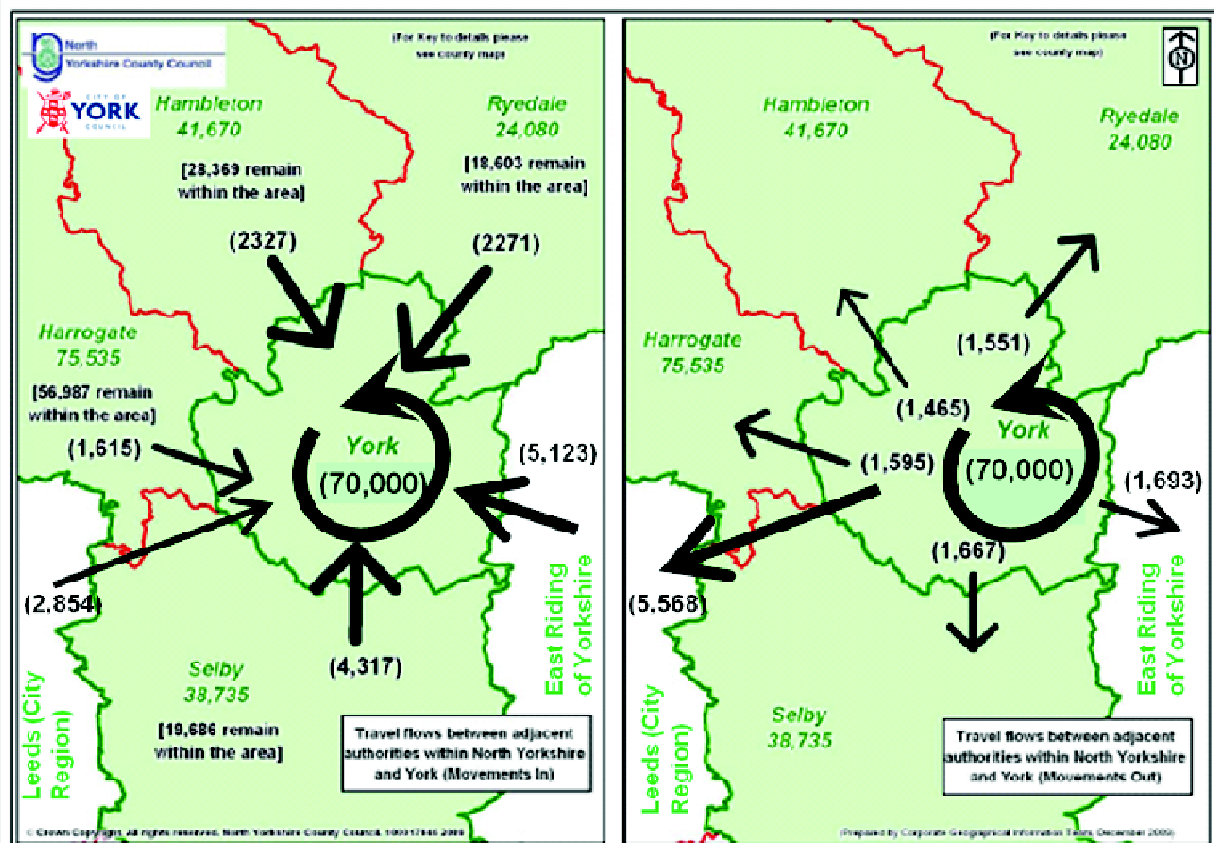
York St. John University

- 2.54 The York St. John University campus occupies a 4.5ha site at Lord Mayor's Walk on the northern edge of York City Centre, facing the City Walls and York Minster beyond. Originally built around a quadrangle in 1841 the campus has experienced major development in the last 10 years. The campus includes some student residential accommodation but the majority is off site within easy reach of the campus. The University currently has 6500 students (FTEs) and employs 750 staff. The increase in student numbers of the last 10 years is circa 93% and it is anticipated that the total will increase to 8,000 by 2018.
- 2.55 The National Student Survey for 2011 rated the University within the top twenty in the UK for student satisfaction with the quality of academic delivery and in the same year was nominated for the second year running for the Times Higher Education Award for "Most Improved Student Experience" as voted for by students. Applications for 2012 entry rose by 11%, which represents the highest application rate at any University in England.
- 2.56 York St. John University has invested circa £90m in capital investments in York over the past 8-10 years; it contributes £150m to the local economy each year and indirectly helps support 600 jobs in the City. Its investment is on-going and recently the 22.8ha former Nestlé sports ground and the Joseph Rowntree Theatre at Haxby Road have been acquired as part of a major enhancement of its Sports and Performing Arts facilities. York St. John University excels in sport activity and is undertaking major financial investment in buildings and facilities on the sports ground site to create a centre for sporting excellence, which will include continued access by community teams.

T r a n s p o r t

- 2.57 Within the City of York Local Authority area, there is one section of the Strategic Road Network managed by the Highways Agency, the A64(T), an all-purpose trunk road, comprising the southern and eastern sections of York bypass. To the west of the city, the A64(T) connects with the A1(M) and the National Strategic Motorway Network. To the north east, the A64(T) connects the market town of Malton and the coastal resort town of Scarborough.
- 2.58 York is one of five Local Authorities in the Yorkshire and Humber Region that experiences a net inward flow of trips to work. The 2001 census tells us that there were approximately 22,500 commute trips in to the city and approximately 17,200 commute trips out of the city at the time of the census shown overleaf at Figure 2.4 below. 83% of travel to work trips remained within York and 17% of travel to work trips were out of York to other parts of the North Yorkshire and York sub region. This reflects York's role as a major economic centre within the region. The ten-year period 1991 – 2001 saw a rise in commuting trips of approximately 65%. Future development in the city to meet housing need and its economic potential is likely to continue, and possibly accelerate, this trend. Future development in the city to meet housing need and its economic potential is likely to continue, and possibly accelerate, this trend.

Figure 2.4: Journey to Work Patterns



2.59 York currently faces a range of traffic issues mainly resulting from population growth and increased use of the private car that the Local Plan can help to address. The ability of York, as a major economic centre, to develop and sustain its economy, even through the current recession, is likely to continue to attract people to work in the city in the future, stimulating continued growth in the local population and more inward commuting from outside of the York area. The effect of this growth in York will be to impose further demands on its already highly constrained transport network to take it beyond its current capacity and, potentially, its capacity in the future. It will be an important role of the Local Plan to ensure that the need for growth and where this growth and type of growth (e.g. office development) takes place is balanced with the transport capacity that is or can be made available, particularly in relation to public transport provision in the city centre and elsewhere. Specific sites will also need to be carefully chosen to ensure that their development is, or can be made, viable in public transport terms.

2.60 Based on strategic transport modelling undertaken in 2011 and updated in 2012, it is predicted that congestion delay time across the network could almost double by 2026 and be over two and a half times the current level by 2031. To mitigate this, a range of sustainable transport measures and investment in transport infrastructure will be needed. Congestion is, therefore, a key issue, and the *City of York's Local Transport Plan 2011-2031 (2011)* (LTP3) sets out the vision, objectives and interventions for transport in the city to tackle it. The Local Plan will need to compliment and coordinate with the provision of the LTP3. It is critical that particularly for within city travel, many more journeys will need to be made by public

transport, walking and cycling and therefore location funding for transport measures and planning need to be key considerations. Transport generators should therefore be co-centralised in locations that deliver critical mass in transport terms.

- 2.61 Since the publication of LTP3 the Council has been successful in funding bids to Government for the Local Sustainable Transport Fund and the Better Bus Area Fund. It is expected that the implementation of a wide range of projects funded through these sources will enable the Council to make significant progress in improving the more active and sustainable forms of transport, and start to bring about travel behaviour change, to equal or surpass the performance of other towns and cities in the UK in encouraging people to travel in a more sustainable way. Spatial planning through the Local Plan can assist in delivering these projects. In addition, the detailed design for Access York Phase 1 has been completed, comprising a relocated and expanded Park & Ride at Askham Bar and a new Park & Ride on the A59, together with associated junction improvements and bus priority measures. Construction of these is due to start in spring 2013 subject to the successful completion of contractual processes.
- 2.62 However, even with all the reasonably practicable and deliverable transport investment in place, it is predicted that congestion delay across the network could be approaching double its current level by 2026 and could rise to over two-and-a-quarter times over its current level by 2031.

Environmental Protection

- 2.63 The Council has a legal requirement to review and assess local air quality and declare Air Quality Management Areas (AQMAs) where national air quality health based objectives are not being met. Currently, the annual average nitrogen dioxide (NO₂) objective is not being met along Fulford Main Street, in the Salisbury Terrace area and at several locations adjacent to the inner ring road and in the city centre area. AQMAs have been declared in these areas and Air Quality Action Plans have been prepared (Inner Ring Road and city centre area), or are in the process of being prepared (Fulford and Salisbury Terrace). These detail how the Council aims to improve air quality. The city centre AQMA has recently been amended. The revised order reflects the wider area of the city centre now known to be affected by breaches of the annual average NO₂ objective and includes some additional areas where breaches of the hourly objective for NO₂ have also recently been detected for the first time (George Hudson St / Rougier St). The Local Plan has an important role in helping the Council to meet its legal requirement to comply with national air quality objectives.
- 2.64 Until recently, air quality action planning has focussed primarily on achieving modal shift to walking, cycling and public transport but these measures alone have not delivered a great enough improvement in air quality. Further measures need to be put in place to minimise traffic emissions from the remaining vehicle fleet (including buses and taxis) and to minimise emissions from new development. This can be achieved by incentivising the uptake of low emission technologies (such as electric, hybrid and bio-methane vehicles) within the general vehicle fleet and by requiring developers to mitigate more effectively against transport emissions from their developments. An overarching *Low Emission Strategy (2012)* has recently been

adopted to address these issues. By ensuring that emissions from new developments are minimised and influencing appropriate patterns of development, the Local Plan can assist York in becoming a Low Emission city.

- 2.65 Pollution due to noise, vibration, lighting, odour, dust, land contamination and poor air quality, either from existing sites or proposed developments, has the potential to adversely affect the environment and human health in York. It is therefore essential that these issues are adequately assessed through the development process and the Local Plan.
- 2.66 Land contamination is often found on sites which have a history of landfill or have previously accommodated a polluting industrial use. The Council aims to protect people, property and the environment from contaminants in the ground and encourage the brownfield regeneration of contaminated sites. The Local Plan will need to ensure that any land affected by contamination is made suitable for its proposed future use.

Waste and Minerals

- 2.67 City of York Council as a unitary authority is also a waste and minerals planning authority. This responsibility involves identifying all waste arisings from all sources in the area and requirements for minerals, including aggregates and how these will be sourced.
- 2.68 The *Let's Talk Less Rubbish: A Municipal Waste Management Strategy for the City of York and North Yorkshire 2006-2026 (May 2006)* highlights the need to develop planning policies relating to waste. This is supplemented by the existing *City of York Waste Management Strategy: 2002 – 2020 (2002, amended 2004)* and *City of York Waste Management Strategy: Refresh for the period 2008 – 2014 (2008)*. These strategies highlight the importance of developing waste management schemes and services which will enable York to meet the local, regional and national recovery/recycling targets in a cost effective manner. This must also be in line with the principles of the waste hierarchy.
- 2.69 The Council is working jointly with North Yorkshire County Council through the Inter-Authority Agreement to secure a waste treatment facility to divert biodegradable municipal waste from landfill. The solution being proposed - Allerton Waste Recovery Park - will recover value from waste left after reduction, reuse and recycling activities have taken place and will allow the York and North Yorkshire Waste Partnership to exceed their target of recycling 50 per cent of waste by 2020. The technologies being proposed include mechanical sorting and reclamation of around 20,000 tonnes per year of recyclable materials left in the waste which arrives at the facility; Anaerobic Digestion to treat food waste and produce green electricity; and Energy from Waste (incineration) which will produce enough electricity to supply around 40,000 homes (based on Office of National Statistics Data for the region). The proposed location for this facility is Allerton Quarry and landfill next to the A1M near Harrogate. A planning application for the proposal has been approved. However, the Government has subsequently withdrawn PFI credits for this scheme, which may lead to a major review of the current strategy. The Council is also pursuing a joint

Waste and Minerals Development Plan Document with North Yorkshire County Council.

- 2.70 A planning application for an energy from waste (anaerobic digester) facility with a sustainable horticulture greenhouse at North Selby Mine was submitted in 2012 and is currently being determined by the Council.
- 2.71 Minerals resource mapping undertaken by the British Geological Survey for North Yorkshire identifies broad areas of potential reserves in York for several types of mineral resources. York has not historically had a key role in providing minerals but national policy stresses the importance of safeguarding mineral deposits. There is a commitment to exploring mineral issues and work has started on the preparation of Local Aggregates Assessment, in collaboration with the North York Moors National Park Authority, the Yorkshire Dales National Park Authority and North Yorkshire County Council. It will important that minerals issues are considered as a part of the Local Plan process.

Section 3: Spatial Vision and Outcomes

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- it was appropriate for the vision for York to cover the themes of the special historic and built environment, building confident, creative and inclusive communities, a prosperous and thriving economy, a leading environmentally friendly city and a world class centre for education and learning for all;
- the vision should be focused on spatial planning and be locally distinctive to strongly emphasise York's unique character;
- the vision needs to be set within a global context not just of opportunity but also of vulnerability;
- the Government's growth agenda needs to be adequately picked up;
- there is support for the intention for York to take a 'lead role' at the centre of a wide functional sub area, but it was questioned whether York should be a key driver in the region given its characteristics as a compact historic city; and
- there was a need to ensure that environmental consequences of growth are adequately understood and managed.

Preferred Approach

- 3.1 This section of the document sets out the spatial planning vision and related outcomes for the City of York. It responds to the planning issues, challenges and opportunities facing York and the outcomes of public consultation to date, including that previously undertaken on the Local Development Framework.
- 3.2 The vision and outcomes are a spatial expression of the City's Sustainable Community Strategy, 'The Strategy for York 2011 – 2025' and 'Delivering for the People of York: The Council Plan 2011 – 2015'.
- 3.3 The vision and outcomes are described in terms of the following interconnected priorities:
- Create Jobs and Grow the Economy;
 - Get York Moving;
 - Build Strong Communities; and
 - Protect the Environment.
- 3.4 The broad priorities of social inclusion and sustainability cut across all four of the above.

Spatial Vision and Outcomes

In the City of York area over the next fifteen years the Local Plan will deliver sustainable patterns and forms of development. These will support the delivery of the city's economic and social ambitions, whilst conserving and enhancing its unique historic and natural environmental assets.

The plan will ensure that the vision and outcomes are delivered in a way that recognises the challenges of climate change, protects residents from environmental impacts and promotes social inclusivity.

Create Jobs and Grow the Economy

- 3.5 The Local Plan will enable York to realise its economic growth ambitions as set out within the City's Economic Strategy:

'Our economic vision is for the City of York to become an international and enterprising city, and in time, the most competitive city of its size, not only in the UK but globally, leading to increased growth in the overall economy and jobs.'

- 3.6 This will include York fulfilling its role as a key driver in the Leeds City Region and for the North Yorkshire Sub Area.

- 3.7 The role of the Local Plan in achieving this objective will be to promote private sector employment growth through the provision of sites and infrastructure to deliver over 16,000 additional jobs between 2012 and 2030 for current and future residents. Sites identified will be attractive to the market and well served by sustainable modes of transport. This will include reinforcing the traditional employment role of the City Centre complemented by the opportunities offered by the adjacent York Central site for a new CBD; in addition to safeguarding and where appropriate increasing provision on more peripheral commercial locations including: Monks Cross; Northminster; York Business Park; Clifton Moor and Naburn Designer Outlet.

- 3.8 The Plan recognises the critical importance of York City Centre as the economic, social and cultural heart of the area. By the end of the plan period, York City Centre will have strengthened its role as a regional commercial, shopping, leisure, tourism and entertainment destination through:

- interventions to create a world class, high quality, accessible public realm;
- increasing the supply of modern retail units, enhancing department store representation to attract a broader range and quality of multiple retailers to trade whilst enabling the growth of the already strong, quality, independent sector (this will include development at Castle Piccadilly);
- improving the tourism, cultural and leisure offer by ensuring a flexible approach to the use of land;
- developing an improved high quality office space offer for small enterprises and the digital media industries;
- protecting and enhancing its existing office provision complemented by commercial development on the adjacent York Central site; and

- improvements to sustainable transport infrastructure.

- 3.9 The higher and further education sector is of key importance to the economy. The plan will help unlock the further potential of The University of York, York St John University, the College of Law, the Hull York Medical School and Askham Bryan College of Agriculture and Horticulture, through development and redevelopment at their current sites, and facilitating the provision of new purpose built student accommodation both on and off site. The plan will also have a key role in facilitating the development of business 'spin off' from Higher Education institutions.
- 3.10 Through the development of identified Strategic Sites, the Local Plan will deliver construction and development skills training for local people.

Get York Moving

- 3.11 The Plan will help deliver a fundamental shift in travel patterns by:
- promoting sustainable connectivity through ensuring that new development is located with good access to high quality public transport and to the strategic cycling and walking network;
 - reducing the need to travel, through ensuring that new development is located with good access to services;
 - ensuring that sustainable transport provision and planning is a key component of future development and subsequent operation;
 - provision of new stations at Haxby and potentially Strensall; and
 - helping to deliver the infrastructure to support sustainable travel; including the provision of safe new cycle and walking routes as part of a complete city wide network, high quality well located bus stops and secure cycle parking facilities, new rail and park and ride facilities.
- 3.12 Through the delivery of sustainable transport measures, initiatives and infrastructure the plan will ensure that:
- the Council's economic ambitions are supported;
 - growth will not have unacceptable impacts in terms of congestion and air quality;
 - air quality improvement objectives are achieved;
 - transport is progressively decarbonised;
 - the Council's health and wellbeing agenda is addressed through the promotion of cycling and walking; and
 - environmental improvement to the public realm in areas such as the city centre are achieved.

Build Strong Communities

- 3.13 The plan will identify viable and deliverable housing sites with good access to services and public transport to meet the housing needs of the current population and the future population linked to the city's economic growth ambitions. This will include identifying substantial areas of land for exemplar new sustainable

communities at Clifton Moor; East of Metcalf Lane, Woodthorpe, Monks Cross and Holme Hill (South East of the main urban area). In addition the plan will optimise the delivery of affordable housing to meet identified need subject to not compromising viability of development sites; and address the needs of specific groups including the elderly, students and Gypsies and Travellers and Travelling Show People.

- 3.14 The Local Plan will prioritise tackling existing gaps, and prevent gaps from being created, in the provision of key services and public transport. By the end of the plan period it will be ensured that all residents in the main built up areas of York are able to follow low carbon sustainable lifestyles.
- 3.15 The Local Plan will provide accessible and varied opportunities for leisure and recreational activities in order to promote healthy lifestyles, including ensuring all residents living within the main built up areas of York have access to a range of recreational open spaces and sports facilities and safe walking and cycling routes too them.
- 3.16 The Local Plan will respond to the need to increase primary and secondary education provision; including addressing need arising from strategic development sites and supporting proposals to ensure that existing facilities can continue to meet modern educational requirements.

Protect the Environment

Built Environment

- 3.17 The Local Plan will help York to safeguard its outstanding heritage for future generations by promoting development which respects the city's special character and encourages opportunities for rediscovering and reinterpreting those assets which make it an attractive, beautiful and accessible city. Enhancing York's physical appearance, improving accessibility and improving its image and perception are vital if the city is to increase investment, employment and wealth.
- 3.18 The Plan will do this through the conservation and enhancement of the following six defining characteristics of York's built environment:
- strong urban form;
 - compactness;
 - landmark monuments;
 - unique architectural character;
 - archaeological complexity; and
 - landscape setting.

Natural Environment

- 3.19 By the end of the plan period York's Green Infrastructure, including open space, landscape, geodiversity, biodiversity and the natural environment, will have been both conserved and enhanced. Its role in promoting the city's economic and social aspirations, particularly in terms of contributing to a beautiful, legible and healthy city, will have been optimised.

- 3.20 The Local Plan will strengthen its network of strays, green wedges, open spaces, nature conservation sites and green corridors, extending them as part of new development areas. It will also create a Green Belt for York that will endure beyond the end of this plan period providing a lasting framework to shape the future development of the city. Its primary aim will be to preserve and enhance the special character and setting of York. It will also have a critical role in ensuring that development is directed to the most sustainable locations.

Natural Resources and Environmental Protection

- 3.21 The Local Plan will respond to the opportunities offered by the city's natural resources whilst at the same time protecting current and future residents from environmental impacts. It will:
- reduce York's eco-footprint;
 - support reducing energy use and carbon generation, meeting ambitious renewable energy targets and ensuring that both housing and commercial development is designed and constructed in a sustainable way;
 - ensure that new development is not subject to, nor contributes to, inappropriate levels of flood risk, including from the Rivers Ouse, Foss and Derwent and other sources;
 - ensure that new development delivers sustainable drainage solutions;
 - support measures to help reduce the emissions of Nitrogen Dioxide, Particulate and Carbon Dioxide from both transport and other sources;
 - contribute to the reduction of waste through supporting the innovation and improvement of current waste practices, promotion of recycling and set the principles for the future provision of suitable and accessible sites;
 - set guidelines for the safeguarding of mineral deposits and reduce the use of non renewable resources; and
 - ensure that any development will not introduce any risk to the health of current and future residents.

Alternatives

The vision and outcomes are a spatial expression of both the city's Sustainable Community Strategy: 'The Strategy for York 2011 – 2025' and 'Delivering for the People of York: The Council Plan 2011 – 2015'. Potential alternative approaches would be to: solely use the vision from the Sustainable Community Strategy; solely use the priorities from the Council Plan; or to redraft the vision based on other priorities. It is considered appropriate to draw on the existing key strategies and plans for the City of York area to address the planning issues, challenges and opportunities facing York and that the approach is strengthened by drawing on both the Sustainable Community Strategy and the Council Plan.

Question 3.1 This is our preferred approach to the vision do you think this is appropriate or should one of the alternatives or a different approach be taken?

Section 4: Sustainable Development

National Planning Policy Framework

National Guidance says that:

- the purpose of the planning system is to contribute towards achieving sustainable development (Paragraph 6);
- sustainable development comprises of economic, social and environmental dimensions, which leads the planning system to perform the following three roles:
 - **economic**- contributing to building a strong, responsive and competitive economy;
 - **social**- supporting strong, vibrant and healthy communities; and
 - **environmental**- contributing to protecting and enhancing the natural, built and historic environment (Paragraph 7);
- these roles are mutually dependent therefore to achieve sustainable development economic, social and environmental gains should be sought jointly through the planning system. Planning should also actively guide development to sustainable solutions (Paragraph 8);
- In order to achieve sustainable development, improvements in the quality of the built, natural and historic environment, as well as in people's quality of life must be pursued, including (but not limited to): improving the ease of job creation, moving from a net loss of bio diversity to a net gain for nature, replacing poor design with better design, improving working, living, travelling and leisure conditions for people and widening the choice of high quality homes (Paragraph 9);
- plans and decisions must take into account local circumstances to ensure sustainable development is responded to appropriately in different areas (Paragraph 10);
- at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For plan-making this means that:
 - Local Planning Authorities should positively seek opportunities to meet the development needs of their area; and
 - Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this framework taken as a whole; or specific policies in this Framework indicate development should be restricted (Paragraph 14); and
- planning policies should follow the presumption in favour of sustainable development approach so development which is sustainable can be approved without delay. All plans should set clear policies that will guide how the presumption should be applied locally (Paragraph 15).

You Told Us

This policy is a new approach arising from the National Planning Policy Framework, and therefore there have been no comments made on it as a specific policy approach in past consultation. However there has been strong support for

sustainable development as a key principle through all the various stages of the Local Development Framework process. Although implicit within comments given is a differing of views between where the balance lies between the different aspects of sustainability. This was also true with regard to the visioning consultation workshops.

Key Evidence Base

- Local Plan Sustainability Appraisal Scoping Report (2013)
- The Strategy for York 2011 – 2025 (2011)
- York the City Action Plan 2011 -2015 (2011)
- A Climate Change Framework and Action Plan for York 2010-2015 (2010)
- Creating a Sustainable York (2010)
- UK Sustainable Development Strategy- Securing the Future (2005)

National Context

National Sustainable Development

The UK Sustainable Development Strategy – Securing the Future (2005) identifies five principles and four key priorities for immediate action highlighted below:

Principles:

- Living within environmental limits;
- Ensuring a strong, healthy and just society;
- Achieving a sustainable economy;
- Promoting good governance; and
- Using sound science responsibly.

Priorities:

- Sustainable production and consumption;
- Climate change and energy;
- Natural resource protection and environmental enhancement; and
- Creating sustainable communities.

Local Context

The Strategy for York 2011 – 2025 and York the City Action Plan 2011 -2015

Without Walls partners who are responsible for both these documents are committed to making life in York more sustainable along with making communities more inclusive and enhancing the quality of life in the city.

In *The Strategy for York 2011 – 2025 (2011)* they highlight that York has the potential to lead the way in environmentally sustainable living and that the city should aim to demonstrate a strong performance in reduction of carbon emissions, more efficient use of resources and protection and enhancement of the built and natural environment. They recognise as a historical city, York presents distinctive challenges with regards to energy conservation and related issues such as transport planning.

The Strategy acknowledges that success from a sustainable development perspective requires combining economic and employment growth with reduced environmental impact as well as placing expectations on individuals to adjust their behaviour.

The need to ensure sustainable development underpins the approach in both the highlighted documents.

Sustainable York

Creating a Sustainable York (2010) highlights how everyday human activity is contributing to climate change. It demonstrates how the impacts of climate change will affect York with local changes including increased flooding, structural damage, loss of wildlife, disruption to transport networks and additional pressure on emergency services. The document explains that unsustainable actions that contribute to climate change can be altered immediately rendering them sustainable, by making less trips using private transport, improving energy efficiency in the home and reusing and recycling waste. This report is closely linked to two other documents explained below, which when used together will help the city combat climate change.

Climate Change Framework and Climate Change Action Plan

The City's *Climate Change Framework and Climate Change Action Plan (2010)* sets out the overarching ambition of York to accelerate actions to reduce carbon emissions across the City. It illustrates the actions already on-going across York and highlights the key areas the City needs to begin to drive forward in order to eventually reach the ambitious targets of a 40% reduction in Carbon Dioxide (CO₂) emissions by 2020 and the national Climate Change Act (2008) 80% reduction in CO₂ emissions by 2050. The Framework is to be used by organisations across the City, including the Council and Without Walls Partnership (WoW), to focus and drive forward coordinated action to tackle climate change.

The Action Plan is the delivery mechanism for achieving the Framework and the 10 key areas it aims to tackle as follows:

- sustainable homes;
- sustainable buildings;
- sustainable energy;
- sustainable waste management;
- sustainable transport;
- sustainable low carbon economy;
- low carbon lifestyle;
- sustainable planning and land use; and
- sustainable WoW – illustrating the climate change work they are doing as a partnership.

The Action Plan highlights how planning in York can have a great impact on reducing present and future CO₂ emissions, whilst playing a vital role in creating sustainable communities whereby buildings are of the highest sustainability standards and energy demand is low and met from localised, renewable or low carbon sources. This is within the context of communities who are thriving, healthy, inclusive, environmentally friendly and well served and accessible. It is also recognised that

the planning system can also help York to prepare and adapt to future climate change by making sure the city's new and existing developments are designed to cope with a changing climate.

The Framework and Action Plan aims to help everyone in York to live and work in a more sustainable, low-carbon city, where people:

- live and work in energy-efficient buildings with smaller fuel bills;
- drive less and walk and cycle more;
- use renewable sources of energy to heat buildings or power cars and buses; and
- create less waste, recycle and compost more.

Sustainability Appraisal

To ensure that policies and proposals in the Local Plan contribute to sustainable development, the document will be subject to a Sustainability Appraisal (SA), incorporating the requirements of the EU Directive on Strategic Environmental Assessment (SEA). The SA/SEA is an integral part of the plan making process as it appraises the social, environmental and economic effects of the plan from the outset, and indicates mitigation and monitoring techniques to be taken forward. The *Local Plan Sustainability Appraisal Scoping Report (2013)* explores the key sustainability issues and objectives for York as well as providing a framework for policies to be assessed against. A full SA/SEA has been prepared for this local plan and is available to view alongside this document.

Preferred Approach

Policy SD1: Sustainable Development

- i. When considering future development the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work proactively with applicants jointly to find solutions which means that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- ii. Planning applications that accord with the policies in this Local Plan (and, where they are in place, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.
- iii. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:
 - any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
 - specific policies in that Framework indicate that development should be restricted.

- iv. The Local Plan aims to deliver sustainable development in planning terms for York whilst addressing climate change and supporting social inclusivity. Future planning in York, including future development, will need to support the delivery of the following high level objectives which are defined in the subsequent sections of the plan. The Spatial Strategy (*Sections 5 -7*) responds to all the objectives highlighted.

Create Jobs and Grow the Economy (*Section 8 and 9*)

- Support sustainable economic growth to improve prosperity whilst respecting the City's unique built and natural environment.

Build Strong Communities (*Sections 10-15*)

- Build strong, sustainable communities through addressing the housing and community needs of York's current and future population.

Protect the Environment

Built Environment (Section 16)

- Conserve and enhance York's heritage by ensuring new development is of the highest quality standards in urban design and public realm.

Natural Environment (Section 17 and 18)

- Conserve and enhance York's Green Infrastructure whilst promoting accessibility to encourage opportunities for sport and recreation, and restore and recreate sites of priority species and habitats.
- Protect and preserve York's setting and special character

Natural Resources and Environmental Protection (Sections 19-22)

- Reduce flood risk by ensuring that new development is not subject to or does not contribute to flooding.
- Ensure sustainable design techniques are incorporated in new developments and maximise the generation and use of low carbon/renewable energy resources to reduce York's carbon footprint and help adapt and mitigate against climate change.
- Improve air quality and limit environmental nuisance including noise, vibration, light, dust, odour, fumes and emissions, from development.
- Reduce waste levels through the reducing, reusing and recycling hierarchy, and ensure appropriate sites for waste management are provided.
- Safeguard natural mineral resources and maximise the production and use of secondary aggregates.

Get York Moving (*Section 23 and 24*)

- Promote sustainable modes of transport whilst delivering transport infrastructure.

- 4.1 Sustainable Development can be defined as 'meeting the needs of the present without compromising the ability of future generations to meet their own needs'. As indicated in the National Planning Policy Framework (NPPF), the purpose of the planning system is to contribute to the achievement of sustainable development.

- 4.2 York is committed to being a sustainable city. The Local Plan will play a vital role in delivering a sustainable city as it will help to achieve sustainable communities across the city. No one policy of the Local Plan will achieve this, but collectively the plans will result in communities that are well connected, well served, environmentally sensitive and considerate of the local environment, thriving economically, well designed and built and active, inclusive and safe.
- 4.3 The NPPF determines that a 'presumption in favour of sustainable development' should be taken in both plan and decision making. The objectives in the policy above all aim to encourage growth and development whilst balancing it with environmental and social factors. The approach has drawn upon the issues identified in the Sustainability Appraisal Scoping Report as well as national policy. As such, development proposals should adhere to the objectives set out above.
- 4.4 The objectives included in Policy SD1 above effectively define Sustainable Development in planning terms for York and have been developed from the Vision included in Section 3 'Spatial Vision and Outcomes'. They are linked to further sections of the plan; the policies within each of which demonstrate what the objectives mean in practice. Section 26 'Delivery and Monitoring' of the Plan includes targets that will be used to measure whether the policies are delivering.

Alternatives

Sustainable Development

1. Rely on National Planning Policy Framework to guide sustainable development
2. **Provide local level policy to guide sustainable development (this is our preferred approach)**

Question 4.1 This is our preferred approach to Sustainable Development. Do you think this is appropriate or should one of the alternatives or a different approach be taken?



This section looks at where new development for houses, jobs and shopping should be in York. It sets out the positives and negatives of building in certain areas looking at factors such as green belt, flood risk and access to public transport.

Section 5: Spatial Strategy

National Planning Policy Framework

National Guidance says that:

- Local Plans should meet objectively assessed needs, allowing for sufficient capacity to accommodate rapid change, and reflect the spatial implications of economic, social and environmental change (Paragraphs 14 and 154);
- plans should positively and proactively encourage sustainable economic growth; identifying priority areas for economic regeneration, infrastructure provision and environmental enhancement (Paragraph 21);
- planning policies should promote retention of services and support sustainable growth and expansion in rural areas (Paragraph 28);
- allocations should prefer land of lesser environmental quality/re-use of previously developed land. Sequential approach to sites at risk of flooding (Paragraph 17);
- plans should indicate broad locations for development on a key diagram and strategic sites on a proposals map (Paragraph 157);
- plans should identify land where development would be inappropriate, for instance because of its environmental or historical significance (Paragraph 157);
- planning should take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it (Paragraph 17);
- planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. Developments that generate significant movement should be located where the need to travel is minimised and the use of sustainable transport modes can be maximised (Paragraphs 17 and 32);
- Local Planning Authorities should recognise town centres as the heart of their communities and pursue policies to support their viability and vitality (Paragraph 23);
- with community support, new settlements can provide an alternative way of addressing large scale housing needs and can be delivered using the well established Garden City principles (Paragraph 52);
- Local Planning Authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement (Paragraph 83);
- once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period. (Paragraph 83);
- when drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary (Paragraph 84)

- where necessary, identify in their plans areas of 'safeguarded land' between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period (Paragraph 85)
- make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development (Paragraph 85)
- Local Planning Authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere (Paragraphs 94 and 100);
- the planning system should contribute to and enhance the natural and local environment by recognising the wider value of ecosystem services (Paragraph 109)
- Local Planning Authorities should plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure; including by establishing coherent ecological networks that are more resilient to current and future pressures (Paragraphs 109 and 114); and
- Local Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. Recognising that heritage assets are an irreplaceable resource and conserving them in a manner appropriate to their significance (Paragraph 126).

Preferred Approach

5.1 To respond to the Local Plan Vision, the National Planning Policy Framework (NPPF) and the outcome of previous consultation a spatial strategy has been developed comprising three interrelated policy areas:

- York Sub Area;
- Delivering Sustainable Growth for York; and
- The Role of York's Green Belt and Safeguarded Land.

York Sub Area

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- previous approaches failed to reflect the positive and aspirational aspects of the National Planning Policy Framework;
- references made to the York Sub Region do not adequately identify York's economic development role at a sub regional level and there is a lack of acknowledgement of York's membership of the York and North Yorkshire Local Enterprise Partnership or the work on the Leeds City Region Local Enterprise Partnership;
- the term 'sub regional city' is unclear and has negative connotations;

- there was disagreement as to whether York should focus on city growth or sub-regional growth;
- it was questioned whether York should be a key driver in the region given its characteristics as a compact historic city; and
- any approach needs to recognise the importance of connections between York and Leeds and links with York's sub-region, clearly setting out the regional and sub regional economic role of York.

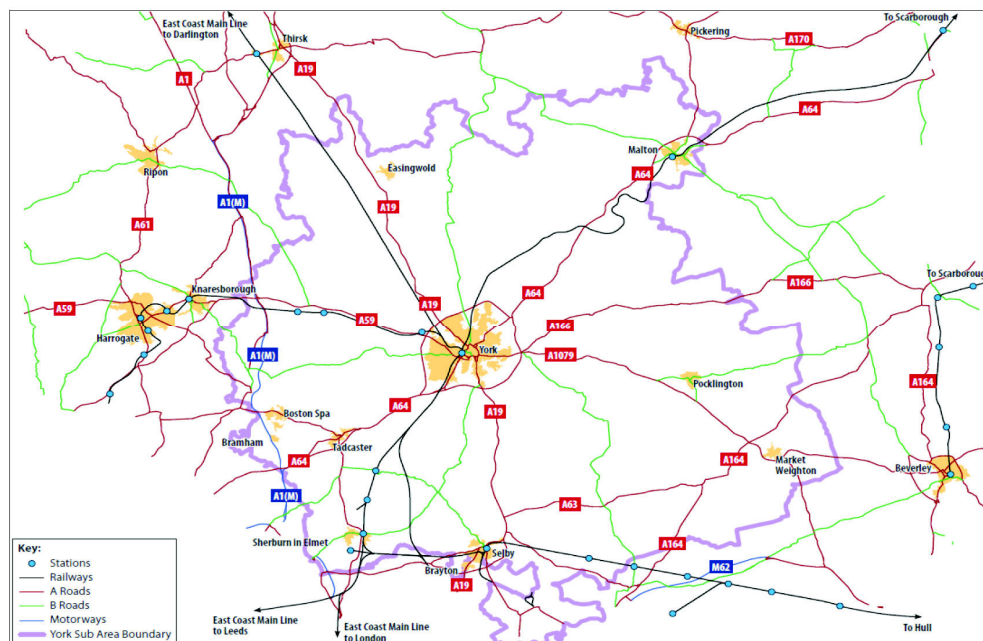
Key Evidence Base

- Heritage Topic Paper (2013)
- York Sub Area Study (2011)
- Leeds City Region Interim Strategy Statement (2011)
- North Yorkshire and York Strategic Housing Market Assessment (2011)
- The Northern Way, City Relationships: Economic Linkages in Northern City Regions (2009)
- The Yorkshire and Humber Plan: Regional Spatial Strategy to 2026 (2008)
- Yorkshire & Humber Strategic Housing Market Assessment (2007)
- Journey to Work Topic Paper (2005)

Local Context

In developing York's spatial strategy it is necessary to fully understand the challenges that need to be addressed starting with an analysis of the wider functional economic area that the city lies within. This analysis considers the York Sub Area as defined in the *Yorkshire and Humber Plan: Regional Spatial Strategy to 2026 (2008)* (the RSS) and shown in Figure 5.1 below, but also recognises the wider Leeds City Region functional economic area that interacts with the city and beyond this the York and North Yorkshire and East Riding/Hull Sub Regions.

Figure 5.1: York Sub Area



Source: York Sub Area Study (2011)

The York Sub Area

The York Sub Area is an important and successful part of the economy of the north of England, experiencing substantial economic and population growth in recent years. York is the main economic driver for the Sub Area, the principal retail and services hub and the centre of the Sub Area's commuting patterns and transport network. The RSS set out the extent of the York Sub Area, which includes all of the City of York unitary authority, Selby District, the southern parts of Hambleton and Ryedale Districts, the southeast part of Harrogate District and the northwest parts of the East Riding of Yorkshire (see Figure 5.1). There are a series of smaller settlements which surround York, including Selby, Shelburn in Elmet, Tadcaster, Boston Spa, Easingwold, Malton, Market Weighton and Pocklington. These are significant residential locations and important lower-order functional economic, retail and service hubs for their hinterlands.

Travel to work areas, housing markets, markets for business space, linkages between businesses, the influence of universities, retail catchments, and infrastructure networks do not stop at local authority boundaries. Therefore, in the context of the abolition of the RSS, there remains a strong case for local authorities to work together on spatial planning policy. To this end, analysis has been carried out as part of the *York Sub Area Study (2011)* to determine the nature and extent of functional relationships between different places in the York area. This confirms that the functional areas approach to understanding and addressing strategic spatial priorities agreed in the RSS remains valid, including the role of York and its Sub Area. In addition the council has had regard to the *Leeds City Region Interim Strategy Statement (2011)* which restates the strategic principles for the roles of places and the patterns of development that were agreed in the RSS.

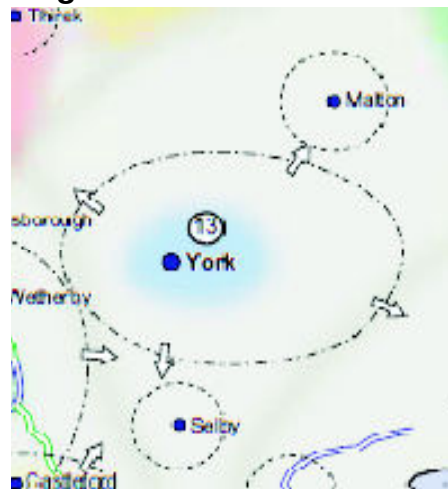
The Wider Region

The interactions and pressures placed on the York Sub Area from areas outside the defined Sub Area also need to be considered. Analysis in the York Sub Area Study suggested that the city centre and main urban areas of Leeds and Harrogate should not be considered as part of the Sub Area; however research in *The Northern Way, City Relationships: Economic Linkages in Northern City Regions (2009)* has shown for example, that York has an inter-dependent economic relationship with Leeds. Other places outside of the local authority areas studied can also be seen interacting with those in the York Sub Area. For example, Thirsk and Northallerton have an influence on the north of the York Sub Area in terms of services, retail and employment

York's influence on housing markets extends further than its influence on markets for business space and employment land, overlapping Leeds, Harrogate, the A1 corridor, Hull and Beverley. Many of these areas have also been experiencing rapid population and economic growth. It is important to understand that the York Sub Area's quality of place, residential offer and historic character make the area an attractive place to live, work and invest in. The base in financial and business services in Leeds and Harrogate complements that in York; however the desirability of these areas for this sector has contributed to the housing affordability problems being experienced in the York Sub Area. Understanding the Sub Area in this wider context is important in understanding the strategic challenges that it faces.

Figure 5.2 below reproduces the geography of housing markets that was identified in the *Housing Market Study (2006)* undertaken by DTZ to support the RSS. It is an extract from a map of the whole region's housing market geography. The *North Yorkshire and York Strategic Housing Market Assessment (2011)* retains this geography in its more recent analysis of the York housing market. Both of these pieces of work confirm that the York housing market extends beyond the City of York local authority boundary and that people who work in York have in many cases sought housing in the adjoining districts. This pattern is recognised in the *Office of National Statistics Population Projections (2008)* for York and the surrounding districts which uses a forward projection of historic migration patterns as part of its forecasts.

Figure 5.2: Strategic Housing Market Areas



Source: Extract from *Housing Market Study (2006)*

The *Journey to Work Topic Paper (City of York Council)*, based on 2001 Census data, provides an analysis of the Yorkshire and Humber Region's commuting patterns and shows that York is a net importer of journeys to work. This means that more people travel into York to work than travel out of York to other areas. The analysis shows that the closest connections are with Leeds, East Riding of Yorkshire, Selby, Harrogate, Ryedale and Hambleton local authority areas. Only four authorities in the Yorkshire and Humber Region (Leeds, Kingston upon Hull, Wakefield and Calderdale) have more people who travel to them from York to work than travel from them to work in York. Of these, only Leeds is a significant outward commute destination, with around a third of all York based commuters travelling to Leeds. A quarter of all journey to work trips into York from within the Yorkshire and Humber Region originate in the East Riding of Yorkshire, and around a fifth from Selby District. These authorities show the highest sub regional levels of outward commuting to York relative to inward commuting from York.

Working Together

Section 110 of the *Localism Act (2011)* requires local authorities and other public agencies to cooperate on sustainable development and the use of land where this significantly affects more than one authority. Paragraph 179 of the NPPF provides the policy in respect of this duty to cooperate.

Through continued engagement with established partnerships the Council has worked with the relevant authorities to meet the requirements of the Localism Act. These are the Leeds City Region partnership and Local Enterprise Partnership (LEP), the York and North Yorkshire Partnership and the York, North Yorkshire and East Riding LEP.

It is important that partners in the area work together, and with and through others to influence investment plans for national bodies, including the Highways Agency, Network Rail, and the rail franchises. In particular, investment priorities need to be focused on addressing problems of greatest economic significance, improving links with York City Centre from key out-of-centre parts of York and main settlements outside York, and unlocking major development sites. The future economic success of the York Sub Area cannot be taken for granted. There is a need for the relevant Local Authorities to work together to plan proactively to meet the needs of the area's economy.

Policy SS1: York Sub Area

The Spatial Strategy for York will reflect the roles and functions of place in the York Sub Area and Leeds City Region and York and North Yorkshire Sub Region.

The Local Plan will ensure:

- i. York fulfils its role as a key economic driver within both the Leeds City Region and the York and North Yorkshire Sub Region.
- ii. York City Centre's role as a shopping and leisure destination within the wider Yorkshire and Humber area is strengthened.
- iii. The housing needs of City of York's current and future population including that arising from economic and institutional growth is met within the York local authority area.
- iv. The further success of regionally and sub regionally important higher and further education institutions within the plan area is supported.
- v. City of York's role as a key node for public transport is strengthened, including improvements to the Leeds-York-Harrogate rail line; improvements to the outer ring road; improved access between York and Scarborough (the east coast); and projects to improve national connectivity, including links to the new high speed rail system (HS2).
- vi. City of York's outstanding historic and natural environment is conserved and enhanced recognising its wider economic importance to increased investment, employment and wealth within both the Leeds City Region and the York and North Yorkshire Sub Region.
- vii. The integrity of important landscapes, biodiversity and areas of environmental character (including the network of strategic green corridors) that extend beyond the City of York boundaries are safeguarded.
- viii. The outer and inner boundaries of York's Green Belt is established where these areas lie within the City of York area, about 6 miles from York City Centre.
- ix. Development within the City of York area will not lead to environmental problems including flood risk, air quality and transport congestion for adjacent local authority areas.

5.2 The influence of the City of York has throughout history extended beyond its immediate boundaries and the Council has a long history of joint working and cooperation with its neighbouring authorities to achieve better spatial planning outcomes. This policy defines the city's role within the York Sub Area and wider Sub Region. More specifically it identifies:

- the critical importance of the York economy to the Sub Area and its role within the wider Leeds City Region and York and North Yorkshire Sub Region;
- the importance of conserving and enhancing York's unique built environment;
- the benefits of improved transport connectivity;
- the importance of ensuring that growth and development in York does not have negative impacts on neighbouring authorities;
- the important service role of the city to its wider hinterland; and
- support for the destination role of the city.

Alternatives

York Sub Area

1. Rely on National Planning Policy Framework to guide the strategic approach to the York sub-area
2. **Provide a local derived policy to guide the strategic approach to the York sub-area (this is our preferred approach)**

Delivering Sustainable Growth for York

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- there was a mixed response to the Core Strategy Submission policy that directed development to existing settlements and previously developed land and included a sequential approach to meeting York's future development needs;
- the majority of respondents supported the previous approach of distributing development to the settlements which offer the best access to jobs and services, namely directing the majority of growth to within, or adjacent to York's main urban area in preference to the further expansion of villages. Respondents recognised that access to services may vary between settlements, but some felt that development could enable the provision of new services where needed and provide for affordable housing need;
- the sequential approach to development is inflexible, due to a perceived overreliance on strategic sites. Those who supported the approach agreed that priority should be given to the release of brownfield sites; and
- there was concern that the shortlisted Areas of Search in the Core Strategy had not been fairly assessed, including by over-prioritising existing infrastructure capacity. This was also considered to undermine the potential for alternatives to be considered.

Key Evidence Base

- Housing Requirements in York: Assessment of the Evidence on Housing Requirements in York (2013)
- City of York Economic and Retail Growth and Visioning Study (2013)
- Heritage Topic Paper (2013)
- City of York Biodiversity Action Plan (2013)
- The Natural England Natural Character Area Profile for the Vale of York (2012)
- Reaching Further – York’s Economic Strategy 2011-2015 (2011)
- York Economic Strategy Delivery Plan (2011)
- North Yorkshire Strategic Housing Market Assessment (2011)
- Historic Character and Setting Technical Paper (2011)
- Strategic Flood Risk Assessment (2011)
- Green Corridors Technical Paper (2011)
- City of York Biodiversity Audit (2011)
- Open Space, Sport and Recreation Study (2008)
- The Approach to the Green Belt Appraisal (2003)

Local Context

Drivers of Growth

Employment Growth

The technical work carried out by Ekosgen and Oxford Economic Forecasting (OEF) as part of the *City of York Economic and Retail Growth and Visioning Study* (2013) produced a series of employment projections for York for the period 2012 to 2030. Three scenarios were provided in order to give an indication of the scale of change involved under different circumstances.

- **The baseline scenario** - this involves OEF’s assessment of global and national changes in the global economy, applied to the York level;
- **Scenario 1** - this is a sensitivity test to the baseline based on a higher level of migration, accompanied by a faster UK recovery from the current economic downturn; and
- **Scenario 2** – this represents a ‘policy-on’ scenario based on faster growth in the following sectors for York: advanced manufacturing, science and research, financial and professional services, and tourism and leisure.

Scenario 2 reflects the Council’s ambitions as set out in the York Economic Strategy which is reflected in the Local Plan Vision. It is also felt to be the most realistic in terms of national economic performance. This option has therefore been adopted as the preferred strategy for the lifetime of this Plan. This equates to approximately 16,000 additional jobs between 2012 and 2030.

Population and Housing Growth

According to the Census in 2011 York had a population of 198,000 people. (2.2% less than the previous mid year estimate for 2010) This represents an increase of almost 17,000 people or 9.3% in the number of people living within the authority area since the 2001 Census. The 2010 based Sub-national Population Projections

(SNPP) were published by National Statistics in March 2012. These show that between 2010 and 2030 the population of York is forecast to grow by 25,000 or 12.5% to in excess of 220,000 people living in the city. This equates to an annual average growth rate of 1,176 people during this time period in the city. A somewhat lower rate of growth than has been experienced in the last 10 years and also lower than was forecast in the 2008 based SNPP.

Technical work carried out by Arup has reviewed the range of evidence on household and population projections and based on their review they conclude that an annual average of around 850 dwellings per annum throughout the plan period would represent an appropriate trend-based position for York. This relates to a review of the sub-national population and household projections, the 2011 Census and the *North Yorkshire Strategic Housing Market Assessment (NYSHMA)* (2011). An annual average household growth of 850 dwellings per annum would equate to a population increase of approximately 31,000 people over the Plan period (based on an average household size of 2.11 persons per household).

Arup then assessed this trend-based position against a range of related issues including employment growth and its implications for housing growth, the objective of reducing in-commuting and increasing the provision of affordable housing. They recommend three further options based on this review:

- 1,090 dwellings per annum – this would be commensurate with the level of employment growth forecast in Scenario 2 above for the Plan period and represents an integrated approach to housing and employment growth. This would equate to a population growth of approx 40,000 people over the Plan period;
- 1,500 dwellings per annum – this would meet the newly arising affordable housing need over the lifetime of the Plan based on the target set in the NYSHMA. This would equate to a population growth of approx 47,500 people over the Plan period; and
- 2,060 dwellings per annum – this would meet both the newly arising affordable need and the existing backlog over the Plan period as forecast in the NYSHMA. This would equate to a population growth of approx 76,000 people over the Plan period.

An important part of the Plan's vision is to ensure sustainable growth patterns. It is therefore considered that economic and housing growth should be linked. In addition the Vision also seeks to maximise the delivery of affordable housing through the planning process provided the viability of schemes are not compromised. To achieve these objectives the housing target for the Local Plan is between 1090 – 1250 housing per annum up to 2030. The figure of 1250 dwellings relates to the capacity arising from identified housing sites excluding any windfalls.

Factors Which Shape Growth

The Character and Setting of the City

The character and form of York provide an overarching narrative for the factors which shape the choices we make in how we accommodate the growth. Each of the

factors described below have themselves to some extent influenced the character and form of York. The main attributes of that character and form are:

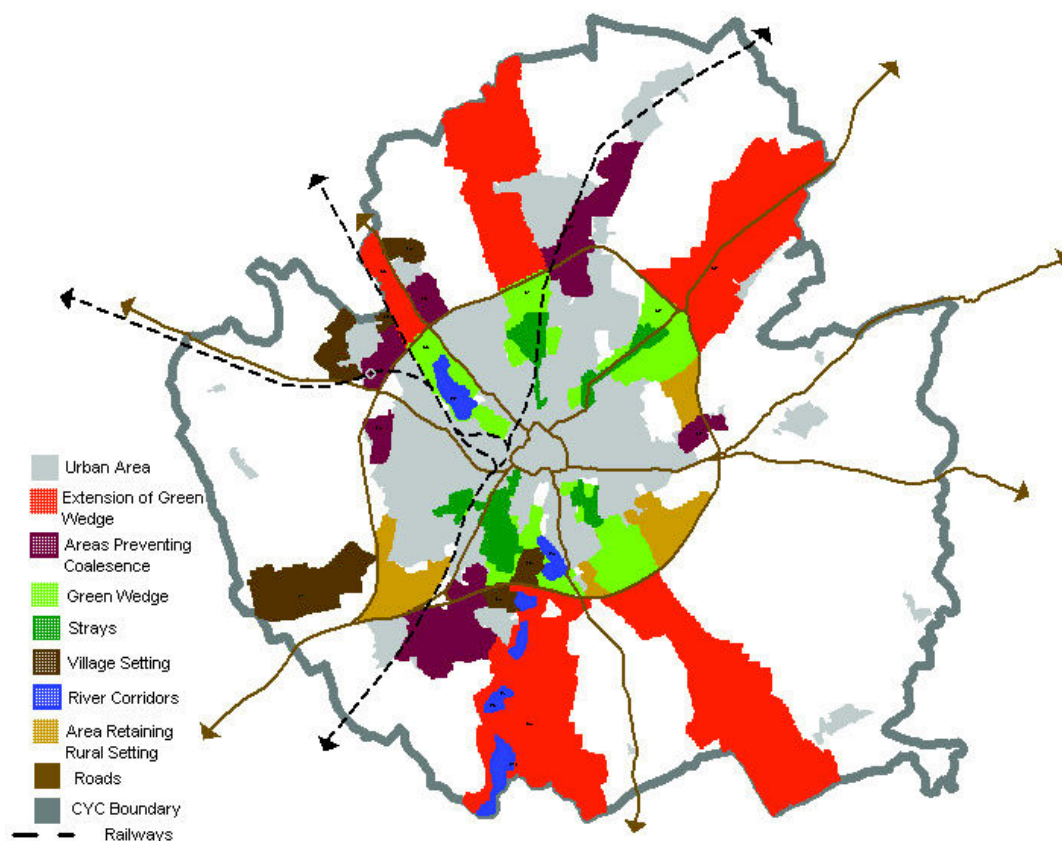
- a compact urban form surrounded by relatively small settlements;
- a flat terrain providing views particularly of historic landmark features such as the Minster or Terry's Clock Tower;
- open land which brings the countryside into the city through inns, strays and associated land; and
- key arterial routes that influence urban form.

Within the compact main urban areas York City Centre is the primary focus for employment, shopping, leisure, and cultural activities with the remainder of the urban area being the main location for housing and related community facilities. Within the urban area there are also a number of district, local and neighbourhood centres which provide a range of local services. The edge of the main urban area includes four significant commercial locations: Clifton Moor, Monks Cross, Naburn Designer Outlet and Northminster Business Park.

There are also a number of villages surrounding the York urban area which vary in terms of their size and function. These include the larger villages of Haxby & Wigginton, Strensall, Upper & Nether Poppleton, Copmanthorpe, Bishopthorpe and Dunnington which offer a range of local services and facilities such as shops, schools and sustainable transport routes. In addition there are a number of smaller outlying villages which are relatively limited in terms of local services and facilities.

The characteristics of York's unique historic and natural environment are well documented; the historic environment of the City of York is of international, national, regional and local significance. The city has an outstanding heritage with many examples of assets which exhibit developments in architecture, monumental arts and town planning over centuries. However, its character is defined by much more than its noted heritage assets. Primary factors in developing a future strategy to accommodate growth include understanding the significance and sensitivity of the wider historic environment and developing an understanding of how we would value the environment of York differently were aspects to be lost or altered.

The *Approach to the Green Belt Appraisal (2003)* study carried out by the Council indicates that, regardless of the extent to which the City may have to identify further land to meet its development requirements and needs, there are areas of land outside the existing built up areas that should be retained as open land due to their role in preserving the historic character and setting of York. The areas of land considered to serve this purpose are illustrated in Figure 5.3 overleaf.

Figure 5.3: York's Green Belt Character Areas

The Appraisal also indicates that there are areas of land outside the built up areas that should be retained as open land as they prevent communities within the environs of York from merging into one another and the city. These areas are considered to have a key role in preserving the identity of the settlements and villages around York. The relationship of York to its surrounding settlements is an important aspect of the city's character. This work was updated through the consultation process carried out to support the development of the LDF Core Strategy as set out in the *Historic Character and Setting Technical Paper (2011)*. The outcomes of this work are also reflected in Figure 5.3. It should be noted that this work provides a strategic evaluation and there are other pieces of land or sites that are of local historic significance. This includes land that can be linked to 'ridge and furrow' farming practices.

Environmental Assets – Nature Conservation, Green Corridors, Open Space

The historic city and its surroundings contain a number of important environmental assets some of which are of national importance. The form of the city has been shaped by the Strays and lngs that lie within it. These often form part of more extensive green corridors which serve multiple purposes including nature conservation and leisure and recreation. The protection and enhancement of these assets will influence the future shape of the city.

The Strays amounting to over 320ha in total are the remains of much greater areas of common land which the hereditary Freemen of the City had, since time immemorial, the right to graze cattle. Originally, each Stray was controlled and

managed for the exclusive benefit of the Freemen resident in their Ward. However, by 1858, the Freemen of all the Strays agreed that, in exchange for a small annual payment to them, the City should in future administer their Stray 'as an open space for the benefit and enjoyment of the citizens of York for all time'.

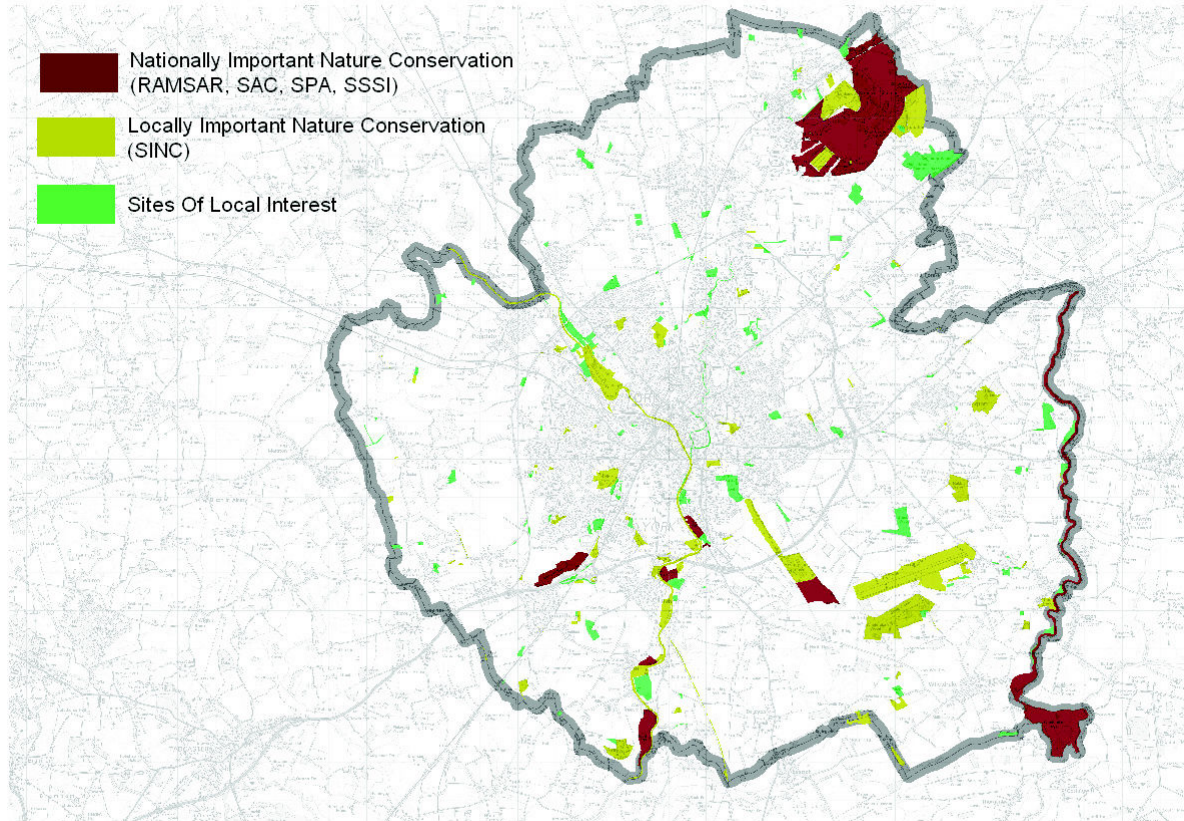
The Natural England Natural Character Area Profile for the Vale of York (2012) provides a helpful analysis in regard of how the landscape can accommodate change. It identifies a number of actions including:

- ensuring the development limits set in the plan enhance the setting of the city within the wider vale;
- conserving the tranquillity of the vale; and
- maintaining the distinct form of linear settlements.

The protection and management of York's Green Infrastructure is considered central to the way in which York develops, whether it be publicly or privately owned, legally or non-statutorily designated Green Infrastructure. These include RAMSARS (wetlands of international significance designated under the RAMSAR convention), Special Area Conservation, Special Protection Areas, Special Sites of Scientific Interest, ancient woodlands and Sites of Importance to Nature Conservation and sites of local interest. The Vale of York NCA recognises the range of benefits to society from the attributes and processes of the natural landscape. These are collectively known as ecosystem services.

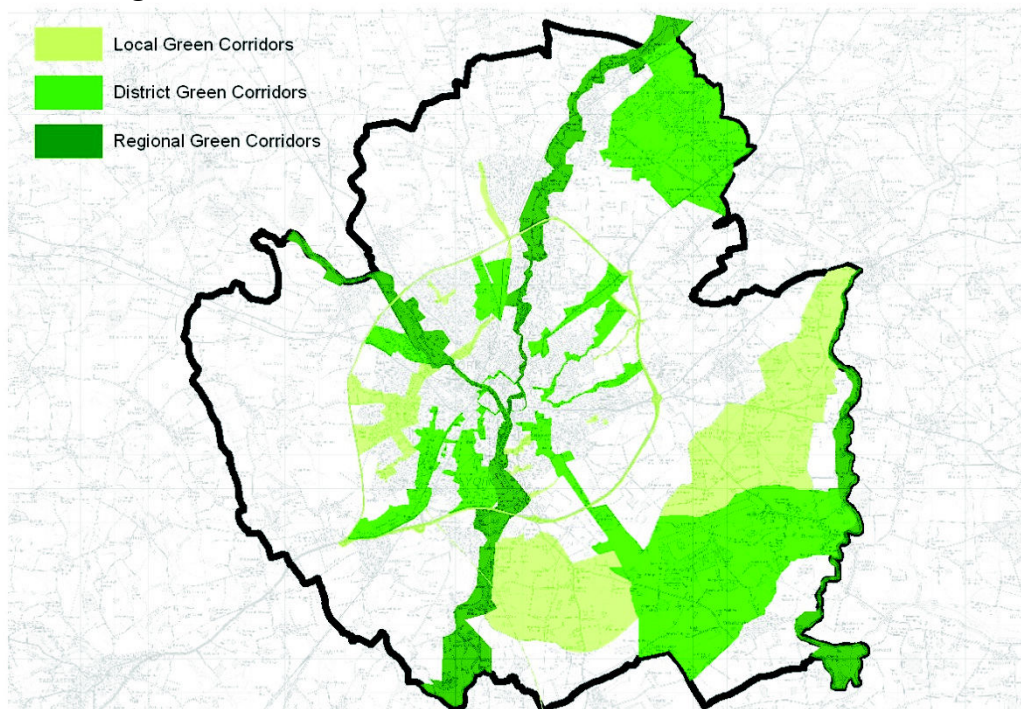
Protection of areas with nature conservation value is viewed as a key element in ensuring sustainable development. Government guidance states that plans should set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. For this reason internationally, nationally and locally significant nature conservation sites, along with appropriate buffers, will be excluded when considering future potential development locations (shown in Figure 5.4 overleaf).

Figure 5.4: York's Nature Conservation sites



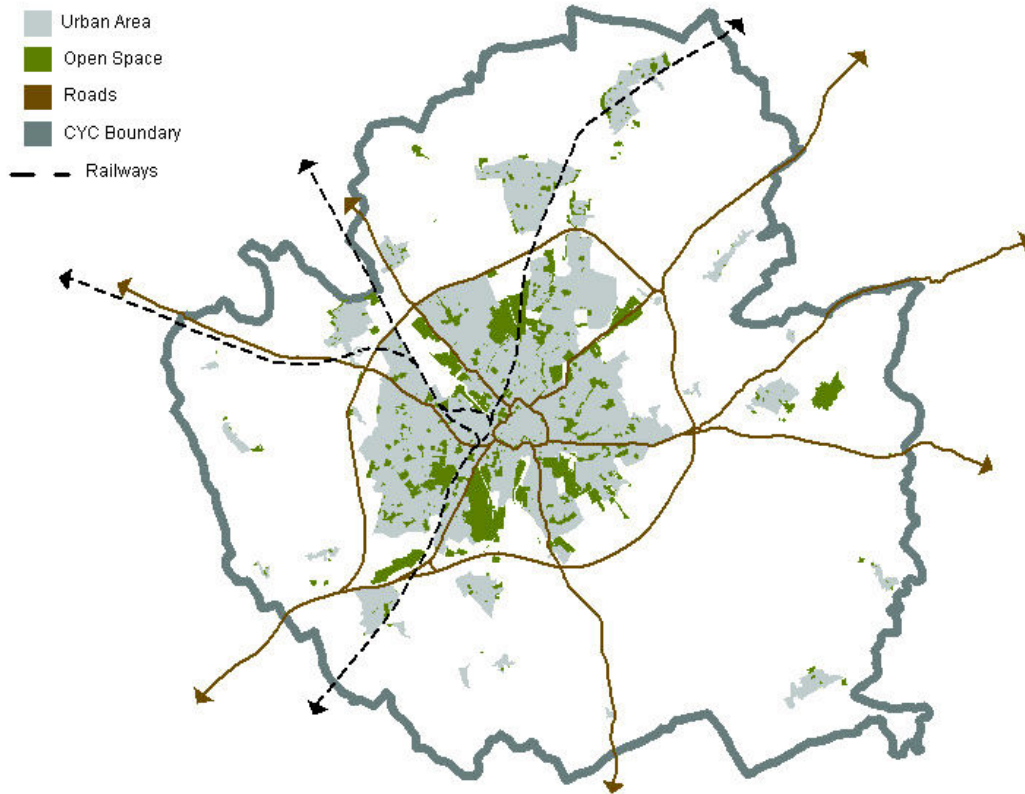
In addition the Council has defined Regional, District and Local Green Corridors, which are identified in the *Green Corridors Technical Paper (2011)* (shown in Figure 5.5 below). It is important that any future development does not have an adverse effect on green corridors. This would need to take account of their characteristics and the reason behind their initial designation.

Figure 5.5: Regional, District and Local Green Corridors



The Local Plan will also protect recreational open space provision, across all typologies as identified in the Council's *Open Space, Sport and Recreation Study (2008)* (shown in Figure 5.6 below) and subsequent audit work.

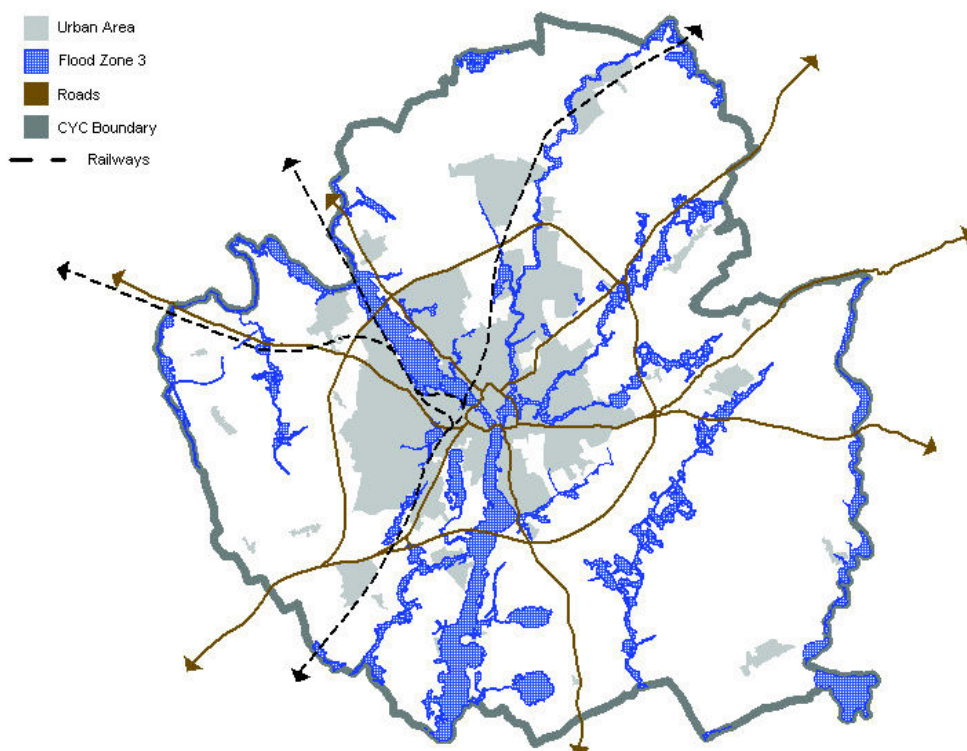
Figure 5.6: Open Space



Flood Risk

The geography of the city and its surroundings are such that significant areas are at risk of flooding. The pattern and extent of the areas which are at high risk (flood zone 3) has had and will continue to have a major influence on the urban form of the city and the smaller settlements in the district.

The Council has produced a *Strategic Flood Risk Assessment (2011)* (SFRA) incorporating the floodplain maps produced by the Environment Agency. Figure 5.7 illustrates the extent of Flood Risk Zone 3a (high risk of flooding – 1 in 100 years or greater annual probability of river flooding) and Flood Risk Zones 3a(i) and 3b – 1 in 25 or greater annual probability of river flooding. The SFRA includes detailed boundaries of all flood risk zones across York. To reduce future damage to property and infrastructure and to maximise public safety, greenfield areas subject to high flood risk (Flood Risk Zones 3a and 3b) are considered as inappropriate for future development for housing or employment. For development in brownfield areas, development for housing or employment would be considered inappropriate in Flood Risk Zone 3b, however within the Flood Risk Zone 3a the 'Exception Test' can be applied in some cases (please see Section 19 'Flood Risk Management').

Figure 5.7: Flood Zones 3a and 3b

Location Sustainability

York is a compact city with generally good public transport service and provision of community facilities. The location and design of development can play an important role in travel choice to and from destinations in maximising the opportunity to use non car modes of transport.

Maximising this potential is an important aspect of creating sustainable neighbourhoods and contributing to residents' quality of life. Ensuring the local provision of and sustainable access to education, food, community services and openspace opportunities promotes environmental sustainability as well as social inclusivity and well-being.

Similarly, taking advantage of non car modes of transport to employment destinations helps to capitalise on these benefits whilst maximising opportunities for the economy through ensuring an accessible workforce. Expanding connections between established areas can also benefit through clustering of industrial sectors and use of established routes.

In addition, it is important that care is taken in making choices about the location of new development so as not to exacerbate congestion or reduce air quality.

Settlement Capacity

Some of the districts growth will be accommodated in the smaller settlements that surround the city. The capacity of each of these settlements to accommodate growth is informed by the principles of sustainable development. This includes an understanding of the capacity of services in the settlement to support additional development. Clearly services can be expanded to meet additional need but such

expansion may require a step change in the scale of development, for example, to support a new primary school. These issues have been given careful consideration in the work to decide which potential development sites are included in the Plan.

Deliverability and Viability

As part of our desire to generate development opportunities within the City of York, we wrote to and emailed nearly 2000 contacts from our Local Plan and *Strategic Housing Land Availability Assessment (SHLAA)* database asking people to submit sites, which they thought had potential for development over the Plan period. The consultation ran for 6 weeks in Autumn 2012 and generated around 300 submissions from a variety of landowners, agents, developers and members of the public. These sites were then assessed along with others we previously knew about from the 2008 call for sites, *Strategic Housing Land Availability Assessment* and *Employment Land Review*, as well as outstanding planning permissions. In total, we considered 723 parcels of land. An appraisal of potential development sites has been undertaken to establish realistic assumptions about the availability, suitability and economic viability of land to accommodate future development. However, we will continue to work with the business community, neighbouring authorities and LEPs to prepare and maintain a robust evidence base to understand existing business needs and likely changes in the market, to identify and address barriers to investment.

It will be paramount for the Council to show that its development strategy is deliverable, within the context of York's current and future market conditions and CIL requirements and S106 payments (including towards the provision of affordable housing). There are however some broad economic circumstances that the plan cannot change that will impact on deliverability and viability. These include:

- the ability of households to access mortgage finance is a major factor in the delivery of new homes. Current lending rates remain well below the historic highs of 2007 are likely to continue to constrain housing delivery for some time to come.
- interventions to promote the delivery of new private rented homes which are currently being developed nationally and within the Leeds City Region may well begin to increase housing delivery in the near future by changing the tenure mix of new development.
- housebuilders access to development finance is also a constraint which will affect both overall development rates and developers willingness to take on more risky development opportunities.
- the health of the local economy which can affect householders willingness to take on more debt in the form of a mortgage particularly in relation to perceptions of job security.

Policy SS2: Delivering Sustainable Growth for York

- i. Development during the plan period should be consistent with the following priorities:
 - The provision of sufficient land to support sustainable economic growth to improve prosperity and ensure that York fulfils its role as a key economic driver within both the Leeds City Region and the York and North Yorkshire Sub Region.
 - The objective to build strong, sustainable communities through addressing the housing and community needs of York's current and future population, including that arising from economic and institutional growth.
- ii. The location of development through the plan will be guided by the following four spatial principles.
 - Conserving and enhancing York's historic and natural environment. This includes the city's character and setting and internationally, nationally and locally significant nature conservation sites, green corridors and areas with an important recreation function.
 - Ensuring accessibility to sustainable modes of transport and a range of services.
 - Preventing unacceptable levels of congestion, pollution and/or air quality.
 - Ensuring flood risk is appropriately managed.
- iii. York City Centre, as defined on the Key Diagram and Proposals Map, will remain the focus for main town centre uses¹.
- iii. The identification of development sites is underpinned by the principle of ensuring deliverability and viability. Additionally, land or buildings identified for economic growth must be attractive to the market.

¹ **Main town centre uses as defined by the NPPF:** Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Policy SS3: Spatial Distribution

Economy

To meet the city's need for employment land the Local Plan will distribute development in the following way.

- i. The locations identified below and on the Key diagram will be priority areas for development and infrastructure funding to support growth in key economic sectors during the plan period.
 - York City Centre (Including ST20 and E1);
 - York Central (ST5);
 - Monk Cross (Including ST18, E2, and E3);
 - Northminster Business Park (ST19);
 - Terry's (ST16);
 - York Business Park (Including E12, E13 and E14); and
 - Naburn Designer Outlet (ST21).
- ii. The economic role of York's higher and further education institutions are recognised both in terms of direct employment and through facilitating growth in research and development (Science City Sector).

Housing

- i. To meet the city's need for housing land it is anticipated that the following Strategic Sites with consent will be developed during the plan period:
 - Terry's (ST16);
 - Nestle South (ST17);
 - Germany Beck (ST22);
 - Derwenthorpe (ST23); and
 - York College (ST24).

In addition to the development of committed sites the Local Plan will distribute development as set out below.

- ii. Make provision for 19% of need within main built up area, including the following Strategic Sites:
 - British Sugar/Manor School (ST1);
 - Former Civil Service Sports Ground, Millfield Lane (ST2);
 - The Grain Stores, Water Lane (ST3);
 - Land Adjacent Hull Road and Grimston Bar (ST4);
 - York Central (ST5);
 - Land East of Grimston Bar (ST6); and
 - Additional Land at Nestle South (ST17).

- iii. Make provision for 42% of need within urban extensions to the main built up area, including the following Strategic Sites:
- Land to the East of Metcalfe Lane (ST7);
 - Land North of Monks Cross (ST8);
 - Land at Moor Lane, Woodthorpe (ST10);
 - Land at New Lane, Huntington (ST11); and
 - Land to North of Clifton Moor (ST14).
- iv. Make provision for 29% of the housing the district needs within an identified new settlement at Holme Hill (ST15).
- v. Make 10% provision for housing in the villages including the following Strategic Sites:
- **Haxby & Wiggington:** Land North of Haxby (ST9); and
 - **Copmanthorpe:** Land at Manor Heath Road (ST12) and Land at Moor Lane (ST13).

Policy SS4: Strategic Sites Development Principles

All strategic sites identified on the key diagram and proposal map, dependent on their composition and mix, will be expected to reflect the following development principles:

- i. to create a sustainable, balanced community through provision of an appropriate range of housing;
- ii. to ensure that social infrastructure requirements of the new community are met through provision of facilities and services in a planned and phased manner which complements and integrates with existing facilities;
- iii. to maximise the benefits of sustainable economic growth for the local community;
- iv. to ensure the highest standards of sustainability are embedded at all stages of the development;
- v. to create a high quality, locally distinctive place which relates well to the surrounding area and its historic character, and exploits opportunities for creating new and enhancing existing key views;
- vi. to create a people friendly environment which promotes opportunities for social and community interaction;
- vii. 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;
- viii. to maximise integration, connectivity and accessibility to and from the site giving priority to sustainable travel options;
- ix. 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; and

- x. 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.

- 5.3 Policies SS2 and SS3 will underpin the approach to accommodating York's future growth through directing the location of new housing, employment and retail. Other subsequent policies within the Local Plan will conform with these principles.
- 5.4 They respond to York's economic and housing growth aspirations whilst ensuring that this is done in a way that:
- recognises character and setting of York including the role of centres and the relationship between York and its surrounding settlements;
 - conserves and enhances York's special historic and natural environment;
 - protects York's Green Infrastructure;
 - minimises flood risk.; and
 - mitigates against climate change through locating development in the most sustainable locations.
- 5.5 The policies also explicitly highlight the key NPPF requirement regarding the need to identify viable, deliverable sites as a part of the Local Plan process.
- 5.6 The delivery of Strategic Sites and Locations identified in policies SS2 and SS3 will be critical to achieving the vision and intended outcomes of this plan, particularly the city's economic and housing growth aspirations. The sites identified have the potential to provide exemplar sustainable developments, providing high quality, innovative design, minimising the need to travel and acting as a catalyst for sustainable living. Policy SS4 outlines the development principles to promote this ambition.
- 5.7 In addition to the potential for all of the strategic sites providing sustainable development, it is the Council's ambition that the proposed new settlement at Holme Hill (ST15) could be developed as an eco-settlement. This would embrace the highest standards of sustainable living, incorporating a high level of affordable housing, green space and services that are in walking distance to all residents. The location of Holme Hill benefits from being adjacent to two potential areas of search for renewable electricity, could be suitable for 'solar farms', using solar panels to generate electricity. This could help the new settlement achieve zero carbon status.
- 5.8 The Council will prepare Supplementary Planning Documents (SPDs) for all Strategic Sites which will establish a co-ordinated planning approach to ensure delivery of high quality sustainable development. The SPDs will provide the planning framework, outlining the principles for development with associated policy statements, which will set out the requirements to be sought. It will also identify infrastructure, facilities and services to meet needs associated with the new development.

Alternatives

Drivers of Growth

1. Alternatives relating to future housing and employment growth are considered in Sections 8 – 10.

Factors Which Shape Growth

1. Prioritise the socio-economic spatial principles
2. Prioritise the environmental principles
3. **Take a balanced approach to the identified spatial principles (this is our preferred approach)**
4. Prioritise viability and deliverability

Spatial Distribution

1. **Prioritise development within and/or as an extension to the urban area and through the provision of a single new settlement (this is our preferred approach)**
2. Prioritise development within and/or as an extension to the urban area and through provision in the villages subject to levels of services
3. Prioritise development within and/or as an extension to the urban area and through the provision of new settlements
4. Prioritise development within and/or as an extension to the urban area along key sustainable transport corridors

Strategic Site Development Principles

1. Rely on the National Planning Policy Framework to guide Strategic Site Development.
2. **Provide local level policy to guide Strategic Site Development (this is our preferred approach)**

The Role of York's Green Belt and Safeguarded Land

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- the primary purpose of the Green Belt is considered to be preserving the historic character and setting of the York;
- the importance of the strays, river corridors and green wedges to the city's character is widely acknowledged. Many were in favour of extending the strays;
- the establishment of a permanent Green Belt boundary for York, beyond the Plan period, is supported but existing boundaries should be reviewed;
- the Green Belt boundary should not be too tightly drawn;
- we should protect all the Green Belt land identified in the existing York draft Local Plan; and

- York needs an environmental capacity study to determine the level of growth it can take, it was felt by some that York's compact character could be damaged by further expansion in to the Green Belt.

Key Evidence Base

- Housing Requirements in York: Assessment of the Evidence on Housing Requirements in York (2013)
- City of York Economic and Retail Growth and Visioning Study (2013)
- Heritage Topic Paper (2013)
- Historic Character and Setting Technical Paper (2011)
- Approach to the Green Belt Appraisal (2003)

Local Context

Green Belt

The principle of a Green Belt around York is long established it was most recently reconfirmed in the RSS adopted in 2008 (although the RSS is now partially revoked the policies that deal with the York Green Belt remain in force). Some of the outer boundaries of the Green Belt have been agreed in adjoining Authorities Development Plans. The Local Plan sets out the purpose of the Green Belt and finalises the inner boundary and those parts of the outer boundary that lie in the City of York Local Authority area.

The policy guidance for Green Belt is set out in the National Planning Policy Framework (NPPF). This states that in drawing Green Belt boundaries Authorities should have regard to their permanence beyond the plan period and to promoting sustainable patterns of development. Authorities should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt.

Purposes of the green belt are set out in the NPPF, these are to:

- check the unrestricted sprawl of large built-up areas;
- prevent neighbouring towns merging into one another;
- assist in safeguarding the countryside from encroachment;
- preserve the setting and special character of historic towns; and
- assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Given this guidance it is important to ensure that the extent of the Green Belt takes account of the longer term development requirements of the city and at the same time ensures that it properly addresses the purposes for which it has been created.

It is important that the full needs for both housing and employment land during the plan period can be met without compromising the integrity of the green belt. In addition, to ensure a permanent Green Belt the levels of growth have been extrapolated forward to create a Green Belt that would endure for at least 25 years. Although it is likely that further, as yet unidentified, previously undeveloped sites

(windfalls) will become available during the Local Plan period thus extending this timeframe.

The technical work underpinning the Local Plan has established the objectively assessed need for development in the Local Authority Area. The call for sites and further work on the suitability and deliverability of sites has established the range and scale of opportunities to accommodate the objectively assessed need. It is clear that the outcome of all this work is that the accommodation of the district's development needs and the securing of a long lasting green belt boundary will require the use of land that is currently open and could otherwise be included in the green belt. The use of this land is necessary to meet the objectively assessed development needs of the district and there is not a suitable and deliverable alternative. Therefore the exceptional circumstances required to take land from the established green belt have been met.

Safeguarded Land

The identification of evidence of longer term development pressures that would require land to be excluded from the Green Belt and safeguarded for longer term development requires careful consideration. Any land to be excluded from the green belt for these purposes would be the subject of the exceptional circumstances test. Furthermore there is inherent uncertainty in estimating the longer term development requirements of the city.

In seeking to determine the scale and pattern of longer term development pressures, three broad types can be identified; housing, employment and community facilities (schools shops health provision etc). This has been simplified using the gross calculation which is applied to housing as the large housing sites include land for the facilities required to support the community. Some safeguarded land will because of site characteristics and surroundings only be suitable for either housing and associated community uses or employment. The site selection and overall amount of land identified has taken account of this.

The Local Plan has a 15 year strategy, looking ahead a further 10 years should ensure a fair degree of permanence to the green belt. Given the uncertainty inherent in the calculations it is reasonable to take the simplified approach to arrive at a 'broad brush' conclusion. In doing this it is important to remember that the land safeguarded for longer term development will remain open for the lifetime of the plan and possibly beyond.

In forecasting the longer term development needs of the district we can either extrapolate from the policy based forecasts used for the plan period or seek to derive a policy neutral forecast.

In the case of land for housing and associated community facilities the work undertaken by Arup has demonstrated the variability on the ONS/DCLG trend based forecasts of population and housing growth. Much of this variability arises from migration which can differ due to economic circumstances and policy changes. Given this uncertainty we are proposing to extrapolate from the figure used for the Plan period.

This extrapolation gives a target of just over 270ha having made allowances for large housing sites in the plan that will not be completely developed during the plan period and for a continuing supply of very small sites coming from within the urban area.

The forecasting of longer term job growth is even more challenging than the forecasting of housing growth. Long term economic modelling is subject to significant uncertainty. However it is clear that the continued population growth in the district will lead to a larger workforce and a consequent need for land for jobs. An extrapolation of the calculations used for the plan period provides a start point for the need for employment land. (The Plan allocates 46ha for B1 B2 and B8 uses and we have assumed that other types of employment use can be accommodated within the existing built up area) We have used a combination of this extrapolation and identifying where established employment sites can be extended to allow for their expansion should the plan review determine that this is necessary. This combination gives a figure of 71ha of safeguarded land that could be used for employment purposes

The process for choosing sites is based on the methodology applied to site choice in the plan period. This process identifies a series of primary constraints which have been applied to the selection of sites for safeguarding, these include land that is essential to protecting the setting and historic character of York. The secondary constraints e.g. public transport accessibility were not applied as these may well change over the life of the plan and would be applied at plan review should the site be required to be considered for development as part of the review. Similarly the test of delivery has not included a full assessment of site viability as this may well change over the life of the plan and again would be applied at the point when the site is considered for development. Finally in considering the attributes of safeguarded land we decided that in order to provide some flexibility at the time the sites are required to be considered for development a small number of quite extensive tracts of land which could be brought forward either in part or as a whole should they be required for development at the time of Plan review.

Policy SS5: The Role of York's Green Belt

- i. The primary purpose of the Green Belt is to preserve the setting and the special character of York. It also has a recognised role in safeguarding the countryside from encroachment. New building in the Green Belt is inappropriate unless it is for one of the exceptions set out in policy GB1.
- ii. The general extent of the Green Belt is shown in the Key Diagram. Detail boundaries shown on the proposals map follow readily recognisable physical features that are likely to endure such as streams, hedgerows and highways.
- iii. To ensure that there is a degree of permanence beyond the plan period sufficient land is allocated for development to meet the needs identified in the plan and further land is safeguarded to provide a reserve of land that can be brought forward for development through a plan review, should such land be required. Planning permission for development on safeguarded land will only be granted following a plan review.

- 5.9 The boundary of the Green Belt is the consequence of decisions about which land serves a Green Belt purpose and which can either be allocated for development or safeguarded for longer term development needs beyond the plan period. In this Local Plan the Green Belt's prime purpose is that of preserving the setting and special character of York. This essentially comprises the land shown earlier in the section at Figure 5.3.
- 5.10 Over and above the areas identified as being important in terms of the historic character and setting of York other land is included to regulate the form and growth of the city and other settlements in a sustainable way. This land will perform the role of checking the sprawl; safeguarding the countryside from encroachment; and encouraging the recycling of derelict and other urban land.
- 5.11 In defining the detailed boundaries of the Green Belt care has been taken to follow readily recognisable physical features that are likely to endure such as streams, hedgerows, footpaths and highways. Clearly it will not always be possible to do this because of factors on the ground and where this is the case there will be a clear logic to the boundary that can be understood and interpreted on the ground.

Policy SS6: Safeguarded Land

The following sites have been identified as land to be safeguarded for longer term development needs:

• SF1 Land south of Strensall Village	29 ha
• SF2 Land north of Clifton Moor	72 ha
• SF3 Land at Holme Hill	174 ha
• SF4 Land north of Haxby	29 ha
• SF5 Land to west of Copmanthorpe	22 ha
• SF6 South of Airfield Business Park, Elvington	15 ha
• SF7 Land adjacent to Designer Outlet	16 ha
• SF8 Land at Northminster Business Park	40 ha

On these sites planning permission will only be granted for development which is required for established operational uses on the site and for temporary uses that will not prejudice the long term development needs that the site may be required to accommodate.

- 5.12 To ensure that the green belt as defined in the Local Plan endures well beyond the end of the Plan period it is necessary to exclude land from the Green Belt that can be held in reserve and considered for development when the Plan is reviewed. Such land is referred to as land safeguarded for longer term development.
- 5.13 Policy SS6 identifies the sites that have been excluded from the Green Belt in exceptional circumstances to ensure that the green belt so defined will endure beyond the life of the Plan. The policy also protects these sites from development that would prejudice their long term role as a reserve of land for future development should the need arise. Only development that is either necessary to ensure the

effective operation of uses already established on the site this might include activities related to agriculture and temporary uses which do not impede the long term future use of the site will be acceptable.

- 5.14 The exceptional circumstances that require this land to be excluded from the Green Belt are to meet the forecast long term housing growth for the district and to secure its economic future. The total amount of land excluded from the green belt for these purposes is 397 ha. The designation of a site as safeguarded land should not be assumed to mean that the site will be brought forward for development at plan review. The deliverability and suitability of the site for development will be judged in detail at that time.

Alternatives

The Role of York's Green Belt

1. **Identify 'preserve the setting and special character of York' as the primary purpose of York's Green Belt (this is our preferred approach)**
2. Give equal weight to all Green Belt Purposes identified in National Planning Policy Framework

Safeguarded Land

1. Identify sufficient development sites for the duration of the Green Belt (at least 25 years)
2. **Identify sufficient development sites for the duration of the plan (15 years), safeguarding land to provide options for future consideration during the life time of the Green Belt (a further 10 years) (this is our preferred approach)**

Question 5.1 This is our preferred approach to the spatial strategy do you think this is appropriate or should one of the alternatives or a different approach be taken?

Section 6: York City Centre

National Planning Policy Framework

National Guidance says that:

- planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. In drawing up Local Plans, Local Planning Authorities should recognise town centres as the heart of their communities and pursue policies to support their viability and vitality (Paragraph 23).

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- you agree that York City Centre's unique selling point is its quality of place and historic environment and this needs to be central to any long term strategy with distinctiveness and quality of public realm paramount. Improved cultural offer and an expanded and inclusive evening economy were highlighted by many respondents as opportunities, with tourism seen by some as having limited scope for growth as things stand;
- accessibility is a key issue, with a need for high quality sustainable links to be promoted but negative perceptions around ease and availability of parking and concerns raised about air quality impacts. The river was highlighted as a potentially underused sustainable travel option and footstreet expansion was widely supported;
- there is a need for an improved bus station or interchange facilities
- it is important to 'join up' the city centre and new development/ areas of change through legible and accessible linkages; and
- there are concerns about the physical capacity of the city centre to accommodate the level of housing and office growth outlined without detriment to the historic environment. The retail impact of major developments was also raised, with broader support for smaller scale City Centre growth.

Key Evidence Base

- City of York Economic and Retail Growth Visioning Study (2013)
- Consultation Draft City of York Streetscape Strategy and Guidance (2013)
- Heritage Topic Paper (2013)
- New City Beautiful: Toward an Economic Vision (2011)
- York Visitor Survey 2011 - 2012 (2011)
- York Central Historic Core Conservation Area Appraisal (2011)
- City Centre Movement and Accessibility Framework (2011)

Local Context

While the City Centre has a lively and diverse range of activities, including some of the most attractive small, niche retailing environments in the country, the physical fabric within which it sits does not showcase York's assets or provide a good

platform for events, and presents challenging movement and accessibility issues. It is acknowledged that a pride in your place increases the sense of wellbeing and promotes a desire to protect and promote that place.

In helping York meet its economic aspirations of becoming a top 5 UK city and a top 10 European city the *Economic and Retail Growth Analysis and Visioning (2013)* indicates that we should be striving for perfection in City Centre appearance through high quality management and investment including improvements in circuits, way-finding, signage, street furniture, routes for walking and cycling. This conclusion is supported by the *New City Beautiful: Toward an Economic Vision (2011)* which strongly advises that quality of place and a rich diversity of activity in reinvigorated streets and spaces do affect personal and business location decisions. Improving the physical appearance of the city, improving retail and commercial opportunity and activity, ensuring better accessibility and improving image and perception are all important.

The *York Central Historic Core Conservation Area Appraisal (2011)* reported that York is widely loved and admired for its wonderful historic buildings and picturesque townscape. However, the Appraisal also found that the poor quality of streets and spaces (the 'public realm') substantially detracts from the character, appearance and the experience of the Conservation Area. Whilst there are plenty of examples of good design and finish, it has not really been addressed in a holistic manner but rather has evolved piecemeal through the introduction of street furniture, paving, signage and other maintenance in a range of different materials and designs. The *York Visitor Survey 2011-2012 (2011)* found that the overwhelmingly top activity of our 7 million visitors each year is to 'stroll around and enjoy the ambience of York', together with 'eating and drinking out'. Less than 2 million of the 7 million visitors actually go into the major attractions. This illustrates the vital importance of the quality of public spaces. It is vital in attracting entrepreneurs, investors, students and people looking for jobs.

The *City Centre Movement and Accessibility Framework (2011)* includes a thorough analysis of movement and accessibility in the city centre providing an assessment of the current condition of the City Centre. This assessment concluded that: protecting and enhancing York's historic environment is critical to its future economic success; current traffic patterns are recognised as one of the biggest barriers to improving the environment and public realm of the city centre; and there is strong policy support for enhancing the public realm; reducing congestion and car intrusion in the City Centre; improving public transport access for through-City Centre bus flows and reliability. The need for improved public transport turnaround and interchange facilities at York Railway Station is also recognised (see also Policy T3 in Section 23 'Transport'). This approach is consistent with the approach of York's Local Transport Plan 2011-2031 (LTP3).

Given the challenges of the changing nature of the high street and rise of online shopping, as set out in the *City of York Economic and Retail Growth and Visioning Study (2013)* immediate and noticeable improvements made to the quality and image of the city centre would be significantly to York's advantage. York will stand-out as an attractive location for business, shopping, tourism and leisure and will be in a position to take best advantage of the upturn and changes in lifestyle choices over

the coming decades. The Reinvigorate York programme aims to enhance the quality of York's unique and special selling point; the quality of its historic core, so that it builds further its international competitiveness, compares effectively with other world heritage cities, continues to attract residents and visitors to the centre, and helps to sustain economic development and promote new jobs in the city. This is a short term programme to 2015 and as such there is an opportunity for the Local Plan to build on this good work to ensure a thriving and successful City Centre.

Preferred Approach

Policy YCC1: York City Centre

York City Centre is the economic, social and cultural heart of York. It is vital to the character and future economic success of the wider city. Its special qualities and distinctiveness will be conserved whilst helping to achieve economic and social aspirations of the Plan. The streets, places and spaces of the City Centre will be revitalised and key commercial developments will be delivered.

York City Centre is identified as a strategic location for a range of employment uses and fundamental to delivering the plans economic vision. During the Plan period it will be the principal location in the City of York area for the delivery of economic growth in the tourism, leisure and cultural sectors. It will account for the majority of the employment growth identified in these sectors.

Within the City Centre, as defined on the Proposals Map, the following development types are acceptable in principle:

- Office (Use Class B1a);
- Retail (A1);
- Arts, entertainment and recreation (D1);
- Leisure(D2);
- Hotels (C1);
- Finance and professional services (A2); and
- Food and Drink (A3/A4/A5).

As shown on the Proposals Map, the following City Centre sites have been allocated:

- E1 Hungate (12,000 sq. m office (B1a)
- ST20 Castle Piccadilly (up to 25,000 sq. m net retail (A1));

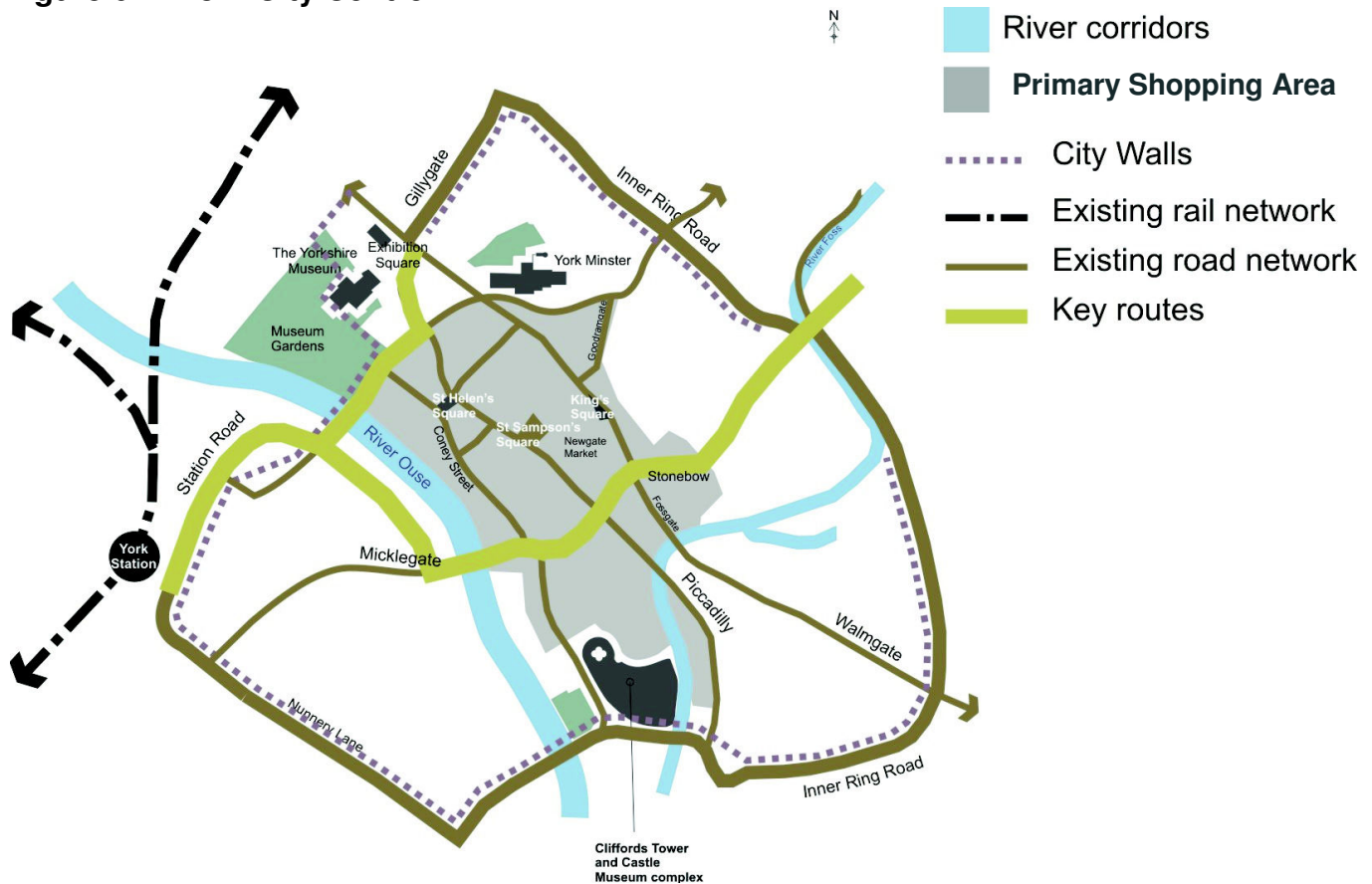
Proposals that promote accessibility and movement are encouraged, particularly those that prioritise pedestrian and cycle movement and improve linkages between key places such as the railway station, York Central and the National Railway Museum, the Minster, Castle Piccadilly Strategic Allocation, Hungate Strategic Allocation and the universities.

The following principles will be taken into account when considering city centre development proposals:

- i. conserve and enhance the existing historic character of York City Centre whilst encouraging contemporary high quality developments that add to the sense of place and create a prestigious and desirable location for thriving businesses;
- ii. enhance the quality of the City Centre as a place and rediscover the outstanding heritage of the city with reanimated and revitalised streets, places and spaces and with improved settings to showcase important assets such as the Minster and Clifford's Tower;
- iii. enhance the gateway streets leading into the City Centre to give a better sense of arrival, including the entrance and gateways to the footstreets, to improve pedestrian and cycle routes and to encourage visitors to explore further. Streets include Gillygate, Goodramgate, Peasholme Green and Stonebow, Walmgate and Fossgate, Piccadilly, Micklegate and Bootham;
- iv. design streets around place and quality, not vehicle movement, creating civilised streets that make the City Centre easy, enjoyable and safe to move around;
- v. create a strong evening economy by diversifying the current functions of the City Centre to provide more for families and older people and encouraging activities to stay open later in the evening;
- vi. add to the City Centre's retail offer and retain and strengthen independent shops;
- vii. enhance the River Ouse and River Foss and their frontages, turning them into attractive, vibrant and bustling environments with improved access to the riverside and linkages to other parts of the City Centre;
- viii. positively promote and integrate the presence, roles and contributions of the University of York and York St John University in the City Centre;
- ix. deliver sustainable homes that provide quality, affordability and choice for all ages, including a good mix of accommodation;
- x. provide community and recreational facilities to encourage healthy, active lifestyles including the provision of green amenity spaces in the City Centre to help to combat the effects of higher temperatures, air pollutants, flooding and climate change; and
- xi. support the reduction of through traffic, improving the public transport offer and the deliver of a bus interchange at York Railway Station.

6.1 The City Centre is the economic, social and cultural heart of York as shown at Figure 6.1 overleaf. Its historic core is internationally recognisable and one of the most revered places in the country with layers of heritage in its complex mosaic of buildings, streets and public spaces. The City Centre is vital to the future success of the wider city. To ensure this success a framework is required for the gradual and sensitive improvement of the area so that it is fit for 21st Century York, a plan for the next layer of history.

Figure 6.1: York City Centre



- 6.2 To provide this framework in the City Centre, the principles set out in Policy YCC1 will set a template and challenge for new sustainable development and improvements that sensitively consider the historic environment of the city.
- 6.3 It is recognised that York City Centre is competing with smart new City Centre investments in places such as Hull, Leeds and further afield in Manchester and Newcastle Upon Tyne, but also faces competition from its own 'out of town locations'. Whilst the City Centre has a lively and diverse range of activities, including some of the most attractive small, niche retailing environments in the country, the physical fabric within which it sits presents challenging movement and accessibility issues. Investment to improve this, together with facilitating new development proposals at Castle Piccadilly and Hungate which will bring additional retail and commercial floorspace into the City Centre, is important to encourage a greater proportion of the City's residents to spend time in their City. For more information on the Plan's approach to economic and retail development please see Section 8 'Economy' and Section 9 'Retail'.
- 6.4 Quality of place is key to economic competitiveness because it influences where people choose to live and work. The City Centre is not as competitive as it once was and despite the area having many special qualities and heritage assets in some places York's streets and spaces do not function well and movement is impeded. This detracts from the experience of moving around the City Centre. Streets have become cluttered and do not have the infrastructure to cope with modern demands. Through Policy CC1 the streets, places and spaces of the City Centre will be

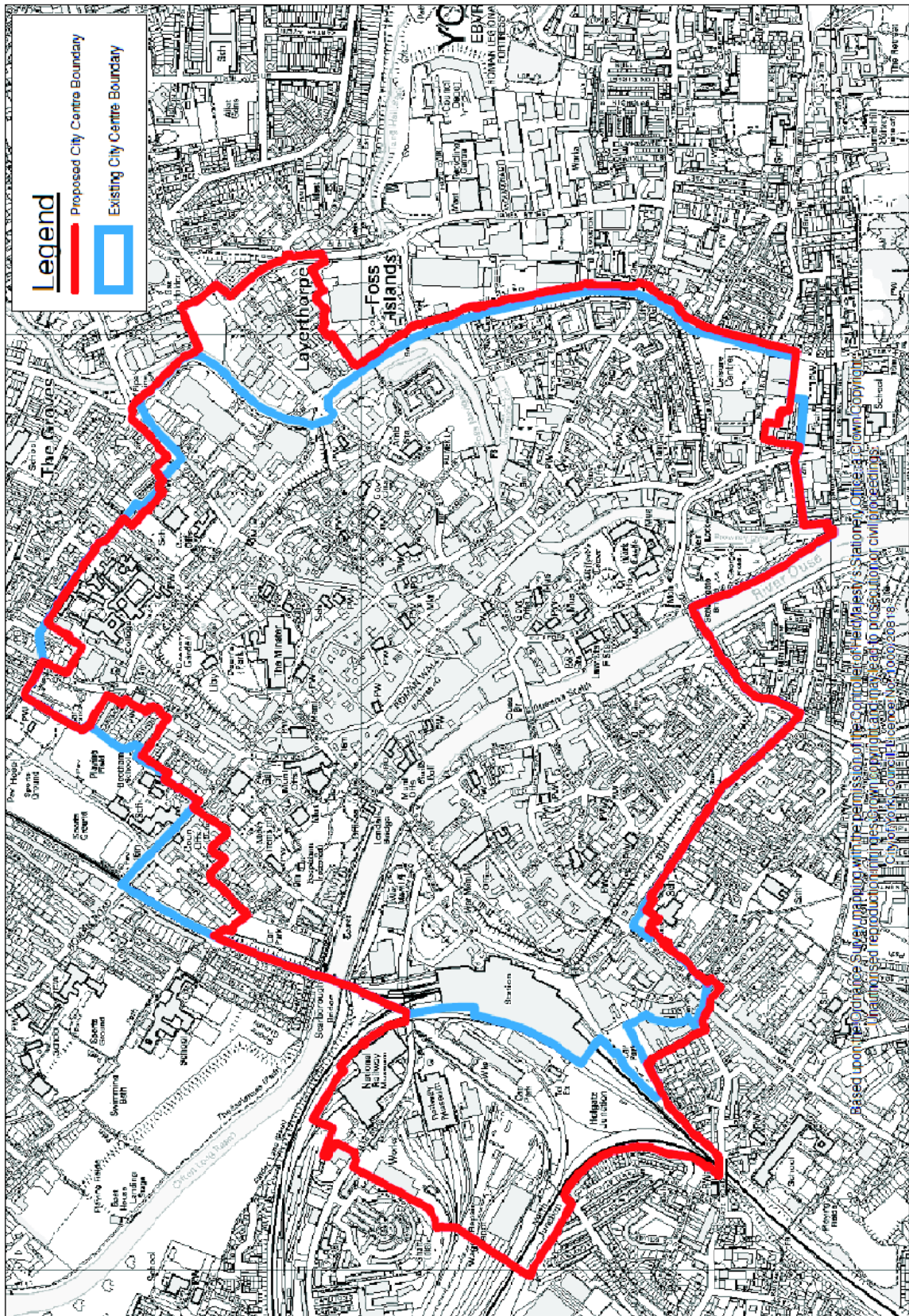
revitalised, in accordance with the policies in Section 16 'Design and the Historic Environment'. Further information on how to improve the quality of place in the City Centre is set out in the *Consultation Draft City of York Streetscape Strategy and Guidance (2013)*.

- 6.5 Addressing accessibility and movement in and around the City Centre has been identified through consultation as a fundamental issue to resolve and was considered in the *City Centre Movement and Accessibility Framework (2011)*. A comprehensive approach is required that improves pedestrian and cycle connectivity, allowing City Centre road space to be reallocated in favour of sustainable transport such as walking, cycling and public transport, whilst ensuring the centre continues to be accessible for businesses, residents and visitors. The approach to the City Centre also seeks to reduce congestion and improve air quality. For more information on the Plan's approach to transport please see Section 23 'Transport'.
- 6.6 There is a trend whereby upper floors in historic city centres have, over time, become less appealing and so less lettable, resulting in underuse and dis use. As this happens above eye level, it is often unseen and the problem spreads, becoming an established pattern that cannot be reversed by the investment of single owners. Once this stage is reached, attitudes, and therefore the market, have become entrenched and only strategic intervention will work. Proposals that bring upper floors in York City Centre back into use are encouraged to ensure that upper floors do not become a wasted resource, to the detriment of the economy and an imbalance in the life of the City Centre. Work is currently underway by the North of England Civic Trust to explore the underuse and dis use of upper floors in York City Centre. This work will determine the extent of the problem of disused upper floors in the historic centre of York, understand the causes of the problems and what is needed to overcome them and consider what intervention is needed.

City Centre Boundary

- 6.7 Based on work undertaken under the previous Local Development Framework process the Council are currently exploring whether the boundaries of the City Centre should be revised to take into account land which may have a city centre function but is currently outside of the existing City Centre boundary. An up to date boundary is necessary for the purpose of City Centre specific policies in the Local Plan and also for adopting a sequential approach to development which will guide how planning applications are determined. The existing and proposed city Centre Boundaries are shown overleaf at Figure 6.2. We would welcome your views on the potential revisions to the boundary.

Figure 6.2 Existing and Potential Revised City Centre Boundary



Alternatives

York City Centre

1. Rely on the National Planning Policy Framework to guide development in the City Centre
2. **Provide detailed local criteria and site allocations to guide development in York City Centre (this is our preferred approach)**

Question 6.1 This is our preferred approach to York City Centre do you think this is appropriate or should one of the alternatives or a different approach be taken?

Question 6.2 Do you think the City Centre boundary should be revised in line with Figure 6.2 or should it stay the same or should a different approach be taken?

Section 7: York Central

National Planning Policy Framework

National Guidance says that:

- Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change (Paragraph 14);
- Local Planning Authorities should identify priority areas for economic regeneration, infrastructure provision and environmental enhancement (Paragraph 21); and
- policies should be flexible to accommodate needs not anticipated in the plan and to allow rapid response to changes in economic circumstances (Paragraph 21).

You Told Us

Through the Local Development Framework process and Local Plan vision workshops you've told us that:

- the previous spatial strategy in the Core Strategy was over-reliant on brownfield and committed sites which are unlikely to be delivered because of high infrastructure costs, poor market conditions and land assembly difficulties;
- previous planning approaches to key sites and areas of change such as York Central contained insufficient detail;
- York Central should not overly rely on retail as the primary economic driver;
- York Central needs further key work on capacity, timescales, infrastructure and needs certainty on any cross subsidy/plot levy proposals; and
- York Central needs a planned incremental approach to site release and delivery

Key Evidence Base

- York Northwest Transport Masterplan (2012)
- Leeds City Region Housing and Investment Plan 2010 – 2014+ (Leeds City Region and Homes and Community Agency 2010)
- York Northwest Area Action Plan Issues and Options Baseline Report (2007)
- York Northwest Area Action Plan Issues and Options Report (2007)

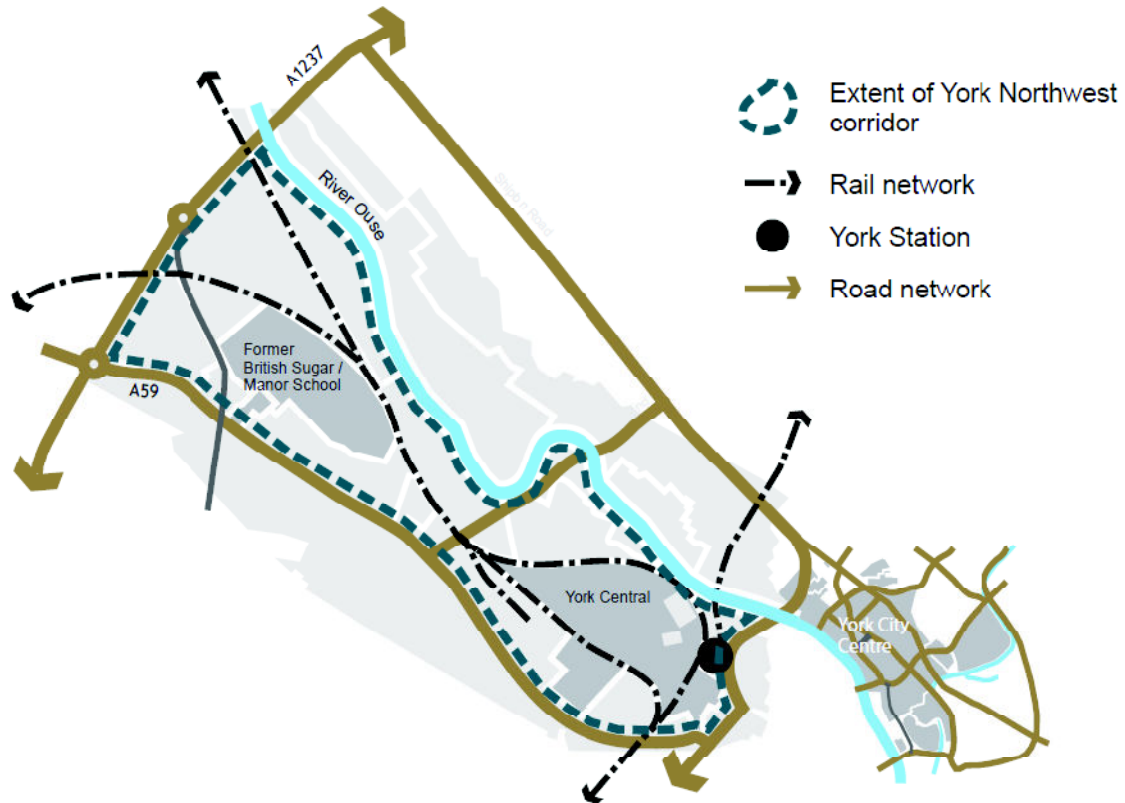
Local Context

York Central comprises around 60 hectares (ha) gross of brownfield land. This is equivalent to two thirds of the area of the walled city. York Central is bounded in its entirety by railway lines and historically has been occupied by a broad mix of operational rail related uses, alongside the National Railway Museum. Other key uses within the site include existing residential dwellings and a number of local businesses in the light industry and trade sectors. Network Rail are currently rationalising their operational rail activities within York Central and it is anticipated that a significant proportion of land within the site will become available for redevelopment. At York Central, the net area of land available for development is around 35ha.

York Central forms part of the wider York Northwest corridor. York Central lies to the south of the corridor, with the Former British Sugar/Manor School housing allocation

to the north. York Northwest extends to approximately 100 ha of brownfield land and is located immediately to the north and west of York City Centre (as shown on Figure 7.1 below). The area forms a corridor, which is bounded by the Outer Ring Road, the River Ouse, the A59 and the historic core of the city. The York Northwest corridor includes two major brownfield development areas, the York Central and the Former British Sugar/Manor school sites.

Figure 7.1 York Northwest Corridor



York Central provides a unique opportunity for future expansion of the city centre in a highly sustainable location adjacent to the centre, the railway station and public transport services, without compromising the historic fabric of the city. A range of uses are expected to be delivered on the site and it is essential that that development of the scale anticipated on York Central balances the benefits of growth with its impact on the environment, transport network and the city's impact on climate change. *The Leeds City Region Housing and Investment Plan 2010 – 2014+ (2010)* sets out the investment programmes for the Homes and Communities Agency and other complementary public sector funding to deliver City Region housing and regeneration strategic ambitions and indicates the promotion of eco living as a priority for investment. The York Northwest corridor is being promoted as an Urban Eco Settlement, with sustainable living as the core concept in the creation of the new development. The City Region's commitment to the site has been reconfirmed by its inclusion in the emerging shortlist of major sites for investment agreed by the Leeds City Region/Homes and Communities Agency Board on the 28th January 2013.

As a complex, brownfield site, technical assessments have identified constraints to delivery at York Central. Whilst these are not necessarily prejudicial to development,

they will require careful consideration as part of the work to bring forward the site. That said the site still represents an important opportunity to deliver growth in a sustainable location, regenerating an underused part of the city. Whilst the site cannot be relied upon to deliver housing and employment growth, in the early phases of the plan period, it would be unsustainable not to expect development on the site throughout the lifetime of Local Plan: Previous work undertaken as part of the Local Development Framework process identified that York Central could provide between 87,000 to 100,000 sq m Offices (B1a), around 1,165 dwellings, as well as a range of ancillary and leisure uses over the next 20 to 30 years. More recent work has indicated that around 450 dwellings may be deliverable in the short term utilising existing infrastructure. A flexible but comprehensive phased approach to development may facilitate early delivery. This is because market conditions will change during the life of the Local Plan, infrastructure requirements may evolve and funding availability may well change. Therefore it is important that the Plan is sufficiently flexible to respond to this process of change, adopts a proactive role in exploiting these opportunities and provides appropriate guidance for new development proposals.

Preferred Approach

Policy YC1: York Central Special Policy Area

York Central is allocated as a Special Policy Area, as indicated on the Proposals Map. This Special Policy Area will enable the creation of a new piece of the city; with exemplar mixed development including a world class urban quarter forming part of the city centre. This will include; a new central business district, expanded and new cultural and visitor facilities, residential uses and a new vibrant residential community.

The following mix of uses will be permitted within the York Central Special Policy Area Allocation:

- i. Offices (B1a);
- ii. Residential;
- iii. Culture, leisure, tourism and niche/ancillary retail facilities;
- iv. Open space, high quality public realm and supporting social infrastructure; and
- v. Rail uses associated with operational rationalisation and functionality.

Within the plan period land, as shown on the Proposals map, within York Central is allocated for around 450 dwellings and up to 80,000 sq m of Office (B1a)

Development within the York Central site will be permitted in accordance with the principles of development set out below, to be defined further through the preparation of a Supplementary Planning Document (SPD) produced with the involvement of stakeholders and the community.

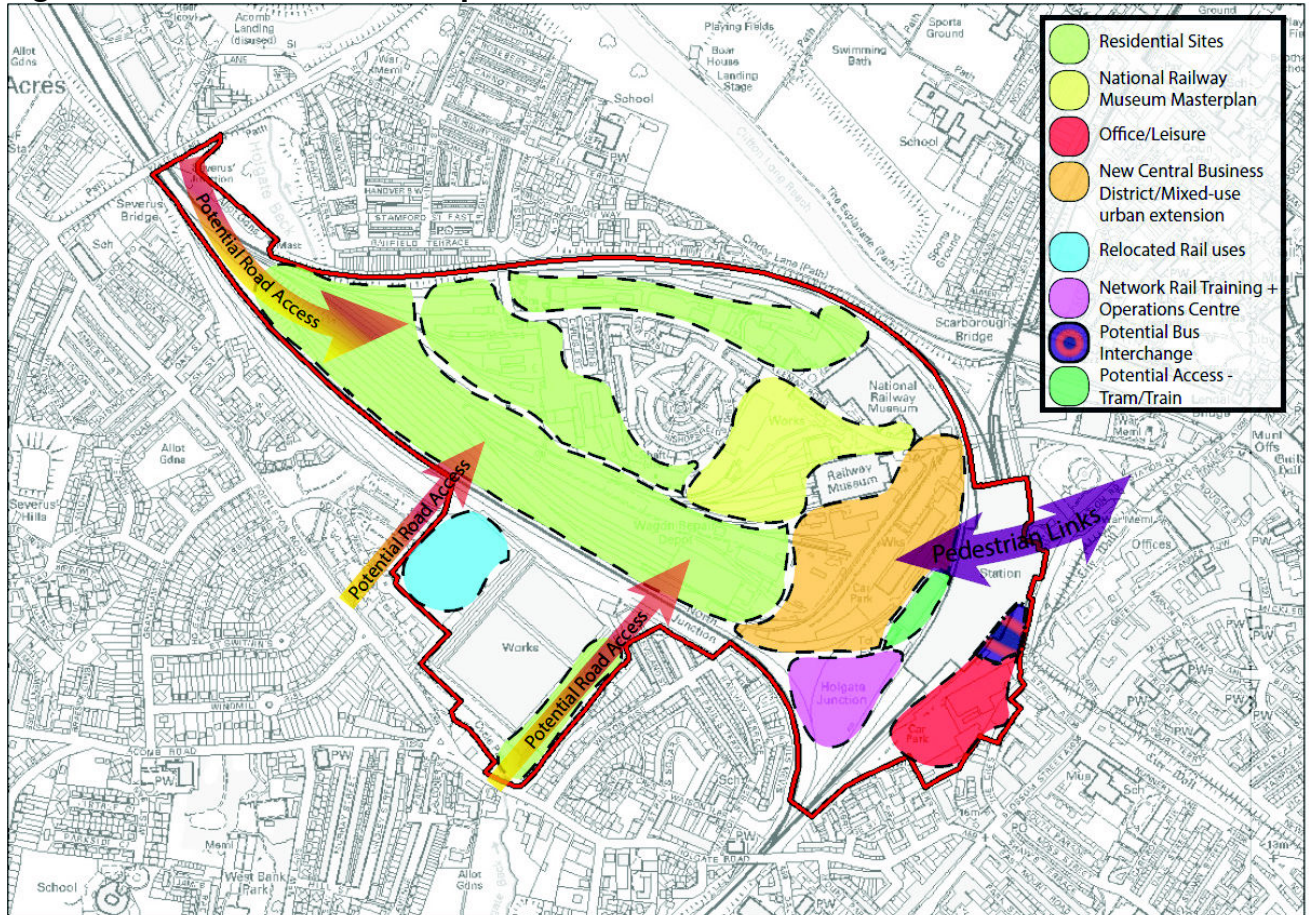
The principles of development at York Central are to:

- i. create a new mixed-use urban quarter for York including a range of commercial, residential and leisure uses;
- ii. seek to deliver standards for Eco Towns within the context of its brownfield location;
- iii. provide a new central business district with critical mass of high quality new offices;
- iv. enhance the cultural area around the National Railway Museum (including expansion of the museum) within high quality public realm and improving connectivity of the area to the rest of the city;
- v. create a distinctive new place of outstanding quality and design which complements and enhances the existing historic urban fabric of the city;
- vi. maximise the benefits of sustainable economic growth;
- vii. create a sustainable new community with a range of housing types and tenures;
- viii. ensure provision of social infrastructure which meets the needs of the new community including sports, leisure, health, education and community facilities and open space;
- ix. maximise integration, connection and accessibility, including inter-modal connectivity improvements at York Railway Station;
- x. ensure as many trips as possible are taken by sustainable travel modes and to promote and facilitate modal shift from the car;
- xi. minimise the environmental impact of vehicular trips;
- xii. deliver development within a Green Infrastructure framework which maximises linkages with the wider green infrastructure network and integrates with wider public realm in the city; and
- xiii. ensure sustainability principles are embedded at all stages of the development.

The SPD will establish a co-ordinated planning approach to ensure delivery of high quality sustainable development in a complementary manner. The SPD will provide the detailed planning framework, outlining the principles for development with associated statements, which will set out the requirements to be sought. It will also outline infrastructure, facilities and services to meet the needs of the new development

- 7.1 The York Central site is allocated as a Special Policy Area, where radical change is expected to take place during the life of the Plan and beyond, this is likely to be in the longer term, through phased, comprehensive development. In balancing the benefits of growth with the its impact on the environment, transport network and the city's impact on climate change a holistic, integrated and innovative approach to sustainable living in an urban setting is being sought. This Special Policy Area will be supported by detailed planning guidance to guide implementation through the preparation of a Supplementary Planning Document. Figure 7.2 overleaf indicates the broad location of uses in the Special Policy Area, and indicative access arrangements.

Figure 7.2 York Central Concept Plan



Offices

- 7.2 Background study work identified a significant need for new city centre offices. For York Central this will take the form of mixed use urban quarters close to the railway station taking advantage of the excellent rail connections. At the rear of the station there are opportunities to create a new central business district of high quality Grade A floorspace, configured to meet modern office needs. This will be planned to accommodate new future enquiries for significant floorplates. Viability work has indicated that, as with all locations outside of the London, speculative office development at York Central is unlikely to be viable in the current market. To the south of the railway station there are opportunities for a diverse office quarter that could include leisure, focussing on the retention and reuse of existing railway architecture potentially attracting creative businesses. The urban quarters will be focused around high quality public realm which forms part of the green infrastructure framework and which complements the rest of the city centre. To help diversity these quarters, small ancillary uses such as retail and housing will also be considered.

Housing

- 7.3 The Council has also identified the site as providing an important opportunity to meet future housing needs within the city in a sustainable brownfield location. This should take the form of new vibrant mixed neighbourhoods, including open space and community facilities. Neighbourhoods to the west should be planned to a medium

density, and with reference to housing needs studies for mix and type. In the vicinity of the railway station residential uses will be part of the mixed use urban quarters, incorporating higher density housing and often accommodation over commercial lower floors.

Sustainable Housing

- 7.4 York Central offers a central, sustainable location for development which can complement the existing city centre. Due to the site's scale and location there is the potential to provide innovative highly sustainable development which can build on York's reputation as a high quality city with world class status. The area provides an excellent opportunity to provide an exemplar new sustainable community with mixed use development which minimises the need to travel and acts as a catalyst for sustainable living. Reflecting the opportunities for highly sustainable development York Central, alongside the Former British Sugar/Former Manor school housing allocation, is being promoted as an Urban Eco Settlement by the Leeds City Region.

National Railway Museum

- 7.5 The Special Policy Area Allocation includes the National Railway Museum (NRM) which is a nationally important cultural facility. A key aspiration of the Council and stakeholders is to improve the setting and upgrade the offer of the National Railway Museum allowing it to fulfil its potential as a high quality international standard visitor destination and raise its profile internationally. The NRM Masterplan site (as shown at Figure 7.2) offers a unique opportunity for both new and expanded cultural/tourist facilities in the city. The Council will promote the development opportunities presented by the site for new tourist and visitor facilities which would complement the existing offer in the city. Cultural uses which extend the hours of use into the evening will be promoted with a balance of activities and uses to encourage interaction and social inclusion. This will include bars, restaurants, galleries, hotels and cafes.

Phased Approach

- 7.6 The Council will prepare a Supplementary Planning Document (SPD) for the area, which will establish a co-ordinated development framework to ensure delivery of a sustainable development of outstanding quality in a complementary manner. The York Central development will be delivered in a phased approach within a comprehensive framework. York Central could see the delivery of around 450 homes over the plan period, to be accessed off the existing highway network. After this, new road infrastructure will be required. A first new bridge is anticipated to be required off Poppleton Road/Holgate Road over the railway lines to service the central business district. In the longer term, a second bridge is anticipated to be required off Water End to achieve the full redevelopment of York Central's developable area. Sustainable travel modes, taking full advantage of the opportunities associated with the development's location will need to be maximised in order to limit impacts on the wider road network, congestion and air quality. Opportunities will be explored around pedestrian and cycle linkages, Park & Ride, tram train and rail and bus service improvements, as well as the long term aspiration to provide a transport interchange at the station and links to High Speed 2 rail improvements and local

improvements to the Harrogate rail line. Tram-train or electrified heavy rail could offer an important public transport link between the site, the city and the wider region. Given the long term nature of this project, appropriately located land should be reserved as part of the development and incorporated into the wider phased approach to sustainable transport. The SPD will outline a package of infrastructure requirements.

Masterplanning

- 7.7 The development framework will outline broad land parcels which can be brought forward in a phased manner. A mix of land uses and the essential infrastructure required to deliver each parcel will be set out. Detailed masterplanning of land parcels will be undertaken by developers.

Alternatives

York Central

1. Rely on the National Planning Policy Framework to guide development within York Central
2. **Provide generic local criteria/site allocations to guide development, details to be deferred to lower tier of planning policy or planning application (this is our preferred approach)**
3. Provide detailed local criteria/site allocations to guide development in York Central

Question 7.1 This is our preferred approach to York Central do you think this is appropriate or should one of the alternatives or a different approach be taken?



This section looks at development that will provide jobs and money for the people of York and improve the overall attraction of York itself. It sets out where, in general, new offices and shops should be built.

**CREATE JOBS AND
GROW THE ECONOMY**

Section 8: Economy

National Planning Policy Framework

National Guidance says that:

- the Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future (Paragraph 18);
- the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system (Paragraph 19);
- to help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century (Paragraph 20);
- investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing (Paragraph 21); and
- planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities (Paragraph 22).

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- the need for economic growth is acknowledged widely, however there are alternative views on the scale of growth needed, with some feeling that we could be underplaying our role by seeking just city growth as opposed to sub regional growth, and others being concerned about the environmental capacity to accommodate development;
- the current economic climate should be reflected;
- there is support for large scale development providing a critical mass of growth, but also a need for incubator and grow-on spaces to support smaller employers.
- The importance of high quality developments in all sectors, including in manufacturing and distribution, was highlighted;
- there is a need to grow a diverse and therefore resilient economy with multi-sector growth at specific facilities;
- there are a wide range of potential growth sectors, including R&D activity such as bio-renewables and diagnostics, but also traditional manufacturing which was seen as returning to York with changes to the global economy. The care, creative industries and construction sectors were also highlighted, and some felt

- that the role of the tourism and hospitality sector was underplayed, as well as the rural economy and potential for diversification;
- there is support for growth in areas with good public and general transport links, though some felt that development of satellite sites could minimise environmental impacts;
 - flexibility and deliverability are key. The need for early deliverable schemes as part of a wider portfolio of sites was highlighted, alongside the need for flexibility to meet a full range of market and employment demand over the plan period, including expansion of existing employers;
 - there are low levels of occupation at Poppleton Business Park and Clifton Moor;
 - bio renewable and the digital sector are key strengths in the York economy;
 - York is recognised as a European centre of excellence in diagnostics;
 - manufacturing in China is becoming expensive, as such there may be opportunities for businesses to re-locate to York;
 - the bio-science and digital sectors will be important to the city's future economy.
 - It is predicted that the care sector will grow reflecting the ageing population;
 - there is not enough quality office space within the city centre, and at least a central business hub is needed;
 - digital companies have a preference for city centre locations, but again, there is not sufficient space of the quality, size and type required; and
 - there should be more suitable space for the growth of indigenous companies.

Key Evidence Base

- City of York Economic and Retail Growth and Visioning Study (2013)
- Economic Baseline Report (2013)
- Employment Land Review Stage 2 (2009)
- Employment Land Review Stage 1 (2007)

Local Context

York is renowned for its historic environment, with the city's wealth of historic attractions proving the cornerstone of the city's visitor economy. The city grew as a major centre for the wool industry, and during the 19th Century its growth was based around the city becoming a hub within the national rail network as well as the growth of manufacturing, as well as developing a base of confectionary manufacturing. In more recent times, the city's economy has moved towards being based on a service industry including both tourism as well as knowledge-based industries. The city has a number of key sector strengths. These include: the healthcare and bioscience sectors, rail, environmental and bio-renewable technologies, IT and digital companies, creative industries and financial and professional services.

The higher and further education institutions in the city consistently position the city at the top of the city league tables in proportion of high level skills, generating 20,000 higher education students and 8,000 further education students each year, and generating a turnover of about £320 million per annum. They play an important role both in terms of being major employers in their own right and providing a skilled

labour pool of graduates to serve the city's science, technology and professional services industries.

The city is now one of the highest skilled cities in the UK and is the country's third fastest growing in population terms according to the Centre for Cities publication *Cities Outlook (2012)*. It was also classed as the most resilient in the UK in research undertaken during 2011 by Ekosgen, and is one of the UK's most attractive places to live and visit. In summary:

- the city economy now supports 110,000 jobs;
- York contributes £4bn of value to the national economy;
- the city attracts 7 million visitors per year;
- York tends to rank highly in various competitiveness indices – for example 6th out of 64 UK Cities based on indicators in the Huggins UK competitiveness Index;
- in York 29% of people are employed by the public sector (above average);
- it has lower than average enterprise and productivity which is 86% of the national average; and
- economic growth forecasts are modest in the short term - 0.75% GVA per annum by 2015 – but with the significant potential for much higher growth in the medium term to 2020 and longer term to 2030 according to recent forecasts by Oxford Economics.

Within the *York Economic Strategy 2011-15 (2011)*, ambitious targets are established for York to become a top five UK city and a top ten mid-sized European city. The Strategy sets the following vision for York:

Our economic vision is for the City of York to become an international and enterprising city, and in time, the most competitive city of its size, not only in the UK but globally, leading to increased growth in the overall economy and jobs.

Oxford Economic Forecasting (OEF) produced a series of projections for York for the period 2012 to 2030 as part of the *City of York Economic and Retail Growth and Visioning Study (2013)*. Three scenarios are provided in order to provide an indication of the scale of change involved under different circumstances.

- **The baseline scenario** - this involves OEF's assessment of global and national changes in the global economy, applied to the York level;
- **Scenario 1** - this is a sensitivity test to the baseline based on a higher level of migration, accompanied by a faster UK recovery from the current economic downturn; and
- **Scenario 2** – this represents a 'policy-on' scenario based on faster growth in the following sectors for York: advanced manufacturing, science and research, financial and professional services, and tourism and leisure.

Table 8.1: Forecast Employment Growth in York 2012 to 2030

Forecast Employment Growth 2012 to 2030					
Scenario		York Number	York %	Yorkshire and Humber	UK %
Baseline	Employment	+14,471	+ 13.0	+ 7.5	+ 8.7
Scenario 1 – Faster UK recovery	Employment	+20,197	+ 18.2	+ 12.4	+ 13.9
Scenario 2 – Faster Growth in Key York Sectors	Employment	+16,169	+ 14.5	+ 10.4	+10.9

Source: Oxford Economic Forecasting

Scenario 2 reflects the Council's ambitions as set out in the York Economic Strategy. It is also felt to be the most realistic in terms of reflecting the national economy. This option has therefore been adopted as the preferred strategy for the lifetime of this Plan. Table 8.2 translates the projected employment growth into floorspace requirements for the plan period.

Table 8.2: Scenario 2 – Floorspace Requirements

Use Type	Description	Floorspace requirement (Sq. m)	Commitments	Target (Sq. m)
B1a	Office	44,626	-2,052	46,678
B1b, B1c, B2, B8	R&D, Light Industrial, Storage and Distribution	89,180	1,342	87,838
Total		133,806		134,515
A1	Retail	69,504	28,725	40,779
D1/C2	Health and Social Care/Residential Care Homes	67,285	7,141	60,144
D2	Leisure	27,007	-	27,007
C1	Hotel	4,500	23,000	-18,800
A2	Financial & Professional	22,035	-	22,035
A3-A5	Food & Drink	4,131	1,855	2,276
D1	Arts, Entertainment and Recreation	12,153	-	12,153
Total		206,615	60,721	164,394

Site Selection

As part of our desire to generate development opportunities within the City of York, we wrote to and emailed nearly 2,000 contacts from our Local Plan and Strategic Housing Land Availability Assessment (SHLAA) database asking people to submit sites, which they thought had potential for development over the Plan period.

The consultation ran for six weeks in Autumn 2012 and generated around 300 individual site submissions from a variety of landowners, agents, developers and members of the public. These sites were then assessed along with others we previously knew about from the 2008 call for sites, SHLAA and Employment Land Review, which were not resubmitted as well as outstanding planning permissions. In total, we considered 734 parcels of land.

As part of determining the most sustainable site allocations the sites were subject to a sustainable location assessment which is presented in the Sustainability Appraisal (SA) and the Call for Sites Technical Paper. This has enabled the site selection, SA process and evidence base to be iterative. The first stage was the consideration of environmental assets (including functional flood plain, historic character and setting, nature conservation and green infrastructure), open space retention and protection of greenfield land in areas of high flood risk. The next stage of the process was to assess the remaining sites in terms of their access to high quality (frequency) sustainable transport.

Preferred Approach

Policy EMP1: Strategic Employment Locations

- i. The Council will support development proposals in appropriate highly accessible locations, which attract commercial investment, maintain economic competitiveness and provide employment opportunities for the local community.
- ii. In order to encourage economic development and promote a competitive local economy, the Local Plan will make appropriate provision to allow the city to reach its economic growth aspirations as set out in Table 8.2.
- iii. The following employment locations are priority areas for development or redevelopment and infrastructure funding to support growth in key economic sectors:
 - York City Centre: the priority will be retail, office, tourism, hotel, recreation and leisure, and other commercial development which benefit from an accessible location.
 - York Central: the priority will be high quality office.
 - Monk Cross: the priority will be office.
 - Northminster Business Park: the priority will be Research and Development (R&D), light industrial, and storage and distribution.
 - York Business Park: the priority will be R&D, light industrial, storage and distribution.
 - Terrys: the priority will be office and hotel.
 - Clifton Moor: the priority will be the redevelopment of the existing office, light industrial, industrial and storage and distribution provision.
 - Naburn Designer Outlet: the priority will be leisure uses.

- iv. The economic role of York's higher and further education institutions are recognised both in terms of direct employment and through facilitating growth in the R&D (Science City Sector). This includes up to 25ha of land identified as a part of the planning consent for the University of York Heslington East Campus.

Policy EMP2: Provision of Employment Land

Provision for employment development during the period 2015–2030 will be made broadly as follows:

- i. Within the Strategic Employment Locations:

Office (B1a):

- **York Central ST5:** (80,000sq.m/3.33ha)
- **Monks Cross North ST18:** (100,000sq.m/12.74ha)
- **Terrys ST16:** (22,250sq.m/2.8ha)
- **York City Centre E1:** Hungate (12,000sq.m/1.51ha)
- **Monks Cross E2:** Land North of Monks Cross Drive (3,000sq.m/0.4ha)

The Land identified at York Central and Monk Cross will provide a sufficient supply and qualitative choice of B1a (Office) for the proposed duration of the Green Belt (2040).

Research & Development (R&D), light industrial, storage and distribution (B1b/B1c/B2/B8):

- **Northminster Business Park ST19:** (60,000sq.m/15ha)
- **York Business Park E12:** Land at York Business Park (3,300sq.m/0.8ha)
- **York Business Park E13:** End of Great North Way (10,150sq.m/2.5ha)
- **York Business Park E14:** Site to the south of York Business Park (820sq.m/0.2ha)

Retail (A1):

- **York City Centre ST20:** Castle Piccadilly (25,000sq.m net)

Leisure (D2):

- **Naburn Designer Outlet ST21:** (12,000sq.m) – where it can be demonstrated that there would not be a detrimental impact on the city centre's vitality and viability.

- ii. In other locations:

Office (B1a):

- **Ford Garage, Jockey Lane E3:**(13,300sq.m/1.67ha)

R&D, light industrial, storage and distribution (B1b/B1c/B2/B8):

- **Land at Layerthorpe and James Street E4:** Land at Layerthorpe (900sq.m/0.2ha)
- **Land at Layerthorpe and James Street E5:** Sites at James Street (900sq.m/0.2ha)
- **Common Lane, Dunnington E6:** (3,600sq.m/0.9ha)
- **Wheldrake Industrial Estate E7:** (2,050sq.m/0.5ha)
- **Wheldrake Industrial Estate E8:** (1,800sq.m/0.45ha)
- **Elvington Industrial Estate E9:** (3,980sq.m/1ha)
- **Chessingham Park, Dunnington E10:** (950sq.m/0.24ha)
- **Annamine Nurseries, Jockey Lane E11:** (4,150sq.m/1ha)

iii. The City Centre will remain the focus for main town centre uses¹ (unless identified above). Proposals for main town centre uses for non City Centre locations will only be considered acceptable where it can be demonstrated that they would not have a detrimental impact on the city centre's vitality and viability and the sustainable transport principles of the Plan can be met.

Policy EMP3: Economic Growth in the Health and Social Care Sectors

The provision for economic growth in the health and social care (C2/D1) sectors will be met as follows:

- any necessary expansion of York District Hospital on its existing site;
- new or expanded existing health centres and clinics to be provided in conjunction with Strategic Sites comprising an element of housing and the proposed Community Stadium at Monks Cross;
- new treatment / diagnostic centres to be provided on sites identified for B use classes subject to the adequate demonstration of need; and
- the provision for residential care homes (C2) on proposed housing allocations subject to the adequate demonstration of need.

Policy EMP4: Loss of Employment Land

In determining applications for non employment uses which involve the loss of land and/or buildings which are either identified, currently used or were last used for industrial, business, office or other employment uses, developers will be required to provide a statement to the satisfaction of the Council demonstrating that:

¹ **Main town centre uses as defined by the NPPF:** Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

- there is no need for the site to be retained for employment purposes either in qualitative or quantitative terms and it is therefore redundant;
- there is a clear need for the proposed land use(s) in this locality;
- there are no suitable alternative sites; within the locality, to meet the identified need of the proposed development; and
- the proposed redevelopment would not compromise the primary employment function of the locality or the operations of neighbouring users.

Policy EMP5: Business and Industrial Uses within Residential Areas

Proposals for new or to extend or change the use of existing business and industrial premises within residential areas will only be permitted where they will not significantly harm the amenity of the surrounding area.

Where appropriate, improvements will be sought which enable:

- (a) harmful uses within the site to be relocated or removed altogether;
- (b) the appearance of existing buildings to be improved;
- (c) boundary screening to be provided or improved; and
- (d) site layout and access to be altered.

Planning conditions or legal agreements will be used, where appropriate, to ensure that any improvements are implemented before the new development is brought into use.

- 8.1 With regard to commercial premises, the attraction and expansion of high growth and medium sized companies in key sectors will require a range of high quality business premises/locations capable of competing with other employment Centres. The Local Plan Policies EMP1, EMP2, and EMP3 above aim to do this to allow York's economic growth aspirations to be realised.
- 8.2 York City Centre is the economic, social and cultural heart of York. It is vital to the future economic success of the wider city. *The Economic Baseline (2013)* recognises that York's ability to attract and retain investment into the city and support business expansion is in part dependent on ensuring the availability and suitability of land and importantly, to maintain the balance between historic city, and new economy.
- 8.3 The Local Plan recognises this need and will support investment to deliver this requirement, together with facilitating new commercial development proposals at Castle Piccadilly, Hungate and a new urban quarter as part of the York Central Strategic Allocation to ensure a portfolio of opportunity sites capable of securing large employer requirements in a central, sustainable location.
- 8.4 Nationally, the higher and further education sectors have a pivotal role in ensuring the country's economic competitiveness. The University of York, York St. John University, the Hull York Medical School, the College of Law and Askham Bryan College of Agriculture and Horticulture together have made York a nationally and internationally renowned centre for higher and further education. This is

complemented by the further and higher education role of York College. They provide a wide range of employment opportunities across a number of occupations in addition to contributing to the development of the Science City knowledge based sector. The Local Plan will help support the continued success of the city's further and higher education institutions. This will comprise development and redevelopment at their current sites.

- 8.5 Outside the city centre the land needed for commercial and business uses will be met through development opportunities at existing employment locations as set out at Policy EMP1. This will include the delivery of development in the Monks Cross area, within the remaining development plots at York Business Park, new development plots at Northminster Business Park and additional land specifically for leisure based uses at the Naburn Designer Outlet. In addition, Clifton Moor is recognised as offering opportunities for redevelopment. Whilst not providing any significant net gain to the overall supply of employment land this should allow flexibility for this area to adapt to reflect the City's economic needs. Other smaller scale sites are also identified.
- 8.6 Permission was granted in May 2012 for the York Community Stadium at Monks Cross. The stadium will provide a new home for both of York's professional sports teams, York City Football Club and York City Knights RLFC. The new stadium will also provide facilities and opportunities for the wider community such as the existing swimming pool and gym. A new community hub building will include new facilities such as an Explore Learning Centre, the York St John Institute for Sport and Wellbeing, outpatient facilities for the York Teaching Hospital NHS Foundation Trust and a new Independent Living Assessment Centre.
- 8.7 Given the importance of maintaining a portfolio of employment sites, Policy EMP4 aims to ensure that land is not lost that is necessary for York's future economic success. The importance of maintaining a critical mass of employment uses to ensure effective public transport provision is also recognised. Policy EMP5 aims to ensure that where extensions to or new business and industrial premises are proposed in residential areas, the amenity of these residential areas is protected. Policy EMP5 should be applied in conjunction with Policy EP2 'Managing Environmental Nuisance'. For more information on the Plan's approach to environmental protection please see Section 21 'Environmental Protection'.

Policy Links

- Section 6 'York City Centre'
- Section 7 'York Central'
- Section 9 'Retail'
- Section 14 'Education, Skills and Training'
- Section 15 'Universities'
- Section 16 'Design and the Historic Environment'
- Section 20 'Climate Change'
- Section 23 'Transport'
- Section 25 'Infrastructure and Developer Contributions'

Alternatives

Employment Growth

1. The baseline scenario - this involves Oxford Economic Forecasting's assessment of global and national changes in the economy, applied to the York level – 14,471 additional jobs
2. **Scenario 2 – this represents a 'policy-on' scenario based on faster growth in the following sectors for York: advanced manufacturing, science and research, financial and professional services, and tourism and leisure – 16,169 additional jobs (this is our preferred approach)**

Employment Sites

Alternative sites could be selected for the provision of employment land based on the sites that were submitted through the Call for Sites or alternative options put forward through this consultation process.

Economic Growth in the Health and Social Care Sectors

1. Rely on the National Planning Policy Framework (NPPF) to guide health and social care related employment growth
2. **Provide generic local criteria to guide economic growth in the health and social care sectors (this is our preferred approach)**
3. Provide detailed allocations for economic growth in health and social care sectors

Loss of Employment Land

1. Rely on NPPF to protect existing employment sites
2. Do not protect existing employment sites
3. **Provide local level criteria to protect existing employment sites (this is our preferred approach)**

Business and Industrial Uses within Residential Areas

1. Rely on NPPF to control business and industrial uses within residential areas.
2. **Provide local level criteria to control business and industrial uses within residential areas (this is our preferred approach)**

Question 8.1 This is our preferred approach to the Economy do you think this is appropriate or should one of the alternatives or a different approach be taken?

Section 9: Retail

National Planning Policy Framework

National Guidance says that:

- policies should positively promote competitive town centres, recognising that town centres are the heart of their communities;
- policies should support the vitality and viability of the centre, allocating a range of sites for main town centre uses to meet the scale and type of retail, ensuring that these requirements are met in full;
- Local Planning Authorities should define a network and hierarchy of centres that is resilient to anticipated future economic changes (paragraph 23);
- if sufficient in or edge of centre sites cannot be identified, policies for meeting the identified needs in other accessible locations that are well connected to the town centre should be referred to (paragraph 23);
- the role and functions of town centres and relationships between them, including any trends and the centres capacity to accommodate new town centre development should be defined (paragraph 161);
- Town Centre includes city centres, district centres and local centres, but excludes small parade of shops of purely neighbourhood significance (Annex 2); and
- Local authorities should seek to improve the quality of parking in town centres, ensuring that parking charges do not undermine the vitality of town centres (paragraph 40).

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- there is disagreement as to whether we should pursue a policy of retail growth, with some supporting an increased market share for the city to enable it to compete effectively in the sub-region. Others objected to retail growth, rejecting the need to strengthen York's sub-regional shopping role and highlighting concerns about impacts on the city connected to its historic character and traffic constraints;
- York should focus on its unique character, protection of the diversity of shops, providing for local need (for example for a large department store) and qualitative aspects more than growth per se;
- the City Centre, and extensions to it, (including the Stonebow Area and Castle Piccadilly) should be the priority location for new retail development and its viability should not be undermined by out of centre proposals. Concern has been raised about the impact of the community stadium related retail development on the city centre and the retail objectives and policy approach in general;
- there is support for a sequential approach to retail development;
- there is concern about the delivery and viability of specific retail schemes, including Castle Piccadilly and York Central citing infrastructure costs, market conditions and land assembly issues, and what the strategy would be if they cannot be delivered. It has been argued that growth should be directed to out of centre retail locations including Monks Cross and Clifton Moor;

- there is support for more food stores in the city centre and the provision of local convenience shops in existing district and local shopping centres;
- we should identify more District Centres;
- there is a need to improve the quality of the streetscape of the City Centre; and
- improve the experience of walking around the City Centre, including to and from key car parking sites.

Key Evidence Base

- City of York Economic and Retail Growth and Visioning Study (2013)
- Retail Supporting Paper (2011)
- York Retail Study (2008)

Local Context

The City of York as a whole has an extensive and diverse array of retail facilities, comprising of stores within the City Centre, two district centres, shopping and retail warehouse parks, a factory outlet centre and a collection of smaller local and neighbourhood/village centres together with free-standing food and retail warehouse stores.

York is considered to be a Regional Centre and geographically sits centrally to a large rural catchment area. Leeds lies about 25 miles to the west and is the main commercial centre for Yorkshire. Middlesbrough is the main centre to the north, about 50 miles distant. Hull is some 40 miles to the south east and Sheffield is about 60 miles to the south. There are smaller towns in the catchment area such as Harrogate, Tadcaster, Selby and Thirsk.

Its geography results in York being a dominant centre for its immediate catchment area, given the distances involved in travelling to and from the other main centres. However as a major tourist and visitor destination, due to its heritage and cultural offer in particular, York draws spend from well beyond its primary catchment area.

As such York provides a 'multi-layered' retail offer, fulfilling the following roles:

- a day to day convenience shopping roles for the resident and worker population (i.e. the City and its hinterland population, long-stay visitors, students and in-commuters);
- a general comparison shopping role for the resident and worker population, primarily delivered through the national multiples in the City Centre and out of centre stores at Monks Cross and Clifton Moor;
- a specialist retail role which also has a wider regional draw, through the variety of specialist and independent shops on offer particularly in the City Centre, district centres and also at the York Designer Outlet; and
- the leisure-orientated role which has a regional, national and international draw, primarily to the City Centre, its cultural, heritage and leisure attractions and its food and drink offer with spin off retail expenditure from day visitors and short stay visitors.

York City Centre

The City Centre is an attractive and vibrant retail destination with considerable historic and architectural heritage, which benefits the tourism industry. Within the City Centre there is a good range of multiples, department stores and a strong representation of specialist and independent retailers.

The health of city centre retail has been resilient through the recent recession although its market share has remained static at around 21% of the catchment area for comparison goods whilst the market share of out of town centres such as Monks Cross and Clifton Moor has increased and there are concerns over signs of change within the Centre especially on more peripheral streets. A summary of the key findings from the recent Baseline Audit / Health Check undertaken as part of the *City of York Economic and Retail Growth and Visioning Study (2013)* are follows:

- the diversity of the City Centre is strong, with a good department store offer (albeit certain stores are constrained). The specialist and multiple retailer offers are strong, enhanced by recent newcomers into the market. There is still a deficiency of large footplate stores;
- the last major development within the centre was over 25 years ago (Coppergate Centre), recent changes are of a small scale through redevelopment of existing units or change of use;
- the market share of York City Centre for comparison goods has steadily decreased since 2004 from previous levels of circa 31% in the 2004 York Retail Study to circa 21% in 2010 whilst at the same time the market share of out of town destinations including Monks Cross and Clifton Moor has increased;
- there is still demand for space in the City Centre, many of the large stores which have been vacated (some through company failures) have been re-occupied and vacancy rates remain below the national average;
- the footfall with the City Centre has declined from 2011 to 2012;
- the City Centre is an attractive place to shop and visit however there are weaknesses in certain areas and some areas are poor perceived; and
- there are also higher vacancy rates in parts of the City Centre particularly on secondary streets such as Micklegate, Walmgate, Gillygate and Goodramgate.

The recent approval of floorspace at Monks Cross of circa 22,000 m² of floorspace across three units for John Lewis, Marks and Spencer's and Next, will significantly enhance the competition to the City Centre from existing out of centre locations. In addition, recently completed developments in other centres within the region such as Trinity in Leeds and other schemes in the pipeline as well as further pressure on in-centre sales from online and multi-channel retailing requires that support should be given to the City Centre in order to improve, grow and maintain its offer in order to attract visitors, residents, businesses and investment in the centre.

Out of Centre Retail

York has a number of out of centre retail destinations which perform a sub regional role and a number of supermarkets which are also in out of centre locations. Retail warehouse provision is generally located on the periphery of the city but within the outer ring road, particularly around the Clifton Moor and Monks Cross areas to the north of the city.

Clifton Moor at 377,000 sq ft (35,432 m²) is one of the largest retail parks in the country (Promis, 2011). It comprises three phases: the western part (phase 3) includes stores for Argos, Comet, Currys, JJB Sports, Maplin, Mothercare and ToysRUs. The central phase (phase 1) is dominated by the Tesco Extra food store with adjoining units including JYSK, Pets at Home, Wilkinsons and Wickes and smaller units for Boots, Costa Coffee and Co-Op Travel. The eastern phase (phase 2) includes a variety of fashion and general household stores such as Brantano, Home Bargains and Matalan along with more traditional retail warehouse operations such as Dunelm Mill and Harveys.

Monks Cross Shopping Park is circa 290,000 sq ft (26,942 m²) in size (Promis, 2011) and includes a variety of 'high street' fascias including BhS, Boots, Debenhams, H&M hennes, Marks and Spencer, Monsoon, Next, WHSmith and a number of Arcadia fascias. Food store provision includes a Marks and Spencer Simply Food within the main shopping park along with a free standing ASDA superstore, Sainsbury's superstore and an Aldi. There is also a TK Maxx, Argos Extra and a number of free standing retail warehouses such as The Range, Magnet and Rodgers.

To the east of the City Centre the Foss Islands area includes a variety of retail warehouse units including in a retail park terrace format stores for Homebase, Kitchenhaus, Home Sense and Pets at Home. There are also units for Staples, Topps Tiles and Go Outdoors in the Foss Islands/Layerthorpe area along with food stores including a Morrison's, Sainsbury's, Waitrose and ASDA.

The York Designer Outlet is to the south of the city and includes around 300,000 sq ft (27,871 m²) of comparison retail floorspace (Promis, 2011) in the form of a covered mall. It provides a modern, purpose built shopping experience with outlets for a range of national names as well as up-market fashion outlets including Armani, Paul Smith and Ralph Lauren.

York is estimated to have 1,084,000 sq ft (100,707 m²) of superstore and supermarket floorspace and large food store provision in York is generally concentrated in out of centre locations with the exception of the Morrison's store at Acomb District Centre. There are various food stores in the Foss Islands/Layerthorpe area as referenced above which can be considered to be out of centre in NPPF terms but they have some edge of centre characteristics given they are within reasonable proximity of the City Centre. All of the main food store operators are represented within the City. ASDA have a superstore at Monks Cross and have a smaller supermarket on Layerthorpe (formerly Netto). Sainsbury's have two large stores at Monks Cross and Foss Bank together with a number of Sainsburys Local stores across the York area. Tesco also have two large stores at Clifton Moor and Askham Bar together with a number of Express format stores in the City Centre and wider York area. Waitrose are represented at Foss Islands. Marks and Spencer have a Simply Food store at Monks Cross and a food hall within the City Centre Parliament Street store. Morrison's have two stores, at Foss Islands and Acomb District Centre. Aldi have stores at Monks Cross and Fulford Road and Lidl have a free standing store on Thanet Road in Acomb.

Out of centre floorspace now exceeds that contained within the City Centre and it is important to promote the City Centre and restrict developments in out of centre locations particularly given the City Centre's competitive disadvantages in terms of accessibility, parking costs, often constrained floorplates and higher operating costs. This will enhance the vitality and viability of the Centre and promote the City Centre for investment.

Preferred Approach

Policy R1: Retail Hierarchy

The vitality and viability of the City Centre, district and local centres will be maintained and enhanced. The existing network will form the focal point for uses, services, and facilities serving the surrounding population. The scale, character and role of the centres defines their position within the hierarchy the network of centres within the district is as follows:

- York City Centre;
- district centres – Acomb and Haxby;
- local centres (inc. village centres) – as identified on the proposals map (including existing centres and proposed new local centres as part of the Strategic Allocations)

In order to safeguard and enhance the established retail hierarchy any additional out of centre provision will be subject to the requirements set out in policy R4.

Main town centre uses will be directed to the City, district and local centres defined in this policy and in accordance with other Local Plan policies in relation to specific uses.

In addition to these main centres identified above we will seek to protect and enhance neighbourhood centres and parades of shops where they contribute to sustainable communities.

Policy R2: District Centres, Local Centres and Neighbourhood Parades

For development proposals within or on the edge of district centres (Acomb and Haxby), local centres (inc. village centres and the proposed new local centres as part of strategic allocations) and neighbourhood parades (as identified on the proposals map) the Local Planning Authority will have regard to enhancing the function, vitality and viability of the centres. Development will be considered acceptable in principle providing that it:

- consolidates, maintains or improves upon the function, vitality and viability of the centre in relation to its retail, cultural and community facilities;

- is of an appropriate scale and nature to the existing centre and the retail hierarchy, maintains or enhances the character and environmental quality of the centre;
- contributes positively to the range of services on offer; and
- does not have a significant detrimental impact upon local residents or the historic and natural environment.

Development proposals within, or outside of, the centres that would result in a detrimental impact on the continued or future function, vitality and viability of a centre will be resisted.

- 9.1 District centres, local centres and neighbourhood parades help to meet the day to day shopping needs of local residents and are sustainable places for growth. New development within these centres will be supported by the allocation of the centres and defining of existing areas of main town centre uses. Management of centres, their public spaces and buildings can contribute to providing accessible facilities as the population grows older.
- 9.2 A centre's status within the retail hierarchy will be determined by a number of factors, these include floorspace, number, size and type of shops, the provision of non-retail facilities, characteristics of the centre, catchment area and proximity to other centres.
- 9.3 National policy requires that the vitality and viability of existing centres is sustained and enhanced and that local authorities wherever possible plan for new development within them having regard to the role and needs of their catchments.
- 9.4 York has a number of large out of town developments and supermarkets which have the potential to impact upon the role and function of these centres. In addition, on-line shopping in recent years has become more popular and more convenient for customers, therefore it is important that the experience and quality of the shopping in district, local and neighbourhood centres is enhanced and maintained in order fulfil their role.
- 9.5 It is anticipated that local convenience and retail provision will be required to support the provision for local day to day shopping needs to support the development of new local centres within some of the strategic allocations including ST1: British Sugar/Manor School, ST5: York Central, ST7: Land to the East of Metcalfe Lane, ST14: Land North of Clifton Moor and ST15: Holme Hill New Settlement. Applications will be subject to detailed impact assessment.

Acomb

- 9.6 Acomb district centre comprises approximately 100 units and provides a wide variety of uses. The centre has a good convenience provision, including a Morrison's which offers a main food shopping destination within the centre. There is a good provision of both off and on street parking within Acomb. The centre provides for a wide catchment area outside the City Centre. Overall Acomb is a centre that has a good mix of uses with a good representation of shops and other local services however, the centre does have a high representation of uses such as betting shops, hairdressers, opticians and charity shops which is reducing the critical mass of

comparison shopping in the centre. Acomb also has higher vacancy rates than Haxby district centre or York City Centre.

- 9.7 Opportunities to enhance the centre should be supported and its vitality and viability as a centre should continue to be monitored. Expansion of out of centre facilities will impact further upon the potential market share and function of the centre and should be carefully considered. The centre is surrounded by residential development and there is limited potential for large scale expansion of the centre but small scale opportunities to enhance the centre should be supported.

Haxby

- 9.8 Haxby District Centre comprises approximately 60 units, with a variety of uses including specialist shops. The centre lacks a large supermarket and the Retail Study (2008) illustrates that the centre does not provide a main food shopping destination due to the close proximity of large out of centre superstores at Monks Cross and Clifton Moor. Expansion of out of centre facilities will impact upon the potential market share and function of the centre. The centre is surrounded by residential development and there is limited potential for large scale expansion of the centre however, opportunities to enhance the centre should be supported.

Local Centres

- 9.9 There are also a number of large shopping parades within village centres and within the main urban area as identified on the proposals map. These centres provide an essential facility for many residents of the city providing local services in sustainable locations. These centres make a major contribution to the sustainability and cohesion of the communities and neighbourhoods. Opportunities to maintain and enhance existing local centres will be supported and the provision of additional local centres to enhance the sustainability of new communities and strategic allocations will be supported subject to detailed retail impact assessment during the planning applications.

Neighbourhood Centre and Parades

- 9.10 Within the district there are a number of neighbourhood centres and local parades of shops. These shops fulfil a vital need for many residents without access to a car or who are reluctant to travel to the larger centres. Neighbourhood centres can provide local services in sustainable locations, such as convenience, hairdressers and cafes and these cater for different communities. These centres make a major contribution to the sustainability and cohesion of the communities and neighbourhoods.

Policy R3: York City Centre Retail

The Local Plan will support and enhance the vitality and viability of the City Centre, with the Primary Shopping Area (PSA) as shown on the proposals map and allocated sites providing the primary focus for new retail floorspace. New floorspace and support for existing retailers will be achieved through:

- the allocation of Castle Piccadilly (ST20) will be promoted for main town centre uses to support and enhance the offer within the PSA;
- Additional retail provision on key edge of centre frontages in Hungate and the Stonebow Area will be supported;
- the reuse and development of existing units (subject to historic building and conservation constraints) to create additional floorspace and enable existing retailers to adapt to social and economic trends;
- ensuring the efficient use of land and buildings and support and provision of managed changes in the PSA to concentrate retailer uses towards prime areas within the PSA;
- support Newgate Market and occasional / festival markets in York;
- manage the provision of parking and public transport within the city to ensure that it supports the vitality of the centre;
- improving the quality and appearance of the City Centre, through the provision of improvements to public realm and City Centre management of areas within the City Centre;

Proposals for main town centre uses will be directed sequentially to the PSA and subsequently to the wider City Centre as a whole. Within the PSA A1 (retail) uses will be supported as the predominant use. A2/A3/A4/A5 uses will only be permitted provided that they contribute to the vitality and viability of the PSA. Ensuring that food, drink and entertainment uses as part of a vibrant evening economy do not have a detrimental impact upon the overall offer and upon resident amenity.

Proposals that would contribute to the evening economy will be permitted provided they contribute to the vitality and viability of the PSA and accord with this and other relevant policies in the Plan.

The provision of local scale retail will be supported at York Central in accordance with policy YC1 in order to support the wider City Centre and as part of a large strategic mixed use site. Proposals for main town centre uses on York Central will be subject to an impact and sequential assessment.

- 9.11 In accordance with the NPPF, the focus for major new retail development and investment will be the City Centre. The continued success of the City Centre is important to the continued economic success of York and the wider region.
- 9.12 The market share of the City Centre has been gradually declining since 2000 and further out of centre developments and developments in neighbouring regional centres are likely to have a further impact upon this market share and reduce the overall vitality and viability of the centre. The Policy seeks to support the City Centre retailing offer and enhance / maintain its market share and ensure that the City Centre remains its primary retail destination as part of its multi layered offer.
- 9.13 Given the historic, compact and constrained nature of the City Centre positive support is given to landlords and retailers who wish to adapt their units or redevelop areas within the City Centre, where the development does not have a significant impact upon the heritage or environment of the City Centre.

- 9.14 In addition to supporting retailers and traders within the centre the Council has undertaken a programme to address deficiencies in the public realm and highways through the Reinvigorate York programme.
- 9.15 The Retail Study (2008) and the Core Strategy *Retail Supporting Paper (2011)* identified the need for more food store provision in the City Centre and the *City of York Economic and Retail Growth and Visioning Study (2013)* identifies that the food and grocery sector is expected to continue to grow over the plan period. Much of the food and grocery offer in the City Centre caters for the occasional offer such as bakeries and others which cater for the tourism and visitor trade. Recently larger convenience stores have entered the City Centre including three Tesco stores and an enhanced Sainsbury's Local store and this increased provision has brought York more in line with other regional centres and the national average and will help to provide for the day to day shopping needs of residents, visitors and workers.
- 9.16 Based on the work undertaken as part of the City of York Economic and Retail Growth and Visioning Study(2013) there is a requirement identified for new floorspace in the City Centre in the medium term (to 2020) anticipated to be 15,000 m², rising to between 35,000 m² and 55,000 m² over the plan period (to 2030). A further detailed assessment of the retail capacity will be undertaken before the Local Plan is submitted for examination. It should be noted that projections of future floorspace capacity should not be treated as specific targets, but a broad guide to future capacity based on the best information available in what is a rapidly changing retail picture.
- 9.17 The amount of retail floorspace in out of centre destinations will not be expanded significantly (in accordance with Policy R4: Out of Centre Retailing) in order to maintain the role and market share of the City Centre. Any proposals for additional floorspace, or the introduction of different types of retail, will be subject to detailed sequential and impact assessments in accordance with the NPPF and the requirements of the retail hierarchy (Policy R1: Retail Hierarchy) and will primarily be focused on providing local convenience and local service provision for strategic development sites .

Developments

- 9.18 Castle Piccadilly represents the primary opportunity to provide a City Centre development (including further comparison floorspace) and it is anticipated that the site could accommodate up to 25,000 m² of net floorspace subject to detailed design work. Development of sites which occupy an edge of centre location for main town centre uses will be supported including the Hungate and Stonebow area.
- 9.19 Further redevelopment and efficient re-use of floorspace within the Centre will be encouraged. This will be managed in order to enhance the character and historic nature of the built and natural environment, through the location and design of buildings and associated spaces.
- 9.20 York Central as part of the wider regeneration of the Site (Policy YC1:York Central Special Policy Area) provides an opportunity to accommodate local scale retail floorspace as part of a vibrant mixed use community. In retail terms York Central is

out of centre but is sustainably located and the southern part of the site is well connected to the City Centre as a whole. The type and quantity of retail on the York Central site will be informed by the health and market share of the City Centre, impact (retail and traffic impact) and sequential considerations at the time of application and would be subject to a detailed retail assessment.

Markets

- 9.21 Newgate Market provides over 100 permanent pitches in the heart of York, the markets can provide a mechanism for new retailers to enter the market and offers additional diversity (both in convenience and comparison offering) to the existing retail provision within the City Centre. Permanent market provision within York is enhanced by monthly farmers markets and special occasion / festival markets. The markets in York provide a valuable contribution to the City and added diversity to the retail offering.

Policy R4: Out of Centre Retailing

The City contains several out of centre retailing destinations, some of which provide a wider role within the catchment. These are Monks Cross, the Designer Outlet and Clifton Moor as well as other free standing retail warehouses. The creation of further floorspace or changes to the type of retail at these locations will only be permitted if the proposal is small in nature (less than 200 m²) and will not impact upon the city centre vitality and viability

All retail (convenience and comparison) over 100 m² in out of centre locations will be required to be supported by an impact and sequential assessment.

- 9.22 York has a number of out of centre retail destinations which perform a sub-regional role. Expansion of the destinations should be resisted in order to support growth and investment into the City Centre in accordance with the NPPF.
- 9.23 Further expansion in out of centre facilities has the potential to undermine the viability, occupier interest and investment in the City Centre developments.
- 9.24 Monks Cross shopping park is located to the north of the City on the Outer Ring Road; the shopping park consists of a number of high street retailers, two large supermarkets, a number of retail warehouses, restaurants and cafes and a leisure centre and Stadium. Surrounding the shopping park is further retail warehouses, trade counters, car showrooms, business and offices, and industrial areas. In 2012 a further development involving the redevelopment of the Stadium and a large scale retail development were permitted to the south of the existing shopping park.
- 9.25 The development consists of circa 22,000 m² of retail floorspace which will provide a John Lewis store, flagship Marks and Spencer's and a Next along with additional restaurants and kiosks and will increase the provision and offer of the wider Monks Cross shopping park significantly. This expansion will have an adverse impact upon the trade and turnover of the City Centre and also absorb a substantial proportion of retail floorspace growth within the Plan period. Particular care will be taken in looking at any applications for further expansion of out of centre retail destinations to ensure

that the mix, type and size of units does not further undermine the City Centre or the provision of further retail floorspace within the City Centre.

- 9.26 Clifton Moor Retail Park is located to the north of the City on the Outer Ring Road; the park consists of a large supermarket, a number of retail warehouses, trade counters, restaurants, fast food outlets, multiplex cinema, and leisure club. Surrounding the park there are a number of office and industrial units.
- 9.27 The Designer Outlet, situated to the south of the City on the A64 / A19 interchange provides a covered shopping centre with over 100 units offering a range of discounted designer and high street stores.
- 9.28 These out of centre developments provide economic benefits to the wider City. However, their expansion has the potential to undermine the roles and functions of the City Centre, District and Local Centres and has the potential to have significant detrimental impact upon the vitality and viability of these centres.
- 9.29 Sui-generis and uses such as bulky goods (non-food), Car showrooms and Trade counters (associated with manufacturing or storage premises) may be appropriate in out of centre locations, but will still be subject to impact and sequential testing in line the above policy.
- 9.30 Additional retail floorspace growth as supported by population expenditure resulting from the Market Share of out of centre facilities should be focussed in accordance with the NPPF towards the City Centre and in accordance with policy R3 – York City Centre.

Policy Links

- Section 6 'York City Centre'
- Section 8 'Economy'
- Section 13 'Community Facilities'
- Section 16 'Design and the Historic Environment'
- Section 25 'Infrastructure and Developer Contributions'

Alternatives

Retail Hierarchy

1. **Retain existing retail centre hierarchy (City Centre, district and local centres) (this is our preferred approach)**
2. Review retail centre hierarchy to include Monks Cross and Clifton Moor (Please note that defined centres need to have a more than neighbourhood significance).

Retail Centres

Issue 1

1. Rely on National Planning Policy Framework (NPPF) policies to guide retail development

2. Provide local level policy to guide retail development in retail centres / out of town centres (this is our preferred approach)

Issue 2

1. Rely on NPPF policies to protect the vitality and viability of retail centres
- 2. Provide local level policy that protects retail centres' function, vitality and viability (this is our preferred approach)**

Issue 3

1. Provide local level policy that permits development of out of centre retail if the development would not undermine the existing, committed or planned investment into centres within the retail hierarchy, the development can not be accommodated (either in whole or disaggregated) to more sequentially preferable sites, a business case can be demonstrated for the provision of additional floorspace or the development would provide additional economic benefits to the City as a whole without undermining the role and function of the City Centre.
- 2. Provide local level policy that restricts development of out of town centre retail to small scale expansion (less than 200 sq m) (this is our preferred approach)**

Question 9.1 This is our preferred approach to Retail do you think this is appropriate or should one of the alternatives or a different approach be taken?



This section looks at where new houses should be built and what type and size they should be. It also looks at wider community issues and what type of development is needed to build strong communities.

BUILD STRONG COMMUNITIES

Section 10: Housing Growth and Distribution

National Planning Policy Framework

National Guidance says that:

- Local Planning Authorities (LPAs) should positively seek to meet the development needs of their area (Paragraph 14);
- Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework as a whole; or specific policies in the Framework indicate development should be restricted (Paragraph 14);
- to boost significantly the supply of housing, LPAs should:
 - use their evidence base to ensure that the Local Plan meets the full, objectively assessed needs for market and affordable housing, including identifying sites which are critical to the delivery of the housing strategy over the plan period;
 - identify and update annually a supply of specific deliverable¹ sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, LPAs should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land;
 - identify a supply of specific, developable² sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15;
 - for market and affordable housing, illustrate the expected rate of housing delivery through a housing trajectory for the plan period and set out a housing implementation strategy for the full range of housing describing how they will maintain a five year supply of housing land to meet their housing target; and
 - set out their own approach to housing density to reflect local circumstances (Paragraph 47);
- LPAs may make an allowance for windfalls sites in the five year supply if they have compelling evidence that such sites have consistently become available in the local area and will continue to provide a reliable source of supply. Any allowance should be realistic having regard to the Strategic Housing Land Availability Assessment, historic windfall delivery rates and expected future trends, and should not include residential gardens (Paragraph 48);

¹ To be considered deliverable. Sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on this site within five years and in particular that development of the site is viable. Sites with planning permission should be considered deliverable until permission expires, unless there is clear evidence that schemes will not be implemented within five years, for example they will not be viable, there is no longer a demand for the type of units or sites have long term phasing plans.

² To be considered developable, sites should be in a suitable location for housing development and there should be a realistic prospect that the site is available and could be viably developed at the point envisaged.

- the supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities. LPA's should consider whether such opportunities provide the best way of achieving sustainable communities and should consider whether it is appropriate to establish Green Belt around or adjoining any such new development (Paragraph 51);
- each LPA should ensure that the Local Plan is based on adequate, up to date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. They should also ensure that their assessment of and strategies for housing, employment and other uses are integrated, and that they take full account of relevant market and economic signals (Paragraph 158);
- LPAs should have a clear understanding of housing needs in their area. They should prepare a Strategic Housing Market Assessment (SHMA) to assess their full housing needs, working with neighbouring authorities where housing market areas cross administrative boundaries. The SHMA should identify the scale and mix of housing and the range of tenures that the local population is likely to need over the plan period which:
 - meets household and population projections, taking account of migration and demographic changes;
 - addresses the need for all types of housing, including affordable housing and the needs of different groups in the community; and
 - caters for housing demand (paragraph 159);
- plans should be deliverable. Therefore the sites and the scale of development identified should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing landowner and willing developer to enable the development to be deliverable (Paragraph 173); and
- details of the four tests of soundness for plans are set out in paragraph 182. This now states that objectively assessed development requirements should include unmet requirements from neighbouring authorities where it is 'reasonable' (previously 'practical') to do so.

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- there were mixed views on the housing target level. Some considered that a higher housing target should be pursued to meet the real level of need, to ensure the Council are planning for economic recovery, to encourage delivery of housing and to avoid exacerbating social divisions. A number of respondents argued that a higher target would help provide flexibility and ensure the permanency of the Green Belt, as well as providing a robust future mix/affordability level for York;

- concerns were expressed that the Core Strategy approach was over-reliant on brownfield and committed sites which are unlikely to deliver; respondents expressed concerns about the delivery and viability of the York Central site suggesting that further work on capacity, timescales and infrastructure is needed. A clear view was expressed by developers that there needs to be radical action to stimulate house building and a review is needed into the approach taken to Section 106 contributions; and
- a number of reasons why the previous Core Strategy housing requirement should be lower, the majority of respondents suggested that previous consultation responses show that residents are opposed to high housing targets that involve taking land out of the Green Belt and that the strategy should reflect views of the people who live in the city.

Key Evidence Base

- Housing Requirements in York: Assessment of the Evidence on Housing Requirements in York (2013)
- City of York Local Plan Area Wide Viability Study (2013)
- City of York Economic and Retail Growth and Visioning Study (2013)
- North Yorkshire Strategic Housing Market Assessment (2011)
- Creating Homes, Building Communities: York Housing Strategy 2011-2015 (2011)

Local Context

Baseline Position on Housing Growth

Arup have reviewed the range of evidence on housing and population growth in York in their report *Housing Requirements in York: Assessment of the Evidence on Housing Requirements in York (2013)*. Based on their review they conclude that the baseline trend-based 'policy-off' position for York would be an average of around 850 dwellings per annum throughout the plan period to 2030. This figure is lower than the growth forecast in the 2008 based population and household projections for York but Arup believe these are overestimated and that more recent evidence would support a lower figure of housing growth.

Most recently the 2011 Census results indicate that the population of York has increased since the 2001 Census by 9.1% which is a lower level of growth than previously forecast. The publication of the 2010 based Sub National Population Projections (SNPP, released March 2012) forecast that the population of the City will increase from 197,000 in 2010 to 216,800 in 2026 which is a lower growth rate than previously forecast representing only 60% of the growth forecast in the 2008 based projections.

The difference between the 2008 based projections and the 2010 based projections reflects a number of issues, in its simplest sense the SNPP reflect the trends experienced in the five years previous to the baseline. This means that the 2010 based projections reflect both the years of stronger economic growth at the beginning of the five year period and then the recession and credit crunch towards the end of this period. In contrast the 2008 based projections largely reflect five

years of strong economic growth. In addition to this National Statistics have changed the methodology used to estimate the level of international migration which has significantly reduced the forecast for York. This is corroborated by the North Yorkshire Strategic Housing Market Assessment (SHMA) sensitivity test that reviewed local data sources and showed that levels of international migration had been previously overestimated.

This lower level of forecast growth is further corroborated by the Interim 2011 based SNPP, which are informed by the results of the 2011 Census, which forecast the same scale of population growth in York as the 2010 SNPP.

Based on the alignment between the 2010 based SNPP and the sensitivity test from the North Yorkshire SHMA and the other important factors that Arup consider in their review such as housing completions and affordability Arup recommend that it would be appropriate to use a baseline average annual household growth for York of 850 dwellings per annum.

In order to understand this baseline position on housing growth in greater detail Arup then considered a range of related issues which include:

- the scenarios put forward for employment growth in York and their implications for housing growth;
- the objective of reducing commuting into the York area;
- the provision of affordable housing and in particular meeting the backlog of affordable housing need; and
- the wider housing and employment market conditions.

Housing Growth Options

Through the consideration of these issues, which is set out in more detail in the Arup Report (pages 26-44) Arup have put forward a number of housing growth options for York as follows:

Option 1 – Baseline of 850 dwellings per annum

This is consistent with the overall level of population growth set out in the 2010 based SNPP and the North Yorkshire SHMA. This would not meet the need forecast in the 2008 based household projections but Arup anticipate that the 2010/11 new household projections which are soon to be released will be lower.

This figure would not be commensurate with the forecast economic growth and so would not provide the choice of housing for those with jobs in York to live in York and would increase in-commuting

This level of housing growth would not meet affordable housing need in line with the requirement from the North Yorkshire SHMA for 790 affordable dwellings per annum.

Option 2 – 1090 dwellings per annum

This option provides the scale of housing growth to support the employment growth forecast in the *City of York Economic and Retail Growth and Visioning Study (2013)* and would provide the choice for those who may take up new jobs to reside in York rather than commute into the district. This represents an integrated approach to

housing and employment growth to ensure there is a consistent and holistic policy stance in the Plan.

Arup conclude that based on achieving approximately 25% affordable housing (a mid point between the current brownfield and greenfield affordable housing targets) that this option would make a moderate boost to affordable housing supply across the plan period although it would not meet the 790 target for affordable dwellings per annum set in the North Yorkshire SHMA. It is important to note that in reality a lower level of affordable housing is likely to be achieved than that set in the target based on the actual greenfield/brownfield split, site size and profile of sites and due to site specific viability issues and the process of open book negotiation in line with the policy requirements.

Option 3 – 1500 dwellings per annum

Delivering 1500 dwellings per annum is not purely derived from future demographic need but is an assessment of what the overall housing growth figure would need to be in order to meet the newly arising affordable housing need over the plan period based on the existing affordable housing target. This option would provide a significant boost to help to meet the newly arising affordable housing need element of the SHMA target but would not meet the affordable housing backlog over the Plan period. This is however, based on achieving approximately 25% affordable housing (a mid point between the current brownfield and greenfield affordable housing targets) and in reality a lower level of affordable housing is likely to be achieved than that set in the target based on the actual greenfield/brownfield split, site size and profile of sites and due to site specific viability issues and the process of open book negotiation in line with the policy requirements.

Option 4 – 2060 dwellings per annum

Delivering 2060 dwellings per annum significantly exceeds any of the household projections for York published since 2003. This option would theoretically meet the affordable housing target of 790 affordable dwellings per annum over the plan period including both the backlog and the newly arising affordable housing need as set out in the North Yorkshire SHMA. This is however, based on achieving approximately 25% affordable housing (a mid point between the current brownfield and greenfield affordable housing targets) and in reality a lower level of affordable housing is likely to be achieved than that set in the target based on the actual greenfield/brownfield split, site size and profile of sites and due to site specific viability issues and the process of open book negotiation in line with the policy requirements.

Preferred Approach

Policy H1: The Scale of Housing Growth

In order to meet the needs and aspirations of present and future residents of the City of York and to support a thriving economy, the Local Plan will make provision for at least 21,936 dwellings in the period 1st October 2012 to 31st March 2030.

This will support the delivery of a minimum annual housing target of 1,090 dwellings per annum over the plan period to 2030 with an additional land supply buffer of 15%,

taking the annual housing target to 1250 per annum, to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land.

Provision to meet this requirement will be made as follows:

Sites with planning permission or part complete (as at 01/10/12)	3,231
Strategic Housing Allocations (Sites over 5ha)	11,982
New Settlement	5,580*
Housing Allocations (Sites under 5ha)	2,057

**This new settlement will be built out over the lifetime of the Plan and not all the dwellings will be completed within the 15 year period to 2030.*

Within the supply identified above the Strategic Housing Allocations and New Settlement highlighted on the Key Diagram and the proposals map make the following contribution to the overall housing supply:

ST1 British Sugar/Manor School	998	Dwellings
ST2 Former Civil Service Sports Ground, Millfield Lane	308	Dwellings
ST3 The Grainstores, Water Lane	216	Dwellings
ST4 Land adj. Hull Road & Grimston Bar	211	Dwellings
ST5 York Central	438	Dwellings*
ST6 Land East of Grimston Bar	154	Dwellings
ST7 Land to East of Metcalfe Lane	1800	Dwellings
ST8 Land North of Monks Cross	1569	Dwellings
ST9 Land North of Haxby	747	Dwellings
ST10 Land at Moor Lane, Woodthorpe	511	Dwellings
ST11 Land at New Lane, Huntington	411	Dwellings
ST12 Land at Manor Heath Road, Copmanthorpe	354	Dwellings
ST13 Land at Moor Lane, Copmanthorpe	115	Dwellings
ST14 Land to the North of Clifton Moor	4,020	Dwellings
ST15 Holme Hill New Settlement	5,580	Dwellings**
ST17 Nestle South	130	Dwellings
(re-designation of commercial element (excl. Ancillary retail) of outline scheme to residential)		

**Only part of the site at York Central has been included within the 15 year housing supply based on the elements of the site which can be delivered utilising existing infrastructure to access the site. A further 645 dwellings are anticipated to be provided on the site but given the uncertainty about delivery at this stage these later phases have not been included in the 15 year supply. Should the delivery of the site become more certain over the Plan period then this will further add to the housing supply in the City.*

*** This new settlement will be built out over the lifetime of the Plan and not all the dwellings will be completed within the 15 year period to 2030.*

- 10.1 To deliver a wide choice of high quality affordable homes, increase opportunities for home ownership, support job growth, minimise commuting and promote sustainable inclusive and mixed communities the Plan needs to provide sufficient housing to accommodate future need. In order to adopt an integrated approach to housing and employment growth and to ensure that there is a holistic and consistent policy stance in the Plan the housing requirement has been calculated at 21,936 new homes. The

Plan seeks to accommodate this number of new households by providing for a range of new homes of a mix of size, type and tenure across the main urban area of York and its villages in relation to their size, role and function.

- 10.2 Recent evidence of available housing sites with a willing landowner/developer submitted through the Call for Sites undertaken by the Council in Autumn 2012 indicate that this figure is deliverable although this will require a step change in delivery rates compared to the historic rates of housing delivery of the past 10 years. This is important when considered in light of paragraph 154 of the NPPF that states “Local Plans should be aspirational but realistic.”
- 10.3 Since the start of the economic downturn it is clear that housing completions in York have significantly decreased and were at their lowest recorded level of 321 net additional dwellings in 2011/12 with the average level of completions for the last five monitoring years (2007/08 to 2011/12) being 463 additional dwellings and for the last ten monitoring years (2002/3 to 2011/12) 653 additional dwellings per year. It is clear therefore that delivering a target of a minimum of 1090 additional dwellings per year in the short term will be challenging particularly when viewed in light of the overall conditions in the residential market nationally.
- 10.4 In order to increase the delivery of housing, given the conditions in the residential property market, it is important to consider the type of sites allocated for housing development including the consideration of sites that are not constrained and which would be attractive to the market. It is considered that the delivery of a less constrained land supply will help to increase the level of completions in the area.
- 10.5 A stepped/phased housing target has been considered in light of the historic delivery rates however this would not provide the level of housing completions required to provide the choice to employees accessing the additional jobs in York, which the Council is seeking to provide through its ambitious economic targets, to live in York which would further exacerbate levels of in-commuting and local housing pressure.
- 10.6 It is acknowledged that a minimum target of 1090 dwellings per annum will be an ambitious target, particularly in the early years of the plan, based on historic delivery rates but the Council considers that if sufficient viable land is identified to achieve the target this will send a good signal to the market and a choice of sites to bring forward in the first five years. This in turn could stimulate the market and deliver completions in the earlier years of the Plan.

Policy H2: Existing Housing Commitments

Housing development will be approved on sites where an existing planning permission lapses during the Plan period providing that the proposal meets the requirements of the relevant policies in this Plan and that there has been no material change in circumstances that precludes development and the landowner/developer indicates that development is expected to take place within the permission timescales. Existing housing commitments include the following strategic sites (over 5ha):

- Germany Beck (ST22)

- Derwenthorpe (ST23)
- York College (ST24)
- Terry's (ST16)
- Nestle South (ST17)

10.7 The supply of housing sites includes sites which are either under construction or have unimplemented planning permissions. These have been taken into account when developing the housing distribution and the selection of sites to allocate for housing development. As at 1st October 2012 net remaining planning permissions either unimplemented or part complete amounted to 3,231 additional homes.

10.8 Planning permission will be renewed for housing on these sites providing that the proposal accords with the relevant policies in this Plan and there have been no material changes to justify refusal of permission. Where permission for housing development is renewed the new schemes may need to be changed in order to reflect the requirements of the policies in this Plan.

Policy H3: Housing Allocations

In order to meet the housing requirement set out in policy H1 the following sites, as shown on the proposals map, have been allocated for residential development:

Table 10.1: Housing Allocations

Location	Local Plan Allocation Reference	Site Name	Site size (ha)	Estimated Yield (no. Dwellings)	Estimated Phasing
York Main	ST1	British Sugar / Manor School	35.65	998	Lifetime of the Plan (Years 1 – 15)
	ST2	Former Civil Service Sports Ground, Millfield Lane	11.0	308	Short to medium term (Years 1-10)
	ST3	The Grainstores, Water Lane	7.73	216	Short (Years 1-5)
	ST4	Land adj. Hull Road & Grimston Bar	7.54	211	Short to medium term (Years 1-10)
	ST5	York Central	7.30	438	Medium to Long Term (Years 6-15)
	ST6	Land East of Grimston Bar	5.5	154	Short to Medium Term (Years 1-10)
	ST17	Redesignation of commercial land (excl. Ancillary retail) at Nestle South to residential	N/A	130	Short to Medium Term (Years 1-10)
	H1	Former gas works, 24	3.33	240	Medium Term

Urban Area		Heworth Green			(Years 6-10)
	H2	Sites by racecourse, Tadcaster Road	2.88	115	Medium Term (Years 6-10)
	H3	Burnholme School (existing building footprint)	2.7	108	Short to Medium Term (Years 1-10)
	H4	St Josephs Monastery	2.62	141	Short Term (Years 1-5)
	H5	Lowfield School (existing building footprint)	2.24	72	Short Term (years 1-5)
	H6	Land RO Wilberforce Home, Tadcaster Rd	2.04	65	Short to Medium Term (Years 1-10)
	H7	Bootham Crescent	1.72	69	Short to Medium Term (Years 1-10)
	H8	Askham Bar Park and Ride	1.57	50	Short Term (Years 1-5)
	H9	Land off Askham Lane	1.3	42	Short to Medium Term (Years 1-10)
	H10	Barbican Centre (remaining land)	0.78	56	Short to Medium Term (Years 1-10)
	H11	Land at Frederick House, Fulford Road	0.78	33	Short to Medium Term (Years 1-10)
	H12	Land RO Stockton Lane/ Greenfield Park Drive	0.77	33	Short Term (Years 1-5)
	H13	Our Lady's Primary School (existing building footprint)	0.68	29	Short Term (Years 1-5)
	H14	32 Lawrence Street	0.55	42	Short Term (Years 1-5)
	H15	Beckfield Lane Depot	0.49	18	Short Term (Years 1-5)
	H16	Sessions, Huntington Road	0.47	17	Short Term (Years 1-5)
	H17	Burnholme WMC	0.43	19	Short Term (Years 1-5)
	H18	Land off Woodland Chase, Clifton Moor	0.4	14	Short Term (Years 1-5)
	H19	Land at Mill Mount	0.36	16	Short to Medium Term (Years 1-10)
	H20	Oakhaven EPH	0.33	15	Short to Medium Term (Years 1-10)
	H21	Woolnough House EPH	0.29	11	Short to Medium Term (Years 1-10)
	H22	Heworth Lighthouse	0.29	13	Short to

					Medium Term (Years 1-10)
	H23	Grove House EPH	0.25	11	Short to Medium Term (Years 1-10)
	H24	Former Bristow's Garage, Fulford Road	0.22	10	Short Term (Years 1-5)
	H25	Heworth Green North (remaining land)	0.22	20	Short to Medium Term (Years 1-10)
Total (York Main Urban Area)			102.42	3714	N/A
Location	Local Plan Allocation Reference	Site Name	Site size (ha)	Estimated Yield (no. Dwellings)	Estimated Phasing
Extension to urban area	ST7	Land to East of Metcalfe Lane	60	1800	Lifetime of the Plan
	ST8	Land North of Monks Cross	52.3	1569	Lifetime of the Plan
	ST10	Land at Moor Lane, Woodthorpe	17.02	511	Lifetime of the Plan
	ST11	Land at New Lane, Huntington	13.7	411	Lifetime of the Plan
	ST14	Land to North of Clifton Moor	134	4020	Lifetime of the Plan
Total (Extension to urban area)			277.02	8311	N/A
Location	Local Plan Allocation Reference	Site Name	Site size (ha)	Estimated Yield (no. Dwellings)	Phasing
Village/rural (incl. Village expansion)	ST9	Land North of Haxby	24.89	747	Lifetime of the Plan
	ST12	Land at Manor Heath Road, Copmanthorpe	14.75	354	Short to Medium Term (Years 1-10)
	ST13	Land at Moor Lane, Copmanthorpe	5.50	115	Short to Medium Term (Years 1-10)
	H26	Land at Dauby Lane, Elvington	4.05	97	Short to Medium Term (Years 1-10)
	H27	Land at the Brecks, Strensall	3.90	82	Short to Medium Term (Years 1-10)
	H28	Land to the North of North Lane, Wheldrake	3.15	75	Short to Medium Term (Years 1-10)
	H29	Land at Moor Lane, Copmanthorpe	2.65	64	Short to Medium Term (Years 1-10)
	H30	Land to the South of Strensall Village	2.53	61	Short to Medium Term (Years 1-10)
	H31	Eastfield Lane, Dunnington	2.51	60	Short to Medium Term (Years 1-10)

	H32	The Tannery, Strensall	2.22	53	Short Term (Years 1-5)
	H33	Water Tower Land, Dunnington	1.80	43	Short to Medium Term (Years 1-10)
	H34	Land North of Church Lane, Skelton	1.74	42	Short to Medium Term (Years 1-10)
	H35	Land at Intake Lane, Dunnington	1.59	38	Short to Medium Term (Years 1-10)
	H36	Land at Blairgowrie House, Upper Poppleton	1.50	36	Short to Medium Term (Years 1-10)
	H37	Land at Greystone Court, Haxby	1.40	34	Short Term (Years 1-5)
	H38	Land RO Rufforth Primary School, Rufforth	0.99	24	Short to Medium Term (Years 1-10)
	H39	North of Church Lane, Elvington	0.92	25	Short to Medium Term (Years 1-10)
	H40	West Fields, Copmanthorpe	0.82	22	Long Term (Years 11-15)
	H41	Land adj. 26 & 38 Church Lane, Bishopthorpe	0.55	15	Short to Medium Term (Years 1-10)
	H42	Builder Yard, Church Lane, Bishopthorpe	0.33	9	Short to Medium Term (Years 1-10)
	H43	Manor Farm Yard, Copmanthorpe	0.25	7	Medium to Long Term (Years 6-15)
	H44	R/O Surgery & 2a/2b Petercroft Lane, Dunnington	0.23	6	Medium to Long Term (Years 6-15)
	H45	Land adj. 131 Long Ridge Lane, Nether Poppleton	0.20	5	Medium to Long Term (Years 6-15)
Total			78.48	2014	N/A
Location	Local Plan Allocation Reference	Site Name	Site size (ha)	Estimated Yield	Phasing
	ST15	Holme Hill New Settlement	186	5580 (this includes the 900 that will be post 2030)	Lifetime of the Plan (with remainder to be built out post 2030)
Total (New Settlements)			186	5580	N/A

Planning applications for housing submitted on these housing allocations, and in accordance with the phasing indicated, will be approved if the proposed scheme is in

accordance with other relevant policies in this Plan. An application for an allocation in advance of its phasing will only be approved if:

- the allocation's early release does not prejudice the delivery of other allocated sites phased in an earlier time period;
- the release of the site is required now to maintain a five year supply of deliverable sites; and
- the infrastructure requirements of the development can be satisfactorily addressed.

- 10.9 The sites allocated for housing in this policy will provide a range and choice of sites capable of meeting future requirements and in line with the Spatial Strategy for the City of York detailed in Section 5. By allocating a site the Council is establishing the principle of development of that site for housing. Site allocations are important because they help local residents understand what may happen in their area over the Plan period and they give guidance to landowners and developers. They also help the Council and statutory consultees such as infrastructure providers to be able to look at the cumulative impact of development and enable us to plan for future needs such as transport infrastructure, school places, local services and utilities. If a site is not allocated, it may still be suitable for development, subject to all other relevant policies in the Plan.
- 10.10 Local planning authorities are expected to demonstrate that they have a rolling five year supply of deliverable sites, measured against the housing requirement set out in Policy H1, with an additional 5% or 20% buffer (for five years) depending on past delivery to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land. Developable sites or broad locations should be identified for years 6-10 and where possible for years 11-15. To fulfil these requirements and to provide additional certainty we have chosen to allocate land for the full plan period to 2030 to meet the minimum housing target as set out in policy H1 of 1090 additional dwellings per year to 2030 with an additional supply of sites to provide a buffer of 15% over the full plan period. This buffer effectively means that we are allocating enough sites to provide the land for 1250 additional dwellings per year and will also allow us to have a rolling five year supply of deliverable sites with an additional 20% buffer to provide a realistic prospect of achieving the planned supply.
- 10.11 The number of sites to be allocated has been calculated by subtracting the existing housing commitments with planning permission or under construction from the overall requirement set out in policy H1.

Site Selection

- 10.12 As part of our desire to generate development opportunities within the City of York, we wrote to and emailed nearly 2000 contacts from our Local Plan and Strategic Housing Land Availability Assessment (SHLAA) database asking people to submit sites, which they thought had potential for development over the Plan period.
- 10.13 The consultation ran for 6 weeks in Autumn 2012 and generated around 300 individual site submissions from a variety of landowners, agents, developers and

members of the public. These sites were then assessed along with others we previously knew about from the 2008 call for sites, *Strategic Housing Land Availability Assessment (2011) (SHLAA)* and *Employment Land Review*, which were not resubmitted as well as outstanding planning permissions. In total, we considered 734 parcels of land.

- 10.14 As part of determining the most sustainable site allocations the sites were subject to a sustainable location assessment which is presented in the Sustainability Appraisal (SA) and the Site Selection Technical Paper. This has enabled the site selection, SA process and evidence base to be iterative. The first stage was the consideration of environmental assets (including functional flood plain, historic character and setting, nature conservation and green infrastructure), open space retention and protection of greenfield land in areas of high flood risk. The next stage of the process was to assess the remaining sites in terms of their access to local facilities and services and their access to sustainable transport.

Estimated Yield

- 10.15 An estimate of the number of dwellings to be delivered on each site was determined by first applying a relevant net to gross ratio depending on the sites location to determine a net developable area. This ranges from 90% of a sites area for a site of 0.2ha to 0.5ha in the City Centre to 60% of a large site such as an urban extension or new settlement. These net to gross ratios have been determined as part of the *City of York Local Plan Area Wide Viability Study (LPVS) (2013)*.
- 10.16 An indicative average density has then been applied to the developable area to determine the yield. The densities have been broken down by reference to the nature of development likely to take place in different parts of the city and have been based on the densities used in the LPVS and Policy H4 of this Plan.

Phasing and Delivery

- 10.17 Each allocated site has been assessed for its likelihood of being delivered to ensure that we are satisfied that each site is likely to come forward for development during the plan period, although ultimately this can be dependent upon external factors such as finance availability for house builders, mortgage availability for purchasers and the aspirations of landowners. We have at this stage placed each allocated site within a timescale of short (1-5 years), medium (6-10 years), long term (11-15 years) or life time of the plan (0-15 years). The timescale of each site is an indication of when we think the site is likely to come forward and reflects the timescale put forward by the landowner or developer as part of the Call for Sites, the requirement to develop the most sustainable sites within a settlement first and viability.
- 10.18 The phasing of sites is important for the successful delivery of the Plan's priorities and sites should only come forward in different phases if they would not prejudice the delivery of other allocated sites.
- 10.19 For this Preferred Options stage an area-wide Local Plan Viability Assessment has been undertaken by Peter Brett Associates. The objective of the *City of York Local Plan Area Wide Viability Study (2013)* has been to assess the viability of

development across each of the key property market sectors in order to demonstrate at a basic level whether the amount and distribution of development in this Plan can be viably delivered. This report and the work more broadly is part of an on-going iterative process, and the modelling may well be revisited as and when policy requirements and market conditions change through the process towards adoption of the Local Plan. To understand in more detail the deliverability and viability of each site we will be undertaking more site specific viability work, working with the landowners and developers before the housing allocations are finalised and included in the Submission Draft of the Plan.

Policy H4: Density of Residential Development

Housing development should make efficient use of land and conserve resources, particularly in and around the City Centre and other sustainable locations where there is good access to frequent public transport services and local facilities.

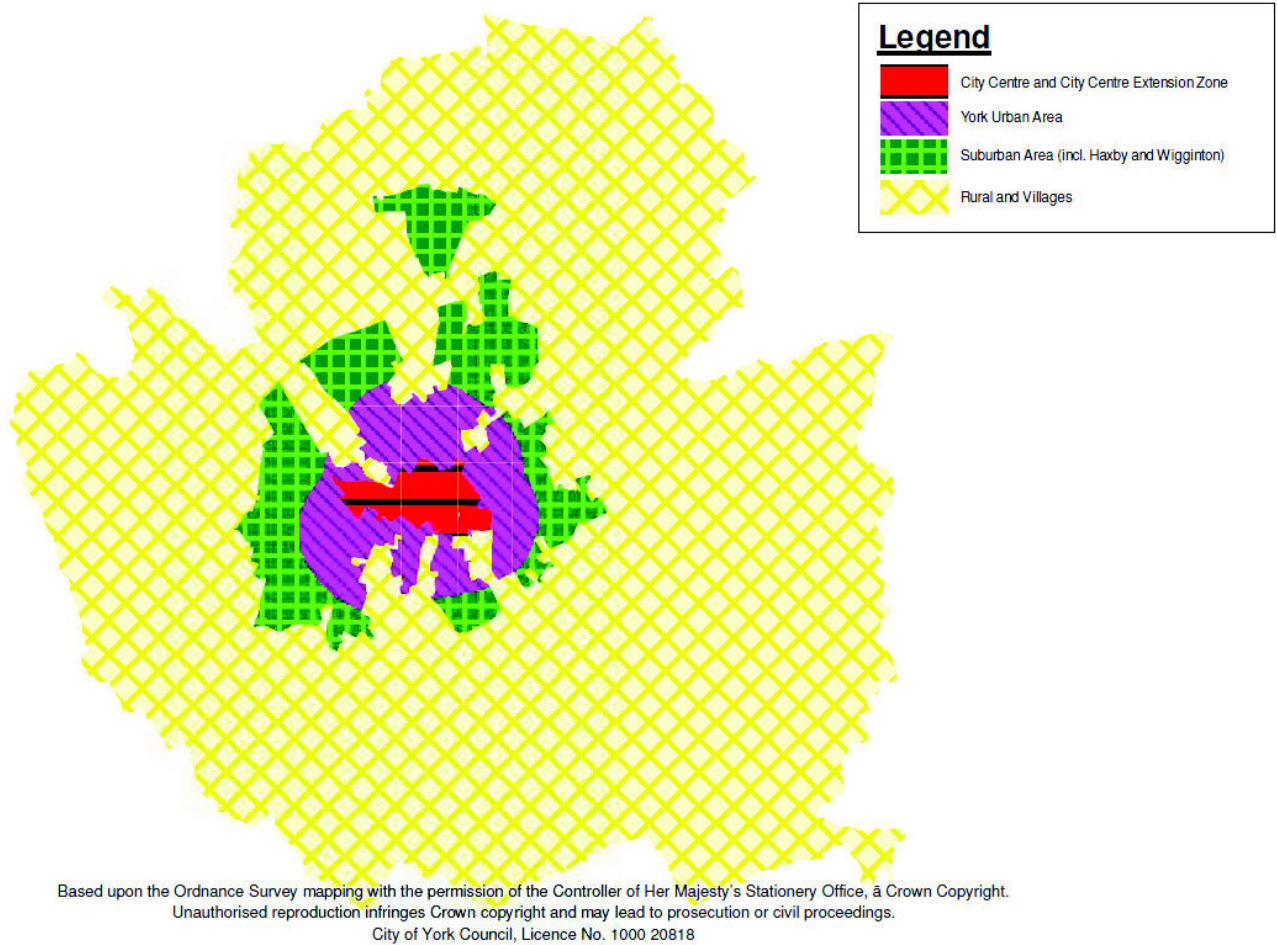
The density of new development should be informed by the character of the local area and contribute to:

- the design objectives and policy requirements set out in section 15 (Design and the Historic Environment);
- improving the mix of house types in accordance with Policy ACHM2 (Housing Mix);
- providing adequate levels of public open space as set out in Policy GI14 and GI15 (Green Infrastructure); and
- retaining as far as possible existing site features, including mature trees, hedgerows and amenity areas.

Subject to the above, densities (dwellings per hectare) will vary according to the location of the development with the following a guide to the average density levels by location (see Fig 10.1 overleaf):

City Centre and City Centre Extension Zone:	80-100 dwellings per hectare
York urban area:	50 dwellings per hectare
Major Expansion Areas and New Settlements:	50 Dwellings per hectare
Suburban area (incl. Haxby & Wigginton):	40 dwellings per hectare
Rural and Villages:	30 dwellings per hectare

Figure 10.1: Density Zones



10.20 The primary purpose of a density policy should be to make efficient use of land. This is an important aspect of housing delivery as the density of housing has implications for sustainability in terms of minimising the land take for development. Where there is good access to facilities by walking and public transport, higher density housing can help to support local businesses, services and infrastructure. However higher density housing that is poorly designed or poorly located can also have an adverse impact on a locality and sustainability. Therefore, housing densities must be applied flexibly in order to support other Plan objectives.

Policy Links

- Section 7 'York Central'
- Section 11 'Aiding Choice in the Housing Market'
- Section 12 'Affordable Housing'
- Section 13 'Community Facilities'
- Section 16 'Design and the Historic Environment'
- Section 23 'Transport'
- Section 25 'Infrastructure and Developer Contributions'

Alternatives

Housing growth

Based on the *Housing Requirements in York: Assessment of the Evidence on Housing Requirements in York (2013)* one of the other 3 options relating to York's housing target could be selected as an alternative to the preferred approach. These options are:

1. 850 dwellings per annum
2. **1090 dwellings per annum (this is our preferred approach)**
3. 1500 dwellings per annum
4. 2060 dwellings per annum

Housing supply buffer

1. Housing target to incorporate 5% buffer
2. Housing target to incorporate 10% buffer
3. **Housing target to incorporate 15% buffer (this is our preferred approach)**
4. Housing target to incorporate 20% buffer

Phasing and delivery

1. rely on the National Planning Policy Framework policy to guide housing related development
2. **provide local level policy to guide phasing of development, market led approach to be adopted (this is our preferred approach)**
3. provide local level policy to guide phasing of development, hierarchy of development sites to be adopted (enabling least sustainable sites to be released later if required during review process)
4. provide local level policy to guide phasing of development, development only once Strategic Site Supplementary Planning Document (SPD) adopted (enabling least sustainable sites to be released later if required during review process)

Housing Density Approach

1. Housing Density target does not vary by location
2. **Housing Density target varies by location (e.g. city centre, urban, suburban) (this is our preferred approach)**

Housing Density Levels by location (dwellings per hectare = dph):

City Centre/City Centre Extension Zone

1. Housing density of <80-100 dph for city centre/city centre extension zone
2. Housing density of >80-100 dph for city centre/city centre extension zone
3. Housing density of 80-100 dph for city centre/city centre extension zone **(this is our preferred approach)**

York Urban Area

1. Housing density of <50 dph for York urban area
2. Housing density of >50dph for York urban area

3. Housing density of 50 dph for York urban area (this is our preferred approach)Extensions to York Urban Area and New Settlement

1. Housing density of <50 dph for extensions of the York urban area and new settlement
2. Housing density of >50 dph for extensions of the York urban area and new settlement
- 3. Housing density of 50 dph for extensions to the York urban area and new settlement (this is our preferred approach)**

Suburban Area

1. Housing density of <40 dph for suburban area
2. Housing density of >40 dph for suburban area
- 3. Housing density of 40 dph for suburban area (this is our preferred approach)**

Village/Rural Area

1. Housing density of <30 dph for Village/Rural areas
2. Housing density of >30 dph for Village/Rural areas
- 3. Housing density of 30dph for Village/Rural areas (this is our preferred approach)**

Question 10.1 This is our preferred approach to housing growth and distribution do you think this is appropriate or should one of the alternatives or a different approach be taken?

Question 10.2 Do you know of any further sites that would be suitable for housing development?

Section 11: Aiding Choice in the Housing Market

National Planning Policy Framework

National Guidance says that:

- Local Planning Authorities should plan to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities (Paragraph 50); and
- provision should be made for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes) (Paragraph 50).

Planning Policy for Traveller Sites

National Guidance says that:

- Local Authorities should ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community (Paragraph 2);
- Local Planning Authorities should, in producing their Local Plan:
 - identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of sites against their locally set targets; and
 - identify a supply of specific, developable sites or broad locations for growth, for years six to ten and, where possible, for years 11-15(Paragraph 9); and
- Local Planning Authorities should ensure collaborative working to develop fair and effective strategies to meet need through the identification of land for private and local authority managed sites from which Travellers can access education, health, welfare and employment infrastructure and aim to reduce the number of unauthorised developments and encampments, paying due regard to the protection of local amenity and local environment. (Paragraph 4).

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- the needs of various groups in the city cannot be met with a 'one size fits all' approach and that different groups (including older people, students, families with children) need housing that helps accommodate their specific needs and lifestyles;
- in general, there was support to promote net development densities which reflect their location and setting, although some queried the deliverability of housing at 75dph, and the market demand for 'higher density' suburban housing (40pdph);
- Houses in Multiple Occupation (HMOs) and in particular student housing is a key issue. Some felt that students are depriving housing for others, particularly families;
- a community can become imbalanced, impacting on community cohesion, if there is too high a concentration of HMOs in a neighbourhood or a street and a limit needs to be applied – various limits were proposed;

- the intensive use of properties for HMOs can lead to a reduction in residential amenity. To avoid this it was suggested that sites be allocated for student housing, others felt that on-campus accommodation should be prioritised.
- previous targets for Gypsy and Traveller Accommodation should be queried, with alternative, significantly higher figures, quoted from the Yorkshire and Humber Regional Assembly's review of Gypsy and Traveller Accommodation Assessments; and
- the Council needs to urgently provide more allocated gypsy and Traveller sites and reduce the number of unauthorised encampments.

Key Evidence Base

- Gypsy, Travellers and Showpeople Accommodation Needs Supporting Paper (2013)
- Draft Controlling the Concentration of Houses in Multiple Occupation Supplementary Planning Document (2012)
- Strategic Housing Land Availability Assessment: Final Report (2011)
- Houses in Multiple Occupation Technical Paper (2011)
- North Yorkshire Accommodation Requirements of Showmen (2009)
- Inequalities Experienced by Gypsy and Traveller Communities (2009)
- North Yorkshire Gypsy and Traveller Accommodation Assessment (2008)

Local Context

Many homes are built with one sole use in mind, whether that be a family home, a starter home or a retirement home. York's older properties typically have one role, making them difficult to adapt to the changing structure of a household through the property's lifetime. This can result in people living in inappropriate properties which are unsuitable for their needs. To tackle empty properties and ensure that all homes can be used by any resident, regardless of their age, family structure or ability it is important that new homes are designed with flexibility in mind and are within neighbourhoods that are capable of adapting as people's circumstances change. Homes should be able to adapt throughout the lifetime of a resident, from a young family through to retirement and beyond, by also for alternative sized accommodation for people to up or downsize as family size alters.

Specialist Housing

It should be recognised that households can have a complex set of needs and abilities. It is preferential to keep people living where they wish to be; should that be in their own purchased home, rental property or a form of specialist accommodation, whatever their age or disability. *Creating Homes, Building Communities: York Housing Strategy 2011-2015 (2011)* indicates that within York there are currently around 80 specialist housing schemes providing various kinds of housing with some element of on-site care and shared facilities. Most is rented, despite there being a significant preference for owner occupation.

The Housing Strategy has found that around 1 in 3 households in York is an older person only household. York has an ageing population and the number of older people is expected to increase by over 30% in the next 20 years with the biggest rise

being in those aged 85 and over. The highest number of older households is in the suburban areas of York. In meeting future housing pressures, provisions should be made for people as they grow up and leave home, grow older, and as their circumstances, options and preferences change. We must plan for homes and communities so that people can live out their lives, as long as possible, independently and safely with their families and friends around them. This includes Lifetime Homes but also specialist housing and assisted living for those that can no longer live totally independently.

Over the years different housing solutions have evolved as a response to older peoples' needs. These include retirement housing for independent living, and specifically designed housing with support for older people and those with specific needs such as dementia. In recent years there has been a shift away from the traditional 'old peoples' home' towards models that offer much more independence and choice. There are a growing number of older people with complex needs, with the possibility of early on-set dementia. Until recently, housing options were limited, with a significant number of households living in 'residential care' settings. The growing trend is for households to live independently in their own homes, with appropriate support. As well as specialist housing for the elderly, it is estimated that there are around 4,000 adults in the York area with a learning disability. People with learning disabilities are under represented in tenures such as private renting and home ownership compared to other households.

Live/work units

In support of the council's ambitious economic targets and to encourage growth of the economy there is strong support of live/work units that facilitate flexible working practices. This includes the integration of residential and commercial uses within the same unit.

Young People

The *Strategic Housing Land Availability Assessment (2011)* noted that there has been significant growth of people aged 20-30, both male and female. Each year around 20,000 higher education students make up approximately 11% of York's population in term time. It can put pressures on the street and immediate neighbourhood area in terms of the loss of family homes to HMOs and possible rise in anti-social behaviour. This number of higher education students accounts in part for the fact that York is a relatively young city, with around 10 per cent of the total population between the ages of 20-25. The need for suitable, affordable housing is linked to post-graduate retention levels and the recognition of York as a major economic driver. The age group 20-30 are most likely to be active in a range of markets and potentially experience challenges in being able to access the owner occupier market as a first time buyer.

Housing Mix

The *Creating Homes, Building Communities: York Housing Strategy 2011-2015 (2011)* indicates that average household size is expected to drop over the next ten years signally a shift in demand towards smaller dwellings. At the same time however, the housing strategy suggests that we need to redress the focus on apartment and flats over recent years to provide more family homes in attractive

sustainable neighbourhoods. It is also highlight that sustainable villages require a mix of household types to support a range of local amenities.

Gypsies, Travellers and Showpeople

Key evidence including the Equality and Human Rights Commission report *Inequalities Experienced by Gypsy and Traveller Communities* (2009) suggest that today Gypsies and Travellers are the most marginalised and disadvantaged of all minority groups nationally, suffering the greatest inequalities across a range of indicators. Within York there are currently three permanent Council owned Traveller sites and no formal, private Traveller pitch provision. Council owned sites are located at: Outgang Lane; James Street; and Water Lane. In total, across the three sites, there are 55 individual pitches. Most are big enough for two caravans and one or two vehicles, though the sites are compact in size and offer limited space to accommodate the traditions and lifestyles of travellers including grazing space for horses and ponies, room to park and turn large vehicles (especially for Showpeople) and areas for travellers to work. It should be recognised that Gypsy and Travellers have different needs to those of Showpeople and as such the two different groups cannot be allocated pitches or plot on the same site. Showpeople need flat, hard standings and covered sheds for the maintenance and storage of large fairground rides outside the fair season, whereas gypsy and travellers are far more likely to have horses, requiring grazing land.

Without proper provision of sites Gypsies, Travellers and Showpeople can be forced to establish unauthorised sites on unsuitable land. Unsuitability can be due to a site's remote location from education and healthcare or it can be due to its lack of electricity or sanitation and can result in a negative view of Gypsies, Travellers and Showpeople from those in settled communities.

In accordance with national guidance on Traveller sites the Council is required to identify a supply of specific, deliverable Gypsy, Traveller and Showpeople sites sufficient to provide five years' worth of sites against their locally set targets. The Council is also required to identify a supply of specific, developable sites or broad locations for growth, for years six to ten, where possible. The *North Yorkshire Gypsy and Traveller Accommodation Assessment (2008)* and *North Yorkshire Accommodation Requirements of Showmen (2009)* only provides a needs assessment up to 2015. As such, additional work has been undertaken to identify City of York Council's Gypsy, Traveller and Showpeople accommodation needs for the next 5 years and for years 6-10. These are set out in Table 11.1 and further detail of how this anticipation of need has been reasoned is outlined in the *Gypsy, Traveller and Showpeople Accommodation Needs Supporting Paper (2013)*

Table 11.1 Gypsy, Traveller and Showpeople Need

	5 Year Supply 2014/15 – 2018/19	Years 6-10 2019/20 – 2024/25
Gypsy and Traveller pitches	59	4
Showpeople plots	20	1

Years 2014/15 through to 2018/18 have an especially high need due to the lack of delivered pitches and plots since the publishing of the Gypsy and Traveller Accommodation Assessment in 2008, which identified the need for 36 pitches and 19 plots. There has been subsequent growth year on year since. As such shortfall must be met, as well as supply for future need. Once the shortfall is delivered growth is much smaller for the subsequent years of the plan.

A York Gypsy and Traveller Strategy is currently being consulted upon, this is being done through working with travellers, their representative bodies, other local authorities, and relevant interest groups. It will help inform the Local Plan on improving the accommodation supply and standards for Gypsies, Travellers and Showpeople.

Student Housing and Houses in Multiple Occupation

Students form an important element of the community and the presence of a large student population contributes greatly to the social vibrancy of the city and to the local economy. The Council are committed to ensuring their needs are met and will continue to work with the City's higher education institutions in addressing student housing needs. However, it is also recognised that concentrations of student households, often accommodated in Houses in Multiple Occupation (HMOs), can cause an imbalance in the community which can have negative effects. These can include a rise in anti social behaviour, increases in crime levels, parking pressures and decreased demand for local shops and services, sometimes leading to closures. It can also put pressures on family housing as owner occupiers and buy to let landlords compete for similar properties and have implications for non students seeking accommodation in the private rented sector as demand and therefore cost for private rental accommodation is increased. The impacts of concentrations of student housing in York is explored in the *Houses in Multiple Occupation Technical Paper (2011)*.

There is evidence to demonstrate that it is necessary to control the number of HMOs across the city to ensure that communities do not become imbalanced. This control has been achieved through an Article 4 Direction and the removal of permitted development rights which came into force on 20th April 2012. Planning applications for the change of use to HMO in the main urban area is now required. Further information including a map of the article 4 direction is set out in the *Draft Controlling the Concentration of Houses in Multiple Occupation Supplementary Planning Document (2012)*.

It is also recognised that there is likely to be an increase in the number of HMOs in York following the changes to the national benefit rules on 1 April 2012. The new rules will mean that single working age people under 35 years old will only be eligible to receive benefits for a single room in a shared house, currently the age limit is 25 years. As such, it is anticipated that there will be an increase in the number of claimants seeking accommodation in HMOs.

Preferred Approach

Policy ACHM1: Balancing the Housing Market

The Local Plan will support housing development which helps to balance York's housing market, address local housing need and ensure that housing is adaptable to the needs of all of York's residents throughout their lives. This will be achieved in the following way:

- requiring that new housing is built to Lifetime Homes Standards;
- requiring developers to incorporate Building for Life recommendations;
- all strategic housing sites (over 5 hectares) will be expected to undertake an assessment of need for appropriate accommodation for those with severe learning disabilities, physical disabilities and dementia and integrate this provision within the development; and
- allowing higher density development in the most accessible locations, to provide homes for young people in higher education or recent graduates. These locations offer the best access to the city centre, higher education institutions and a range of day to day services.

11.1 Whilst it is important to provide more homes within York, there is a need to consider housing quality and choice in order to help future proof communities and help deliver lifetime neighbourhoods as recognised in Policy ACHM1. Lifetime Homes standards are inexpensive, simple features designed to make homes more flexible and functional for all. New housing proposals are required to incorporate lifetime home standards unless it can be demonstrated that it is impractical or the requirements have been addressed in an alternative way. The design principles applied can include :

- illuminated entrances with level access over the threshold and adequate weather protection;
- an accessible WC compartment at entrance level with potential for a shower to be installed;
- Windows in the principal living space allowing people to see out when seated; and
- space for turning a wheelchair in dining areas and living rooms and basic circulation space for wheelchair users elsewhere.

11.2 More information can be found in the Lifetime Homes Design Guide (2011). Alongside lifetime home standards all new residential proposals are encouraged to take into account the Building for Life (BfL) initiative and aim to achieve a BfL assessment rating of good as a minimum. BfL standards ensure that residential proposals offer spaces that are attractive, functional and sustainable, where people have a better quality of life, through the design of the house, street and services and amenities. BfL is designed to help local communities become more involved in design conversations and in shaping development proposals. Its 12 questions provide a structure for discussions between local communities, the local planning authority, the developer and other stakeholders, to ensure that the design of new homes and their neighbourhood are as attractive, functional and sustainable as

possible. It enables stakeholders involved in housing to consider all the elements of what makes 'a good place to live' at the design stage.

Specialist Housing

- 11.3 Where specialist provision is required, often by those needing higher levels of care, we must ensure it serves to maximise independence by being self contained and well connected to local amenities and transport networks. We would also encourage a greater range of tenure options, including full and shared home ownership. Housing is central to health and well-being, so associated services need to be planned and integrated to reflect this.

Homes for Young People

- 11.4 Sites have been allocated to provide housing options for young people in higher education or recent graduates, offering the best access to the City Centre, higher education institutions and a range of day to day services. As such, they will be built out at higher densities and with an emphasis on providing communal, flatted development. 100% flatted developments would be acceptable in an environment designed for flatted accommodation for people in higher education or recent graduates.

Policy ACHM2: Housing Mix

The Council will aim to deliver an overall mix of 70% houses to 30% flats over the plan period. In order to facilitate this development of strategic housing sites will only be permitted where the form of development achieves a minimum of 70% houses.

- 11.5 In order to readdress the imbalance in the city's housing stock the Council will give priority to houses rather than flatted development to ensure a 70/30 split between houses and flats over the plan period. In addition to this the Strategic Housing Market Assessment and other housing needs assessments will be regularly reviewed in order to provide a relevant evidence base that reflects changes in the housing market over the plan period.

Policy ACHM3: Gypsy, Traveller and Showpeople Allocations

Gypsy and Travellers

i. 5 Year Supply

The Local Plan will make provision for 59 pitches for Gypsy and Travellers in the City of York between 2014/15 and 2018/19. The following sites, as shown on the proposals map, are allocated for permanent Gypsy and Traveller Sites:

- Land at Outgang Lane, Osbaldwick 6 pitches
 - Chowdene Campsite, Malton Road (inc. Land off New Lane) 20 pitches
 - Land at Common Lane and Hassacarr Lane, Dunnington 15 pitches
- Total = 41 pitches

Further sites will be allocated to accommodate 18 additional pitches to ensure a 5 year supply once land has been identified as suitable for the development of gypsy and traveller pitches.

ii. *Years 6- 10*

Sites and/or broad locations will be identified for 4 pitches for Gypsy and Travellers in the City of York between 2019/20 and 2024/25 by identifying housing land suitable for future gypsy and traveller sites through consultation.

Showpeople

iii. *10 year supply*

The Local Plan will make provision for 21 plots for Showpeople in the City of York between 2014/15 and 2024/25. The following sites, as shown on the proposals map, are allocated for permanent Showpeople yards:

- | | |
|--------------------------|------------------|
| • The Stables, Elvington | 1 plot |
| • Wetherby Road, Knapton | 20 plots |
| | Total = 21 plots |

- 11.6 To ensure the needs of Gypsy and Travellers are met in appropriate locations that provide suitable access to education, health, welfare and employment infrastructure sites have been identified to go some way to providing for a five year supply. Following a thorough assessment of the Local Authority area, including those sites put forward through the Call for Sites process it has not been possible to identify sufficient sites to the future accommodation needs of the Gypsy and Traveller community. It is acknowledged that there is still a requirement to identify sites for an additional 18 pitches and to identify broad locations for growth to meet demand in the next 6 to 10 years. Whilst work is ongoing to identify addition sites and broad locations for growth to ensure sufficient sites for the plan period the Council invites discussion with landowners on potential sites for Gypsy and Traveller pitches. There are plans to update the Gypsy and Traveller Accommodation Assessment that will give a clearer measurement of how much need there will be and what additional sites will be required. For Showpeople however we have been able to identify sufficient sites to accommodate needs for both a 5 year supply and for years 6 to 10.
- 11.7 Nationally, pitch/plot sizes range from 200m² to 500m². An upper measurement of 500 m² has been used in the allocation sites to allow final design to accommodate all of the requirements set out in design guidance, including landscaping, play space and access arrangements. Space has also been taken into account for equine grazing which is a much needed provision in York. Final pitch sizes will ultimately be a matter for detailed planning applications to determine.

Policy ACHM4: Sites for Gypsies, Travellers and Showpeople

Proposals for Gypsies, Travellers and Showpeople sites will be supported that:

- i. provide safe and convenient vehicular and pedestrian access to the site;

- ii. provide for adequate on-site facilities for parking, storage, play and residential amenity;
- iii. are well located on the highway network;
- iv. offer safe and convenient access to schools and local facilities;
- v. provide adequate levels of privacy and residential amenity; and
- vi. make temporary plots available within larger sites.

In addition to the above criteria, plots for Showpeople will be considered acceptable where they are designed to:

- vii. offer the potential for living and working on-site;
- ix. permanently house a maximum of 12 families within any one site;
- x. provide individual plots of minimum 500m²; and
- xi. be within 500 meters of the primary highway network.

- 11.8 The Local Plan will allocated sufficient sites to partly meet shortfall and need for years 2014/15 – 2017/18 of Gypsy and Travellers and to fully meet the need for years 2014/15 – 2017/18 of Showpeople. Future need will be met through planning applications for private sites. These future sites put forward for private Gypsy, Traveller and Showpeople (particularly to meet needs for years 6-10) will be assessed against Policy ACHM 4. While the Council's priority is to deliver permanent plots/yards for Gypsies, Travellers and Showpeople, Temporary stopping places will also be supported which meet an identified need.

Policy ACHM5: Student Housing

Higher Education Institutions must address the need for any additional student accommodation which arises because of their future expansion. Provision will be expected to be made on campus in the first instance or otherwise on allocated sites managed by the institution in question or linked to purpose built dedicated private sector accommodation.

- 11.9 It is important that increases in higher education student numbers through any future expansion are matched by increases in student accommodation. This should, where possible, be on campus, or in locations with good public transport, walking and cycling links to the institutions they are intended to serve. Student accommodation should be purpose-built and designed and managed in a way that attracts students to take it up. There should be no unacceptable impact on amenity for local residents where sites are suitable

Policy ACHM6: Houses in Multiple Occupation

Applications for the change of use from dwelling house (Use Class C3) to HMO (Use Class C4 and Sui Generis) will only be permitted where:

- i. it is in a neighbourhood area where less than 20% of properties are exempt from paying council tax because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs; and

- ii. less than 10% of properties within 100 metres of street length either side of the application property are exempt from paying council tax because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning permission and are known to the Council to be HMOs; and
- iii. the accommodation provided is of a high standard which does not detrimentally impact upon residential amenity.

11.10 Under Policy ACHM6, HMO accommodation will continue to be provided to meet the city's housing needs but the supply will be managed to avoid high concentrations of this use in an area. Given York's compact nature and well connected public transport network it is considered that the spreading out of HMOs to avoid unsustainable concentrations of HMOs will still mean that for students in particular, HMOs will remain highly accessible. A threshold based policy approach is considered most appropriate as this tackles concentrations of HMOs and identifies a 'tipping point' when issues arising from concentrations of HMOs become harder to manage and a community or locality can be said to tip from balanced to unbalanced.

11.11 Whilst there is no formal definition of what constitutes a balanced community, recently, there have been attempts to establish what constitutes a large HMO proportion and the threshold at which a community can be said to be/or becoming imbalanced. Useful precedents have been set in a number of Authorities. For York, through consultation, a threshold of 20% of all properties being HMOs across a neighbourhood and 10% at street level have been established, following consultation as the point at which a community can tip from balanced to unbalanced.

11.12 Under the threshold approach an assessment of the proportion of households that are HMOs is undertaken within a given area. In assessing change of use planning applications, to capture as many different types of shared accommodation as possible the Council will use the following:

- council tax records - households made up entirely of students can seek exemption from Council Tax and the address of each exempt property is held by the Council. This applies to properties occupied only by one or more students either as full time or term time accommodation. Properties falling within 'Halls of residence' on campus will not be included, however some accommodation owned or managed by the universities off campus will included;
- licensed HMOs - records from the Council's Housing team of those properties requiring an HMO licence will be utilised. These are those properties that are three storeys or over and are occupied by five or more persons;
- properties benefiting from C4 or sui generis HMO planning consent – in addition to those properties already identified as having HMO permission, where planning permission is given for a change of use to C4 HMO or a certificate of lawful development issued for existing HMOs this will be recorded in the future to build up a clearer picture of HMO properties; and
- properties known to the Council to be HMOs – this can be established through site visits undertaken by the Council's Housing team in response to complaints for example.

11.13 These data sets will be collated to calculate the proportion of shared households as a percentage of all households. It is considered that these sources will provide the best approach to identifying the numbers and location of HMOs in an area. Although it is accepted that it may not be possible to identify all properties of this type. The data will be analysed to avoid double counting, for example, identifying where a property may be listed as a licensed HMO and have sui generis HMO planning consent. Given that the information collated may be expected to change over the course of the calendar year as houses and households move in and out of the private rented sector it is considered appropriate to base the assessment on a single point in time. Accordingly, data will be updated annually, in May, to allow for a complete picture of Council Tax returns. City wide mapping will be made available online for information, however for data protection reasons street level information collated in assessing a planning application can not be made public.

11.14 In assessing planning applications for HMOs the Council will seek to ensure that the change of use will not be detrimental to the overall residential amenity of the area. In considering the impact on residential amenity attention will be given to whether the applicant has demonstrated the following:

- the dwelling is large enough to accommodate an increased number of residents¹;
- there is sufficient space for potential additional cars to park;
- there is sufficient space for appropriate provision for secure cycle parking;
- the condition of the property is of a high standard that contributes positively to the character of the area and that the condition of the property will be maintained following the change of use to HMO;
- the increase in number of residents will not have an adverse impact on noise levels and the level of amenity neighbouring residents can reasonably expect to enjoy;
- there is sufficient space for storage provision for waste/recycling containers in a suitable enclosure area within the curtilage of the property; and
- the change of use and increase in number of residents will not result in the loss of front garden for hard standing for parking and refuse areas which would detract from the existing street scene.

11.15 Further information can be found in the *Draft Controlling the Concentration of HMOs Supplementary Planning Document (2012)*

Policy Links

- Section 10 'Housing Growth and Distribution'
- Section 12 'Affordable Housing'
- Section 13 'Community Facilities'
- Section 16 'Design and the Historic Environment'

¹ Whilst planning powers cannot be used to enforce internal space standards of existing dwellings and the level of facilities to be provided, planning can be used to secure adequate living conditions in dwellings in so far as they are affected by sunlight, daylight, outlook, privacy and noise. These factors can impinge on the internal layout of dwellings, especially HMOs and will be taken into consideration.

- Section 25 'Infrastructure and Developer Contributions'

Alternatives

Housing Mix

1. Do not specify any housing mix and enable the market to determine the housing requirement
2. Rely on National Planning Policy Framework (NPPF) to ensure appropriate housing mix provision
3. **Provide local level policy to ensure appropriate housing mix provision (this is our preferred approach)**

Housing Mix targets

1. Provide >70% of development to be houses (<30% flats)
2. **Provide 70% of development to be houses (30% flats) (this is our preferred approach)**
3. Provide <70% of development to be houses (>30% flats)

Gypsy, Traveller and Showpeople Allocations

1. Do not specify gypsy, traveller and showpeople accommodation provision requirements over the Local Plan period
2. **Specify gypsy, traveller and showpeople accommodation provision requirements over the Local Plan period (this is our preferred approach)**

Sites for Gypsy, Traveller and Showpeople

1. Rely on PPTS to guide gypsy, traveller and showpeople pitch provision
2. **Provide generic local criteria to guide gypsy, traveller and showpeople pitch provision (this is our preferred approach)**
3. Provide detailed local criteria to guide gypsy, traveller and showpeople pitch provision

Student Accommodation

1. Restrict all new student accommodation
2. Rely on NPPF to guide location of student accommodation provision
3. **Local policy to guide development of student accommodation towards campus locations (this is our preferred approach)**

Houses in Multiple Occupation

1. Rely on NPPF to guide the location and concentration of HMOs
2. Provide generic local criteria to guide location and concentration of HMOs
3. **Provide detailed local criteria to guide location and concentration of HMOs (this is our preferred approach)**

Question 11.1 This is our preferred approach to aiding choice in the housing market do you think this is appropriate or should one of the alternatives or a different approach be taken?

Question 11.2 Do you know of any sites that would be suitable for Gypsy and Travellers?

Section 12: Affordable Housing

National Planning Policy Framework

National Guidance says that:

- evidence bases should be used to ensure that the Local Plan meets the full, objectively assessed needs for affordable housing in the housing market area (Paragraph 47);
- where it is identified that affordable housing is needed, policies should be set to meet this need on site, unless off site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions (Paragraph 50);
- in rural areas, exercising the duty to cooperate with neighbouring authorities, local planning authorities should be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing, including through rural exception sites where appropriate. Local Planning Authorities should in particular consider whether allowing some market housing would facilitate the provision of significant additional affordable housing to meet local needs (Paragraph 54);
- limited affordable housing for local community needs is acceptable in the Green Belt and needs to be included in Local Plan Policy (Paragraph 89);
- the Strategic Housing Market Assessment needs to address the need for affordable housing (Paragraph 159);
- to ensure the costs of any requirements likely to be applied to development is viable i.e. affordable housing should when taking account of the normal cost of development and mitigation provide a competitive return to a willing land owner and willing developer to enable the development to be deliverable (Paragraph 173);
- Local Planning Authorities should set their policy on local standards for affordable housing. Assessing the cumulative impacts on development in their area to ensure implementation of the plan is not put at serious risk and should facilitate development through the economic cycle (Paragraph 174); and
- any affordable housing or required local standards that may be applied to development should be assessed at the plan making stage and kept under review (Paragraph 177).

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you told us that:

- previous affordable housing targets would be overly onerous and would undermine the potential to deliver low cost market housing. Others disagreed and told us that the previous viability target was too low, with several comments noting that the level of need in York is even greater than the annual level of house building;
- the use of exception sites to improve affordability in rural areas was widely supported;

- a negotiable mix of social rent and discount for sale was supported, noting the potential from smaller schemes to also contribute at reduced rates. There was general backing for use of off-site contributions, but wholesale objection to the expectation of financial contributions from commercial development under the previous approaches; and
- the lack of clarity for the development industry and the nature of a dynamic target was felt to introduce further uncertainty, making it difficult to assess the viability of schemes going forward. There were comments that the dynamic target approach lacks future proofing in relation to costs associated with enhanced Code for Sustainable Homes requirements.

Key Evidence Base

- North Yorkshire Strategic Housing Market Assessment (2011)
- City of York Affordable Housing Viability Study (2010) and Annex 1 (2011)
- Strategic Housing Market Assessment (2007)

Local Context

Improving the quality and availability of decent affordable homes in York is a priority in the Council Plan. Currently, the *North Yorkshire Strategic Housing Market Assessment (2011)* (NYSHMA) indicates that the actual need for affordable housing in the city outstrips the total supply coming forward each year.

The housing needs assessment in the NYSHMA indicates that York will be required to provide for a net annual affordable housing need of approximately 790 dwellings per annum over the next five years (2011 – 2016) in order to clear the existing waiting list backlog and meet future arising need. At September 2012 there were over 4,600 households registered for social housing in York. The NYSHMA demonstrates that there is affordable housing need in all markets areas within the city – Central York, Suburban York and York Villages, with the largest need in Suburban York.

The NYSHMA considers the role that intermediate housing products can play in improving choice and addressing an element of housing need. Intermediate products include shared equity and discounted sale homes as well as homes where rents are set below market value. The study shows, for example, that 36% of households currently in need of affordable housing could afford a two bedroom home at 60% of the open market rent, but only 11% could if the rent was 80% of market value. Overall the study concludes that approximately 30% of affordable housing needs could be met through intermediate market products, but highlights that the most households in York would not be able to afford rents charged at 80% of the market rate.

In considering the demand for affordable housing by property size, the analysis in the assessment balances the proportions of supply and demand against one another to identify areas of mis-match. The NYSHMA shows a substantial backlog of need across all household sizes, but concludes that the highest level of need is for 2, 3 and 4 bedroom homes.

Delivering affordable housing and reducing the housing waiting list relates to a range of initiatives stretching much more widely than planning policy's remit. However, whilst the emerging Housing Strategy for 2011-2015 sets out measures for delivering affordable housing through a variety of Council initiatives (including grant funded developments with the Homes and Communities Agency, bringing empty homes back into use and maximising the best use of existing homes) planning policy remains key to the delivery of new build homes. It is crucial to seek the maximum provision of affordable homes through planning policy, whilst still ensuring that development is viable and not stifled.

Preferred Approach

Policy AH1: Affordable Housing

To help improve affordability across the housing market, the Council will support residential schemes of 2 or more dwellings which:

- i. provide affordable housing in line with current annual dynamic targets and thresholds;
- ii. reflect tenure split in terms of social rented and intermediate housing, as set out in the current Strategic Housing Market Assessment;
- iii. fully integrate affordable with market housing on a pro-rata basis by pepper potting, in terms of size and type of homes, taking into account current assessments of local need where on-site provision is required;
- iv. on sites where the current dynamic targets result in a whole unit not being viable on-site, an Off Site Financial Contribution (OSFC) will be required in accordance with the approved OSFC formula. Off site provision for any other affordable housing provision will only be acceptable provided it is robustly justified and contributes to the creation of balanced, mixed and sustainable communities; and
- v. retain affordable housing at an affordable price for future eligible households, through implementing a planning condition or obligation or if these restrictions are lifted, for subsidy to be recycled for alternative affordable housing (transferred to registered providers approved by the Council).

Where the above criteria can not be met, developers have the flexibility through open book appraisal to demonstrate to the Council's satisfaction that the development would not be viable based on the current affordable housing dynamic targets.

Dynamic Targets and Thresholds

- 12.1 The National Planning Policy Framework requires Councils to set policies for meeting identified affordable housing need, and that those policies should be sufficiently flexible to take account of changing market conditions. Given that market conditions change over time it is impossible to set a single realistic deliverable target for the plan period. Either the target would have to be set too low, which would not maximise affordable housing provision, or so high that it is likely to be undeliverable for parts of the plan period.

- 12.2 To help determine appropriate deliverable targets and thresholds for York, the *City of York Affordable Housing Viability Study (2010) (AHVS)* and Annex 1(2011) was commissioned. This assessed the economic viability of a set of sample sites across the plan area, along with a parallel process on small sites to examine the scope of viability for smaller sites and lower thresholds.
- 12.3 The AHVS established baseline targets for sites in York in 2010, which presumed no public subsidy, which can be updated on an annual basis. They are designed for use in negotiations over the proportion of affordable housing on market sites. These dynamic targets will be amended annually in line with a model of dynamic viability based on the principles set out in the AHVS and the approved interim affordable housing targets, which respond to changes in local house prices, build costs and local changes to alternative use values. This will ensure that these targets remain viable and aligned to market conditions. York's Dynamic Model (based on the approved interim approach) and the mechanism for amending these targets will be set out in an Affordable Housing Supplementary Planning Document (SPD). In addition there will be a minimum of a five yearly review of the viability assessment to allow for adjustment of the Index to ensure it remains fit for purpose, additional reviews may be considered where there are significant legislative requirement changes (e.g. changes in code for sustainable homes).
- 12.4 Based on the AHVS and testing of its assumptions with developers, current approved interim dynamic targets are set out in Table 12.1 below:

Table 12.1: Dynamic Targets Based on Market Conditions April 2012

Threshold	Dynamic Target
Brownfield sites => than 15 dwellings	20%
Greenfield sites => than 15 dwellings	30%
All Sites of 11 - 14 dwellings	20%
All Sites of 5 - 10 dwellings	15%
All Sites of 2 - 4 dwellings	10%

- 12.5 Developments within York should be able to provide these levels of affordable housing and no individual site assessment will be required where submissions achieve these targets, subject to annual review. Developers will be required to submit an open book appraisal to justify any other cases of reduction, at their expense. If agreement can not be reached on the appropriate level of affordable housing between the Council and the developer it will be referred to the Valuation Office Agency at the expense of the developer, to determine the viable level of affordable housing. If a reduction is proven the Council may firstly seek Homes and Communities Agency subsidy (or other public subsidy) to achieve the level and mix of affordable housing consistent with the policy. If such subsidy is not available the Council may seek to vary the tenure mix or types of units of the affordable component where appropriate to assist in meeting the delivery of affordable housing objectives of the Council before agreeing a reduction in the overall amount of affordable housing.

Types

- 12.6 Affordable housing in York includes social rented and intermediate housing provided to specified eligible households whose needs are not being met by the open housing market, and who cannot afford to enter that market. They are currently living in unsuitable accommodation for a variety of reasons. The definition specifically excludes low cost market housing.

Tenure/Mix

- 12.7 The NYSHMA recommends a 70% social rented and 30% intermediate split. This is based on the fact that the study estimates that approximately 30% of households currently in affordable need could afford a 50% equity stake in an intermediate home at the lower quartile price.
- 12.8 A full range of property sizes and types are needed to satisfy the affordable housing needs of the City and providing small or poor quality accommodation will not be seen as satisfying the policy. Whilst the NYSHMA reports that there is a need for all dwelling sizes, the highest level of need is for 2 bed to 4 bed houses. In order to help build mixed and sustainable communities the affordable homes need to be pro-rata of the market homes and integrated within the site and indistinguishable from the market housing on site.
- 12.9 In order to build in more flexibility and to be able to react to changing circumstances in the market or new evidence in updated SHMA assessments, more detailed matters relating to tenure and housing mix will be set out and dealt with in the Affordable Housing SPD (see paragraph 12.14).

Provision

- 12.10 In accordance with national guidance affordable housing provision will normally be expected to be provided on site, except where the dynamic target proves that a whole unit is not viable on site. An Off Site Financial Contribution (OSFC) will be required for this element of affordable housing provision in accordance with the Council's adopted OSFC formula.
- 12.11 There are a number of ways that the OSFC could be calculated. These will be explored in a Supplementary Planning Document following the Local Plan preferred options consultation stage. The existing interim approach calculation is based on York's average house price minus the fixed register provider price, which is then multiplied by the AHVS viable percentage. This approach could be varied using the relevant average house price for different market areas in the city. This would provide a contribution which reflects changes in values across the city rather than a standard fixed OSFC that is applicable to the whole of the city. Alternatively a formula could be developed which is based on a price per square metre, this would set a contribution that reflects the size of home being built. The OSFC will be applied to all sites where a whole affordable housing unit is not viable on site.

- 12.12 Any other off site provision or commuted payments in lieu of on-site provision (of a equivalent value) for affordable housing will only be acceptable provided it is robustly justified and contributes to the creation of mixed communities.
- 12.13 To provide certainty and to meet need in York, there is the potential to allocate a number of 100% Affordable Housing sites or sites where the majority of development is for affordable housing in the Local Plan, please see the allocations chapter for further details. The exact location of these sites will be developed during the preparation of the Local Plan Submission document. If you are interested in promoting such a site that meets this preferred options policy please contact officers as early as possible.
- 12.14 An SPD will be used to set out clear and consistent guidance on all elements covered by Policy AH1 and Policy GB4. This will provide a mechanism to be able to react to changing circumstances, such as new housing need and mix, detailed information and advice on the operational approach to affordable housing policy in York. It will explain the Council's Dynamic Model, that will be used to change the dynamic targets annually, the process of negotiation, on site expectations with respect to integration and quality, tenure mix, subdivision of sites, application of grant, nomination criteria, viability assessments, off site financial contributions payments and the exceptions sites policy.

Policy Links

- Section 10 'Housing Growth and Distribution'
- Section 11 'Aiding Choice in the Housing Market'
- Section 13 'Community Facilities'
- Section 16 'Design and the Historic Environment'
- Section 25 'Infrastructure and Developer Contributions'

Alternatives

Affordable Housing Target

1. Do not specify any affordable housing target and enable the market to determine it.
2. Rely on the NPPF to ensure appropriate affordable housing provision
3. Provide local level policy with overall affordable housing targets for the duration of the Local Plan
4. **Provide local level policy with annual dynamic affordable housing targets (this is our preferred approach)**

Varying Affordable Housing Targets

1. Affordable housing target does not vary by location/development type
2. **Affordable housing target varies by location/development type (this is our preferred approach)**

Affordable Housing Requirements

1. Require all new developments to contribute to affordable housing target on-site

2. Require all new developments to contribute to affordable housing target off-site
- 3. Require only major development to contribute to affordable housing target on-site (mixed tenure) (this is our preferred approach)**

Question 12.1 This is our preferred approach to Affordable Housing. Do you think this is appropriate or should one of the alternatives or a different approach be taken?

Question 12.2 Do you think it would be better to have a single high level target for the whole of the plan period rather than targets that are amended annually based on local market conditions (Alternative option)?

Question 12.3 For off site financial contributions do you think our formula should:

- a) set a price per property; or
- b) have a price per square metre

Also should the off site financial contribution be:

- c) based on an average York house price for the whole city; or
- d) reflect house prices in different market areas, so the payment is linked to the area of the city the home is built

Question 12.4 What do you think of our preferred exceptions site policy?

Question 12.5 Do you think that a bench mark land price for exception sites should be set?

Section 13: Community Facilities

National Planning Policy Framework

National Guidance says that:

- planning policies should support economic growth in rural areas by promoting the retention and development of rural local services and community facilities in villages(Paragraph 28); and
- the provision and use of shared space, community facilities and other local services should be planned positively to enhance the sustainability of communities, including ensuring that established shops, facilities and services are able to develop and modernise and guard against the unnecessary loss of valued facilities and services. There should also be an integrated approach to considering the location of housing, economic uses and community facilities and services. (Paragraph 70).

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- the provision of new, and safeguarding of existing community facilities was widely supported;
- a range of specific facilities were important, including sports, music, health, education, cultural, leisure and convenience related facilities;
- the previous approach of maximising accessibility to community facilities was strongly supported, with the accessibility needs of the disabled being highlighted as being particularly important, alongside stronger links to wider objectives around sustainable travel and low carbon neighbourhoods being promoted;
- previous approaches based thresholds for requiring new provision was confusing, and it was suggested that the policy approach should be based on identified community need;
- more emphasis should be placed on improvements being made to existing facilities, over new provision and that opportunities for access agreements with other providers, as opposed to community owned schemes should be recognised;
- stronger protection could be given to existing facilities;
- a city centre swimming pool should be a priority; and
- there is concern amongst existing early years providers that increasing competition from new provision is threatening viability of existing provision in some areas of the city which may have an adverse effect on the Local Authority's statutory duty to secure Early Years Provision.

Key Evidence Base

- Consultation Draft Built Sports Facilities Strategy (2013)
- York Childcare Sufficiency Assessment (2012 Refresh)
- Health and Well Being in York: Joint Strategic Needs Assessment (2012)

Local Context

Alongside education and open space considered elsewhere in the plan, community facilities, healthcare and emergency services are considered important services that are an essential component in delivering sustainable neighbourhoods. Community facilities are those facilities and services that meet the day to day needs of a community, from city-wide to more local. They can include local shops, libraries, crèches, drop-in centres, public houses, day centres, meeting rooms, built sports and community leisure facilities such as swimming pools, places of worship, community centres, youth clubs and buildings for community groups such as clubs for senior citizens and scout and guide groups.

Built Sports Facilities

The *Consultation Draft Built Facilities Strategy (2013)* explores the provision of built sports facilities in York and the demand for these facilities to assess whether there is a need for additional provision. The strategy shows only minor shortages in provision of sports hall and artificial grass pitches and a sufficiency of swimming pool space. An action plan has also been drawn up as part of the strategy which has identified projects in place to create new facilities to address these shortages. There are other issues around quality and accessibility of some other sports facilities however there are projects in place to bring facilities up to modern standards and improve accessibility to increase participation in sport, as set out in the action plan. The key planning elements arising from the strategy are to protect and support the enhancement of existing facilities and to support the actions identified in the action plan. New facilities should only be supported where they are being developed in response to identified need.

Childcare Provision

The *Childcare Act (2006)* requires Local Authorities to carry out a Childcare Sufficiency Assessment which involves consulting a range of groups as to their childcare needs and comparing this to the available provision. The *York Childcare Sufficiency Assessment (2012 Refresh)* highlights that overall childcare in York reasonably matches the needs of local families. Although there are currently no gaps in provision that are preventing families from accessing childcare the assessment has highlighted that some families are having difficulties in accessing childcare. There are a number of wards where data suggests the childcare market is currently not fully meeting families needs, these include the following; Acomb; Holgate; Micklegate; Bishopthorpe; Heworth Without; Hull Road; and Guildhall.

The Guildhall ward in particular is identified as a pressure point due to the fact many people are wanting to make use of City Centre provision but don't live within the ward. The Ward tops the list for parents saying they would like access to childminders, day nurseries, nursery classes, before and after school clubs and holiday schemes.

It should be noted that childcare needs may change over the plan period and that the Childcare Sufficiency Assessment is updated annual, for the latest information please see the following website www.yor-ok.org.uk/childcaresufficiency

Healthcare and Emergency Services

The *Health and Wellbeing in York: Joint Strategic Needs Assessment (2012)* provides a comprehensive local picture of the health and wellbeing needs of all the people who live in York. This document confirms that overall York is a great place to live. Most people who live here have good health and wellbeing. However, this does not apply to everyone; some people in our city experience poorer health and wellbeing outcomes. This may be down to their needs, their circumstances, or simply where they live. The population in York is ageing and this demographic profile will have implications for commissioning decisions in the future. The planning process has a key role to play in helping all residents to live long, healthy and independent lives, including reducing inequalities to improve health and wellbeing outcomes for the people of York. Accessible community facilities and built sports facilities can contribute to maintaining and improving health and well being.

The York Teaching Hospital NHS Foundation Trust and the Leeds and York Partnership NHS Foundation Trust are currently focussing their operations on their existing sites, with York hospital being the main secondary healthcare facility in York and the sub area. The Yorkshire Ambulance Service NHS Trust's planning requirements are to support their main stations in York and Haxby. The current Hub and Spoke model for emergency response continues to be an integral part of the Trust's estates strategy. The North Yorkshire Fire and Rescue Service Authority have undertaken a comprehensive review of their facilities to consider the current and future needs of the service and the community. As part of this review, following consultation, plans have been approved to build a new fire station to the south east of the City Centre at Kent Street to replace the current fire station at Clifford Street which is no longer fit for purpose.

Preferred Approach

Policy CF1: Community Facilities

The Local Plan promotes community cohesion and the development of strong, supportive and durable communities through the creation of sustainable, low carbon neighbourhoods where every community has access to quality community facilities to meet day to day needs. This will be delivered through the following:

- i. requiring proportionate new or improved community facilities accessible to all to be provided to accompany new residential development to ensure sufficient quality facilities for existing and future occupiers;
- ii. requiring any new community facilities to be in locations which are well served and linked by public transport and easily accessible by walking and cycling; and
- iii. not permitting proposals which fail to protect existing community facilities or involve the loss of facilities unless it can be demonstrated the use is no longer, or cannot be made, viable or equivalent alternative provision can be made.

- 13.1 It is important that a range of good quality community facilities accessible to all are available locally and are well connected to communities to meet their day to day needs. This reduces the need for people to travel to obtain essential services, particularly benefiting the less mobile and more deprived members of society. It is

also important that city-wide community facilities such as built sports facilities are well as served by public transport, walking and cycling.

- 13.2 The Local Plan has an important role to play in ensuring that community facilities are provided in the most effective and accessible way. Existing services must be protected as much as possible however it is also important to get the most out of existing facilities in making sure they are 'fit for purpose'. It is important that service provision keeps pace with new development so that existing and future communities and all sections of it have satisfactory access to community facilities. Appropriate developer contributions will be important in delivering this. Any new community facilities must be accessible to the communities they serve by walking, cycling and public transport in accordance with the accessibility criteria set out in the transport section.
- 13.3 For the purposes of Policy CF1, community facilities should be taken to mean those facilities that meet the day to day needs of the communities they serve. This can include meeting places, sports venues, cultural buildings, public houses and places of workshop. For the Local Plan's approach to local shops please see Policy R2 in Section 9 'Retail'.

Policy CF2: Built Sports Facilities

In meeting any future demand for built sports facilities the preferred approach is through extension and expansion of existing high quality sustainable sites in the first instance. New facilities will be supported provided they are meeting an identified gap in provision, accessible to all and suitable infrastructure exists or can be created to manage and maintain the facility. Any new facilities must be sited in accessible locations within the areas of deficiency which are well served and linked by public transport and easily accessible by walking and cycling.

Proposals will be refused which fail to protect existing community facilities or involve the loss of facilities unless it can be demonstrated the use is no longer, or cannot be made, viable or equivalent alternative provision can be made.

- 13.3 Built Sports Facilities can include swimming pools, artificial grass pitches for football, and hockey, sports halls, indoor bowls, multi use games areas alongside more specialist outdoor provision such as athletics tracks, golf courses and cycle tracks. To ensure the provision of a range of quality and accessible facilities to meet the needs of the community, in accordance with Policy CF1 'Community Facilities', York's built sports facilities will be protected unless it can be demonstrated that the use is no longer, or cannot be made, viable or high quality alternative provision can be made.
- 13.4 Permission was granted in May 2012 for the York Community Stadium at Monks Cross. The stadium will provide a new home for both of York's professional sports teams, York City Football Club and York City Knights RLFC. The new stadium will also provide facilities and opportunities for the wider community such as the existing swimming pool and gym. A new community hub building will include new facilities such as an Explore Learning Centre, the York St John Institute for Sport and

Wellbeing, outpatient facilities for the York Teaching Hospital NHS Foundation Trust and a new Independent Living Assessment Centre.

- 13.5 The *Consultation Draft Built Facilities Strategy (2013)* addresses in its action plan any shortfalls in provision that have been identified and as such there is currently no requirement for new facilities to be identified. However, as the plan period progresses new demand may arise. Any future demand should, in the first instance, be met through extensions and expansion of existing high quality sustainable sites. Should there be a demonstrable identified gap in provision and suitable infrastructure exists or can be created to manage and maintain a new facility then such a facility will be supported, so long as it is in an appropriately accessible location.

Policy CF3: Childcare Provision

Applications for childcare provision should be accompanied by an assessment that demonstrates the need for additional childcare provision in the locality. New, high quality, childcare facilities will be supported where there is an identified need for the additional provision, including strategic housing allocations and accessible for all. Any new facilities must be in accessible locations, which are well served and linked by public transport and easily accessible by walking and cycling.

Proposals will be refused which fail to protect existing community facilities or involve the loss of facilities unless it can be demonstrated the use is no longer, or cannot be made, viable or equivalent alternative provision can be made.

- 13.6 There are a number of different types of childcare provision, including childminders, day nursery, holiday scheme, independent school nursery classes, Local Authority maintained nursery school classes and out of school clubs. In line with Policy CF1 'Community Facilities' the loss of existing childcare provision should be resisted unless it can be demonstrated that the use is no longer, or cannot be made, commercially viable or equivalent alternative provision can be made. The noise impacts arising from any childcare provision proposals, particularly for residential communities, should be taken into account in line with Policy EP2 'Managing Environmental Nuisance'.
- 13.7 The childcare market is dynamic and changes can happen over a short period of time. In September 2010 all three and four year olds became entitled to 15 hours a week of free early education, an increase from 12.5 hours a week. The Government plans to introduce a new targeted entitlement for two year olds to access free early education which may see a rise in demand for childcare provision in the city. To help ensure that childcare in York matches the needs of local families and that any gaps in provision are met applications for new childcare facilities will be supported where they are accessible to all and accompanied by a needs assessment which successfully demonstrates a need for provision in the locality and that they are in accessible locations.

Policy CF4: Healthcare and Emergency Services

To contribute to residents living long, healthy and independent lives in sustainable neighbourhoods the Local Plan will support:

- i. primary healthcare services that are responsive to current and projected needs of communities. This may include new services, which are accessible to all, to meet the needs of future occupants from new development, including strategic housing allocations (identified in the Spatial Strategy) alongside the redevelopment of existing facilities. It will involve working with GP Commissioning Groups or any successor organisation;
- ii. the York Teaching Hospital NHS Foundation Trust and the Leeds and York Partnership NHS Foundation Trust, or any successor organisation, to make the best use of their current sites, in particular by protecting the setting of Bootham Park and facilitating any improvements to the York Hospital (as identified on the Proposals Map) to enable it to remain on its existing site for the long term to ensure the optimum delivery of secondary care services in York;
- iii. new healthcare facilities in accessible locations which are well served and linked by public transport and easily accessible by walking and cycling;
- iv. the emergency services to continue to provide an effective service; and
- v. refusing proposals which fail to protect existing community facilities or involve the loss of facilities unless it can be demonstrated the use is no longer, or cannot be made, viable or equivalent alternative provision can be made.

- 13.8 It is important that the health needs of the residents of York are met which will mean ensuring that services are responsive to the current and projected needs of local communities. New healthcare services may be required as new residential areas are built and existing facilities may need to adapt to changing needs over the plan period. This will require working collaboratively with GPs and their communities in meeting healthcare needs. It is important that York retains its role as a key secondary healthcare centre for the wider sub area. As such the Council will support providers to make the best use their existing sites. The emergency services will also be supported throughout the plan period to ensure that they are able to provide effective service and call out times.

Policy Links

- Section 9 'Retail'
- Section 10 'Housing Growth and Distribution'
- Section 11 'Aiding Choice in the Housing Market'
- Section 12 'Affordable Housing'
- Section 14 'Education, Skills and Training'
- Section 16 'Design and the Historic Environment'
- Section 17 'Green Infrastructure'
- Section 23 'Transport'
- Section 25 'Infrastructure and Developer Contributions'

Alternatives

Required Contributions

- 1. Require all new developments to contribute to community facilities/health provision, on or off site (this is our preferred approach)**
2. Require only major developments to contribute to community facilities/health provision on or off-site

Provision and accessibility

1. Rely on National Planning Policy Framework (NPPF) to guide community facilities/health provision and accessibility in relation to new development
- 2. Provide generic local criteria to guide community facilities/health provision and accessibility in relation to new development (this is our preferred approach in relation to general community facilities)**
- 3. Provide detailed local criteria to guide community facilities/health provision and accessibility in relation to new development (this is our preferred approach in relation to sport, childcare and health)**

Protection of existing community facilities

1. Do not protect existing community facilities from non-community uses if the market requires them
2. Rely on NPPF policies to protect existing community facilities and access to them
- 3. Provide local level policy to protect existing community facilities and access to them (this is our preferred approach)**

Question 13.1 This is our preferred approach to community facilities do you think this is appropriate or should one of the alternatives or a different approach be taken?

Section 14: Education, Skills and Training

National Planning Policy Framework

National Guidance says that:

- there should be a sufficient choice of school places available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education (Paragraph 72).

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- the importance of first class educational facilities in the city and the role of these institutions in ultimately ensuring a widely skilled workforce and economically competitive city was extensively acknowledged;
- facilitating specialisms within higher education that are aligned to sectoral strengths in York's economy was important;
- the provision of school facilities and expanding community access to these beyond core education uses was supported;
- there should not be a requirement for construction training and targeted recruitment, others disagreed and supported the principle of workplace training and development;
- loss of skilled employees and therefore local employment supply chains to other regional centres such as Leeds was an issue;
- apprenticeship and personal development are important points of reference to any policy framework; and
- student housing is a particular issue. Some respondents considered that the universities had a responsibility to provide affordable student accommodation, on-campus accommodation where possible. Allocation of sites for purpose built student housing was suggested.

Key Evidence Base

- Dream Again: York's Strategic Plan for Children, Young People and Their Families 2013-2016 (2012)
- York Local Area Statement of Need September 2012: For the Provision of learning for young people aged 14-19 or aged up to 25 subject to a learning difficulty assessment (2012)
- School Playing Fields Assessment Technical Paper (2010)

Local Context

Education

Building on recent years' investment in the City's educational facilities, to contribute to making York a world class centre for education it is vital to provide the quality and choice of learning and training opportunities to meet the needs of children, young people, adults, families, communities and employers.

As set out in the *Schools White Paper (2010)* the Council has a key role in supporting parents and families through promoting a good supply of strong schools, responding to proposals for the development of Academies and Free Schools which reflect the aspirations of local communities.

Playing fields and pitches are an important element in delivering the school curriculum. The *School Playing Fields Assessment Technical Paper (2010)* has shown that a number of existing schools in York have insufficient playing field provision when compared against the current statutory minimums set out in the Education (School Premises) Regulations 1999 and the minimum area guidelines set out in Building Bulletins 98 and 99.

The *York Local Area Statement of Need September 2012: For the Provision of learning for young people aged 14-19 or aged up to 25 subject to a learning difficulty assessment (2012)* identifies that travel to learn of 16-18 year olds is a very significant feature of the learning offer in York with a net import to York of those living outside of the City, primarily from North Yorkshire and the East Riding, choosing to study in York. The number of residents leaving the area for Further Education studies has significantly reduced from 125 to 34 over the last four years. This, alongside recent national policy changes which will see young people expected to remain in education or training until age 17 years in 2013 and 18 years in 2015 may have particular implications for York College and the City's other post 16 provision.

Skills and Training

Targeted recruitment and training offers the potential to assist local economies and develop higher skills levels within the existing workforce. Importantly, targeted recruitment and training also has direct benefits for communities through reducing worklessness, social deprivation and social exclusion by reaching out to those furthest from the labour market. Local Authorities have a vital role in supporting these groups of residents through the development of services to support the essential networks and partnerships which link together third sector providers of support to these residents. Targeted recruitment and training contributes to meeting several of the aims of the Council's Corporate and Sustainable Community Strategies including ensuring employment rates remain high and local people benefit from job opportunities, enhancing skills levels and achieving social progress by tackling social exclusion.

Increasing apprenticeships has been a key priority for the Council for a number of years. The *York Local Area Statement of Need September 2012: For the Provision of learning for young people aged 14-19 or aged up to 25 subject to a learning difficulty assessment (2012)* highlights that there have been increases in participation in apprenticeships amongst 16 to 18 year olds and that the highest

number of starts are in the sectors of hairdressing, construction, hospitality and catering, childcare, business and administration and retail. The latest figures show a 14% change in start up rates in York compared to a national increase of only 3%. However, with the growing need to provide flexible learning options in different 'non traditional' learning environments apprenticeships remain an important offer.

From a spatial planning perspective, targeted recruitment and training, including apprenticeships, can be supported through the development process and in particular through the construction of major developments.

Preferred Approach

Policy EST1: Preschool, Primary and Secondary Education

The Local Plan will:

- i. facilitate the provision of sufficient modern education facilities for the delivery of preschool, primary and secondary school education to meet an identified need and address deficiencies in existing facilities. Including new provision, where required, to support strategic housing allocations (as identified in the Spatial Strategy) and any future developments of Academies and Free Schools which reflect the aspirations of local communities ;
- ii. require any new schools to be in locations that are accessible by sustainable means of transport from the communities they are intending to serve and not have a significant adverse impact on the amenities of neighbouring property;
- iii. ensure that all new schools have sufficient and appropriate playing field provision and take opportunities to deliver additional playing fields for existing schools identified as having a deficiency, as part of new developments in the vicinity of the schools; and
- iv. require school design and support modifications which allow community access to their facilities in areas where there are deficiencies of community leisure and sports facilities.

- 14.1 Providing choice in sufficient and suitably modern accommodation will help to increase educational attainment to equip communities and local people with the right skills for the jobs available, both now and in the future. As such, proposals for additional educational facilities will be welcomed by the Council if requirements are identified following assessment of need, and for Academies and Free Schools if their development reflects the aspirations of local communities.
- 14.2 Given the scale and location of future housing development and projected increases in birth rates the Local Plan must ensure there are sufficient modern preschool, primary and secondary education facilities across the city. This includes the provision of teaching operations, sports and cultural provision, as highlighted in ongoing work to support the emerging School Place Planning Framework. Alongside any new provision, the Local Plan will also facilitate the development of existing schools to deliver quality, modern education facilities with new or increased community access were possible. This will include exploring deficiencies

experienced by existing schools such as inadequate premises/sites. In some cases it may be necessary to identify new sites to accommodate replacement schools.

- 14.3 This policy requires all new schools to have adequate playing field provision. As identified in the *School Playing Fields Assessment Technical Paper (2010)* a number of existing schools are already underprovided for, this policy also seeks to ensure that any opportunities to increase or improve playing field provision as a result of a development within the vicinity of schools that have a deficiency are pursued. Playing field provision will be judged against the latest national school playing fields and pitches standards.

Policy EST2: Further and Higher Education

The continued success of all further and higher education institutions is supported, including any further expansion of their teaching and research operations, other facilities and student accommodation at their existing sites and campuses as shown on the Proposals Map, namely:

- York College - including land for future expansion. Anticipated growth at York College and continued delivery of its facilities on one site through expanding built development beyond the existing site will be facilitated through the Local Plan. Sufficient land has been identified to facilitate anticipated growth at York College and continued delivery of its facilities at one location.
- University of York - including Heslington East and West campuses.
- York St. John University.
- College of Law.
- Askham Bryan College - including land for future expansion.

- 14.4 The continued success of York College will be supported by the Council, both as a further education establishment and its role in offering higher education courses..
- 14.5 In recognition of the important role higher education plays within the city the continued success of the city's two universities (University of York and York St John University - detailed policies are provided in Section 15 'Universities'), alongside the city's other higher education institutions (Askham Bryan College and the College of Law) will be facilitated.' These establishments, and in particular the universities, are rooted as institutions and have long standing physical, social and economic relationships with the city. The Council will continue to support their success through facilitating any future expansion at their current sites and campuses. Askham Bryan College has historically been identified as a major developed site in the Green Belt. It is proposed to expand the area identified in this way to allow the College to develop its operations whilst at the same time maintaining the lands Green Belt Status. For more information on the Plan's approach to major developed sites in the Green Belt please see Section 18 'Green Belt'.
- 14.6 It is important that increases in higher education student numbers through any future expansion are matched by increases in student accommodation. For more information on the Plan's approach to student housing please see Section 12 'Aiding Choice in the Housing Market'.

Policy EST3: Community Access to Sports and Cultural Facilities on Education Sites

The development of new high quality education and related facilities which propose community use of their facilities will be expected. Through the development process, agreements for wider community access to existing sports and cultural facilities on all education sites will be secured, unless a local sufficiency can be demonstrated.

The loss of existing community access will be resisted unless it can be demonstrated that there is no continuing demand from the community for the facilities or alternative provision can be made.

- 14.7 The purpose of Policy EST3 is to secure and promote wider community access for all sections of the community to education facilities to continue to ensure they remain rooted in the communities they are located within. Sports halls are often included as supporting facilities at schools and colleges, it is important that the Council maximises any opportunities to obtain community access to as many facilities as possible, both sporting and cultural.

Policy EST4: Targeted Recruitment and Training

Economic and social benefits for local communities will be created through construction training and targeted recruitment linked to the development process. This will be achieved through building linkages between developers, contractors and jobseekers via the construction of major developments.

Planning applications for schemes with a likely construction cost of £1million and above will be subject to an assessment to consider the skills and training requirements in the construction of the project against the local labour market. Applicants will be expected to enter into a Section 106 Agreement to ensure, where feasible and viable, training opportunities are provided and labour is locally sourced.

- 14.8 Policy EST4 refers to construction in its widest sense, to include any related development industry during the construction phase of the development. This can range from the physical construction of buildings to landscaping.
- 14.9 The procurement process for building contractors will be used where possible to identify and implement skills development initiatives, ensuring that employment and training outcomes are integral to major public sector construction contracts. This will provide opportunities to expand apprenticeships and work based learning. Building upon this, alongside exemplar training schemes in place through the University of York expansion at Heslington East, developments in the city with a construction cost of £1million and above will be assessed and where required, provide targeted recruitment and training as part of the proposals. This will be secured via a Section 106 Agreement.

- 14.10 The types of activities that may be appropriate include apprenticeships and upskilling the current company workforce. It is anticipated that some activities will involve a direct link to the development site through on-site training and visits whilst others may be more appropriate off-site.
- 14.11 To ensure local residents benefit from the employment and training opportunities created during the construction of large developments the Council, in collaboration with Higher York, will assess each proposal individually to make better use of local talent. The Council will also work closely with developers and their contractors to find opportunities within their procurement schedules for local companies, such as sourcing local materials and suppliers during the construction phase of the development. It is proposed that a Sustainable Design and Construction Supplementary Planning Document will be produced which will provide additional information and detail.

Policy Links

- Section 8 'Economy'
- Section 13 'Community Facilities'
- Section 15 'Universities'
- Section 16 'Design and the Historic Environment'
- Section 18 'Green Belt'
- Section 20 'Climate Change'
- Section 25 'Infrastructure and Developer Contributions'

Alternatives

Education Facilities

1. Rely on the National Planning Policy Framework (NPPF) to guide development of education facilities
2. **Local policy to guide development of education facilities (this is our preferred approach)**

Education accessibility

1. Rely on NPPF to guide education provision and accessibility in relation to new development
2. **Provide generic local criteria to guide education provision and accessibility in relation to new development (this is our preferred approach)**
3. Provide detailed local criteria to guide education provision and accessibility in relation to new development

Provision of Skills and Training Opportunities

1. Require all new developments to contribute to skills and training, on or off site
2. **Require only developments with a construction cost of £1million or more to provide skills and training opportunities, on or off site (this is our preferred approach)**

Question 14.1 This is our preferred approach to education, skills and training, do you think this is appropriate or should one of the alternatives or a different approach be taken?

Section 15: Universities

National Planning Policy Framework

National Guidance says that:

- a proactive, positive and collaborative approach should be taken to development that will widen choice in education (Paragraph 72).

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- given the scale Green Belt development that has occurred over recent years such as the University expansion it is considered that no further development should occur on Green Belt land, however others welcomed the exclusion of areas of land from the Green Belt, such as land at the University of York; and
- too much emphasis is placed on the expansion of the University of York, at the expense of other establishments, such as York St John University.

Key Evidence Base

- York St. John University Strategy for Sport 2012- 2015 (2012)
- York St. John University: Our Strategy 2012-2015 (2012)
- 2008/00005/OUT: Heslington East Outline Planning Consent, as implemented Development Brief: Heslington East University of York Campus (2004)
- University of York Heslington Campus Development Brief for Future Expansion (1999)

Local Context

University of York

As one of the leading higher education institutions, the University needs to continue to facilitate growth, within the context of its landscaped setting which gives it a special character and quality, to guarantee its future contribution to the need for education and research and to the local, regional and national economies. In maintaining this potential for growth, the University is fulfilling the policy imperatives emanating from national government and is helping to contribute towards local and regional development objectives. As it reaches its 50th year in 2013 the University of York is planning for the next 50 years.

It will be important to ensure that existing facilities at the university meet the requirements of a modern higher education institution. Older buildings on the Heslington West campus date from the 1960s and 1970s and are coming to the end of their useful life. For example, student study bedrooms do not meet the aspirations of most modern students and the academic spaces are constrained by the original buildings design. Following a thorough condition survey by the University of York it has been determined that the majority of the original Clasp building stock at Heslington West should be replaced.

It was anticipated that the Heslington East Campus Extension would meet the University's expansion needs over a 15 to 20 year planning horizon and enable student numbers to increase to 15,400, staff to grow to 4,500 and incubator and related research institute employees to be around 4,000. Since the scheme was approved there has been an economic down turn and the anticipated demand for third party employers to locate to the site has not materialised to date. However, there has been a strong demand from students wanting to study at York to which the University continues to respond.

It is important that any increases in student numbers are matched by increases in student accommodation. This should, where possible, be on campus, or in locations with good public transport, walking and cycling links to the university.

York St. John's University

York St John University has roots going back to the 1840s. It's centrally located by the historic medieval walls of the city and has an impressive mix of historic Victorian and modern buildings, set in award winning gardens. The University has benefited from almost £75 million of strategic investment in new facilities over the past ten years to develop a well resourced city centre campus. This development has enabled the University to provide an up to date teaching and learning environment. The RIBA award winning £15 million De Grey Court, positioned as a gateway to the University from City of York provides an exciting range of teaching facilities, lecture theatres and seminar rooms as well as a graduate centre. It also supports partnership work across York, thereby further contributing to the economic and social development of the city.

As for the University of York, it is important that any increases in student numbers at York St. John University are matched by increases in student accommodation.

Land at Mille Crux, Haxby Road has a long history of sports related use including athletics, cricket, rugby and outdoor bowls. For many years the 13.1ha site, together with the adjacent 9.7ha Northfields sports fields, was owned and managed by Rowntree and then Nestlé predominantly for the use of Company employees with some access by local community sports teams. In between Mille Crux and Northfields is a 2.1ha site which was occupied by the former Bio-Rad Factory, which was demolished several years ago. York St. John's University intend to create a multi-million pound centre for sporting excellence on these sites via major financial investment in buildings and facilities.

Preferred Approach

University of York

Policy U1: University of York Campuses

To ensure the continuing development of the University of York, the following range of higher education and related uses will be permitted on the University's campuses, as identified on the Proposals Map:

- academic, teaching, research and continuing professional development facilities;
- residential accommodation for staff and students;
- arts, cultural, sports and social facilities ancillary to higher education uses;
- conferences;
- knowledge based activities which need to be located on the campuses due to sharing of research work, personnel or other university related functions; and
- any other uses which are considered to be ancillary to the university including support services for the uses identified above

In accordance with Policy ACHM5: Student Housing, the University of York must address the need for any additional student accommodation which arises because of their future expansion. Provision will be expected to be made on campus in the first instance or otherwise on allocated sites managed by the institution in question or linked to purpose built dedicated private sector accommodation.

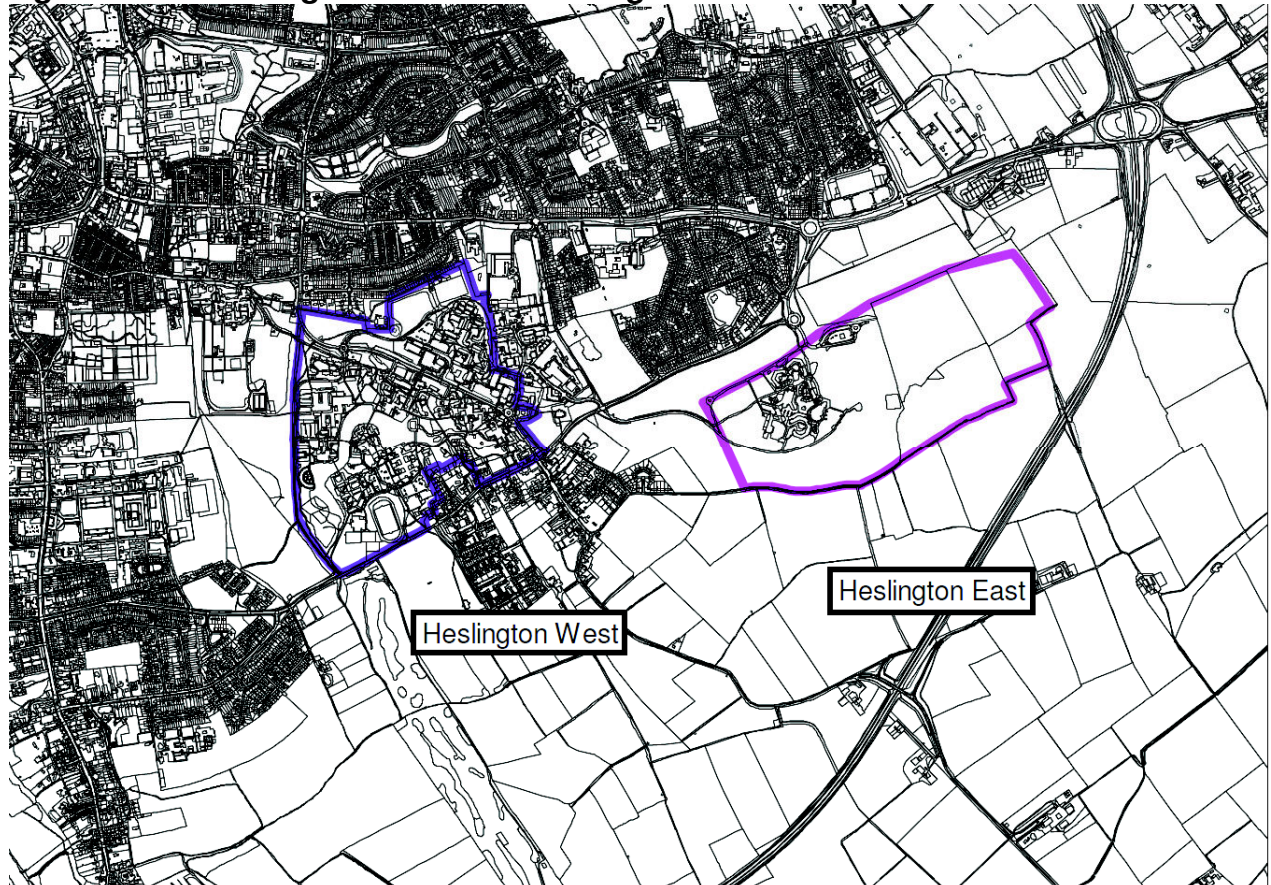
- 15.1 To ensure that the existing campuses forming the University of York make a full contribution to the life of the city, it is important that they continue to be used for predominantly educational and related uses. It is also vital that opportunities are maintained for the University's cultural, social and sports facilities to be used by the wider public.
- 15.2 Knowledge based activities, including Science City York Uses must demonstrate that they need to be located on the site due to aspects such as sharing of research and development ideas, resources or personnel, or undertaking of research activities within the University of York. Science City York Uses that will be acceptable on the site are defined as being those:
- which operate within a high technology sector and/or engage in innovative activities; and
 - which have a focus on research and development, product or process design, applications engineering, high level technical support or consultancy; and
 - where a minimum of 15% of the staff employed are qualified scientists or engineers (qualified scientists or engineers are those qualified to at least graduate level in physical, biological, social sciences or humanities disciplines related to the work of Science City York).

Policy U2: Heslington West

To maintain the character of the University of York Heslington West campus, proposals for extension and redevelopment of existing buildings and the construction of new buildings will be allowed within the following parameters:

- the developed footprint (buildings and car parking only) shall not exceed 20% of the total site area, unless for an agreed temporary period during the implementation of proposals;
- the heights of buildings shall be appropriate to their surroundings and not exceed the height of any adjacent mature tree canopies unless a greater height can be justified in relation to a proposed iconic or landmark building;
- the landscape is conserved and enhanced;
- general car parking (excluding accessible parking spaces) shall not exceed 1,520 spaces and managed in accordance with the agreed parking strategy;
- the provision of an adequate internal cycle and non car based transport network; and
- the level of student housing capacity is retained at 3,586 bed spaces.

- 15.3 The University of York Heslington West Campus is shown overleaf at Figure 15.1. To ensure that university buildings on Heslington West meet the requirements of a modern higher education institution the replacement of buildings that are no longer fit for purpose will be supported. Proposals for extension or redevelopment should be in accordance with the provisions of the *University of York Heslington Campus Development Brief for Future Expansion (1999)*, the principles of which are set out in Policy U2 above. For information on the uses permitted at Heslington West please see Policy U1 above.
- 15.4 In accordance with the Section 106 legal agreement for Heslington East, the level of student housing capacity at Heslington West must be retained at the level as at the date of the agreement. Student housing capacity at Heslington West has been established at 3,586 bedspaces.

Figure 15.1: Hestlington West and Hestlington East Campuses.

Policy U3: Heslington East

The Council will support the continuing development of the University of York Heslington East campus, in accordance with the outline planning consent as implemented (2008/00005/OUT) and the Section 106 legal agreement for the development.

Any subsequent amendments must also be in accordance with the uses outlined in Policy U1 and ensure that scale, layout and design contribute to a high quality education environment. Any amendment must also reflect the parkland setting, complementary to Heslington West campus and be sensitive to its Green Belt surroundings, including the setting of Heslington village.

- 15.5 The University of York Heslington East Campus is shown at Figure 15.1. The outline planning consent as implemented (08/00005/OUT) and the Section 106 legal agreement provide the context for development at Heslington East. Principles of development include the designation of 65 ha for development at 23% density; maximum heights of buildings; restricted car parking; and provision of a campus-wide sustainable transport system. Proposals at Heslington East will be determined in accordance these documents. For information on the uses permitted at Heslington East please see Policy U1 above.

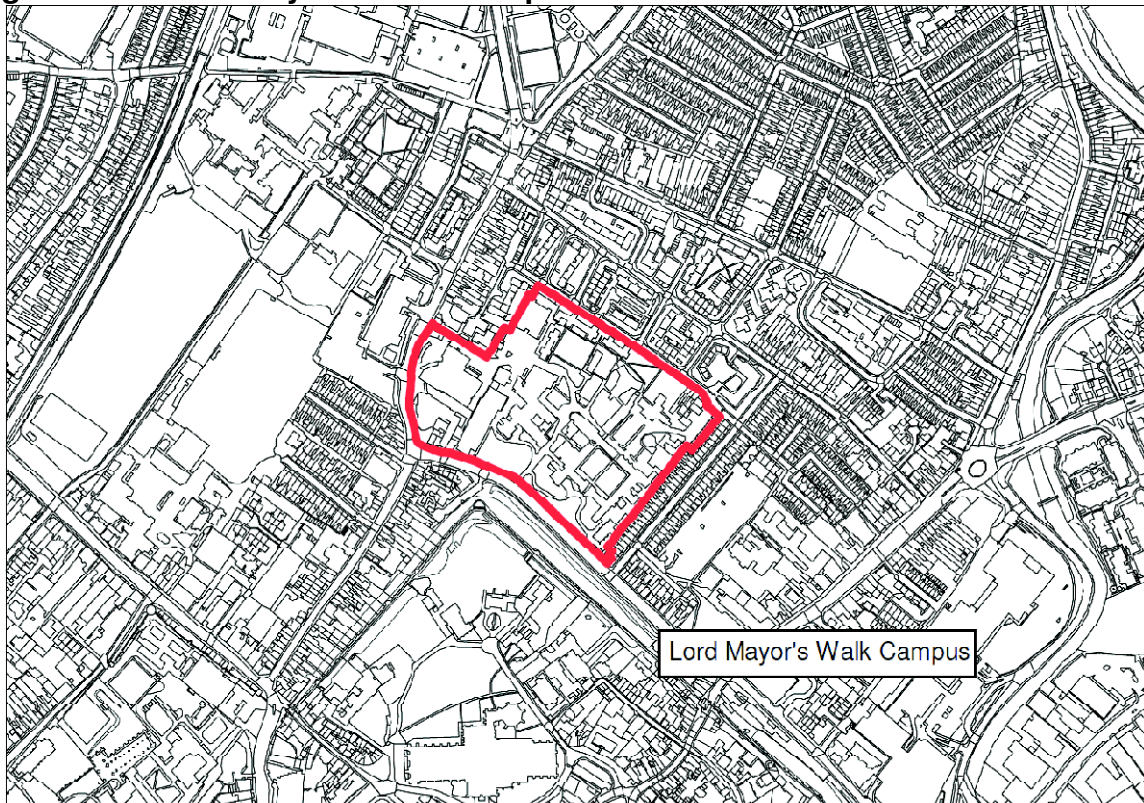
York St. John University**Policy U4: Lord Mayor's Walk**

The development and redevelopment of York St John University's Lord Mayor's Walk campus, as identified on the Proposals Map, will be permitted provided that it is limited to higher education and related uses and its design takes into account the sensitive location of the campus.

In accordance with Policy ACHM5: Student Housing, York St. John University must address the need for any additional student accommodation which arises because of their future expansion. Provision will be expected to be made on campus in the first instance or otherwise on allocated sites managed by the institution in question or linked to purpose built dedicated private sector accommodation.

- 15.6 Ongoing renewal and redevelopment of York St. John University existing campus to meet education needs will be supported. This includes providing high quality buildings, providing safe, accessible facilities, enhancing the environmental quality of the estate and ensuring optimal use of the campus. Given the seven Grade II listed buildings within the campus it is important that proposals take account of the sensitive location and its setting. Figure 15.2 overleaf shows the location of the campus. For more information on the Plan's approach to development which affects listed buildings and their setting please see Section 16 'Design and the Historic Environment'.

Figure 15.2: Lord Mayor's Walk Campus



Policy U5: York St. John University Allocations

The following sites at Haxby Road are allocated for educational and ancillary community uses by York St. John University, as shown on the Proposals Map:

- land at Mille Crux;
- land at Northfields; and
- former Bio-rad site.

Appropriate uses of the allocated sites include:

- outdoor sports facilities, together with associated car and cycle parking and floodlighting;
- appropriate indoor sports facilities; and
- Other outdoor recreational activity.

- 15.7 Allocation of the 13.1ha site on land at Mille Crux for educational use reflects York St. John University's ambitions and supports the major investment proposed by the university. It will assist the University in fulfilling major aims of its Strategy for Sport 2012-2015, including the improvement of indoor and outdoor sports facilities that support the University's size and ambitions, and enable it to accommodate community teams to provide more opportunities for sport benefitting students and York residents.
- 15.8 The 9.7ha site on land at Northfields. Haxby has a long history of sports related use including rugby and football. The site has been allocated for educational use by York St. John University as part of the university's centre for sporting excellence. Ancillary pavilions, changing facilities and indoor sports facilities will be permitted.
- 15.9 The allocation of 2.1ha former Bio-Rad site for indoor and outdoor sports will complement the proposals for the Mille Crux site as an educational establishment.

Policy Links

- Section 6 'City Centre'
- Section 8 'Economy'
- Section 14 'Education, Skills and Training'
- Section 16 'Design and the Historic Environment'
- Section 23 'Transport'
- Section 25 'Infrastructure and Developer Contributions'

Alternatives

Form and Location of University Development

1. Rely on National Planning Policy Framework policies to guide form and location of university development
2. Provide generic local criteria to guide form and location of university development
3. **Provide detailed local criteria to guide form and location of university development (this is our preferred approach)**

Question 15.1 This is our preferred approach to the universities do you think this is appropriate or should one of the alternatives or a different approach be taken?



This section looks at how history has shaped our city and how we are going to plan development in the future whilst protecting the important historic buildings and landscape.

It looks at issues which are important aspects of the environment such as wildlife sites and open space and how they can be conserved and enhanced.

The section also looks at the opportunities offered by the city's natural resources whilst protecting current and future residents from environmental impacts.

PROTECT THE ENVIRONMENT

Section 16: Design and the Historic Environment

National Planning Policy Framework

National Guidance says that:

- planning should always seek to secure high quality design (Paragraph 17);
- pursuing sustainable development will involve seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life which can include replacing poor design with better design (Paragraph 9);
- good design is a key aspect of sustainable development. It is indivisible from good planning and should contribute positively to making places better for people (Paragraph 56);
- planning policies and decisions should aim to ensure that developments:
 - will function well and add to the overall quality of the area over the lifetime of the development;
 - establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
 - optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks;
 - respond to local character and history and reflect the identity of local surroundings and materials while not preventing or discouraging appropriate innovation;
 - create safe and accessible environments; and
 - are visually attractive (Paragraph 58);
- planning policies should address the connections between people and places and the integration of new development into the natural, built and historic environment (Paragraph 61);
- Local Plans should include a positive strategy for the conservation and enjoyment of the historic environment. This should take into account: the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring and the character of a place (Paragraph 126);
- applicants should describe the significance of any heritage assets affected, including any contribution made by their setting (Paragraph 128);
- great weight should be given to designated heritage assets when considering the impact of a proposed development (Paragraph 132); and
- where a proposed development will lead to substantial harm to or the total loss of significance of a designated heritage asset consent should be refused, unless it can be demonstrated that the harm or loss is necessary to achieve substantial public benefits (Paragraph 133).

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- the previous approach of preserving and enhancing York's special character was strongly supported, although some felt that a contemporary approach to modern development could be taken and that design quality was a critical factor.
- the role of the green belt and building height control was important with regard to controlling impacts of new development on the historic environment;
- there was concern over the impact of development based on the previous levels of growth outlined;
- more detail is needed in terms of the vulnerability of different aspects of York's special built and natural environment, and the capacity to accommodate change without harm; and
- a Local Heritage List for York is important.

Key Evidence Base

- Heritage Topic Paper (2013)
- Consultation Draft City of York Streetscape Strategy and Guidance (2013)
- Consultation Draft Local Heritage List for York Supplementary Planning Document (2013)
- Constructive Conservation (2013)
- PPS5: Planning for the Historic Environment Practice Guide Revision Note (2012)
- Heritage in Local Plans: How to Create A Sound Plan Under the NPPF (2012)
- York Central Historic Core Conservation Area Appraisal (2011)
- Seeing the History in the View (2011)
- The Setting of Heritage Assets (2011)
- Conservation Principles Policies and Guidance (2008)
- York City Walls Conservation Plan and Access and Interpretation Plan (2005)
- The York Development and Archaeology Study (1991)

Local Context

York is a world class city with the only complete medieval city walls in England. It is almost unique in England with its easily recognisable medieval street pattern, 2000 years of unbroken urban development, rich and varied historic archives, the largest and grandest of northern Europe's Gothic cathedrals and has one of the highest concentrations of designated heritage assets in England. It has well preserved and deep archaeological deposits, its story is unusually rich, well documented and widely published. The Council recognises that the historic environment:

- is a key economic driver through tourism as well as defining the city as a significant place to live, work and enjoy;
- directly provides employment;
- underpins the city's national and international profile;

- contributes significantly to the national story through knowledge, education, and understanding; and
- is a model for sustainable growth.

The following characteristics have been identified as being of strategic importance to the significance of York and are key considerations for the enhancement and growth of the city:

- the city's strong urban form, townscape, layout of streets and squares, building plots, alleyways, arterial routes, and parks and gardens;
- the city's compactness;
- the city's landmark monuments, in particular the City Walls and Bars, the Minster, churches, guildhalls, Clifford's Tower, the main railway station and other structures associated with the city's railway, chocolate manufacturing heritage;
- the city's architectural character, this rich diversity of age and construction, displays variety and order and is accompanied by a wealth of detail in window and door openings; bay rhythms; chimneys and roofscape; brick; stone; timber; ranges; gables; ironwork; passageways; and rear yards and gardens;
- the city's archaeological complexity: the extensive and internationally important archaeological deposits beneath the city. Where development is permitted, the potential to utilise this resource for socio-economic and educational purposes for the benefit of both York's communities and those of the wider archaeological sector should be explored; and
- the city's landscape and setting within its rural hinterland and the open green strays and river corridors and lngs, which penetrate into the heart of the urban area, breaking up the city's built form.

These characteristics define the city and set the city apart from other similar cities in England. They were distilled through a forensic approach, including detailed assessment and analysis which is set out in the *Heritage Topic Paper (2013)* which also includes a more detailed explanation of each characteristic.

Preferred Approach

Policy DHE1: Design and the Historic Environment

The Council recognises the outstanding quality of the historic environment, its inherent value to the city and the central role it plays in York's economic success. York's special qualities are key considerations in determining the design implications of development and the Council encourages and supports proposals that:

- set out through high quality and inclusive design to improve degraded urban and natural environments, enhance York's special qualities and better reveal the significances of the historic environment;
- promote high quality standards of contemporary design in buildings and the spaces between them in response to York's special qualities, in terms of:

- a) urban grain, respecting the historic arrangement of street blocks, plots and buildings in determining the texture of the city;
- b) urban structure, the framework of routes and spaces connecting locally and more widely;
- c) the character and appearance of landscape, city parks, landforms, open space, planting boundaries and treatment;
- d) density and mix, allowing for the provision of appropriate on-site amenity space. In particular, conversions into flats or houses should provide satisfactory levels of amenity for future occupiers;
- e) scale, in relation to its surroundings, key views, and skylines, in particular the prominence of York Minster both from within the city and in longer distance views across the open countryside including views from key transport routes and green corridors around or into the city;
- f) massing in relation to other buildings and spaces, particularly buildings of architectural or historic significance; and
- g) the texture, colour, pattern and durability of materials, and techniques and elements of detailing used.

Development proposals that fail to take account of York's special qualities and the opportunities for improving and enhancing the character and quality of an area will normally be refused.

- 16.1 The Council has a clear understanding of what makes the city special and what factors contribute to character and significance and new developments can have and adverse, neutral or positive impact. There are a number of existing studies that will assist the process of analysing character and significance and they should always be used to guide development proposals; the most significant are the *York Central Historic Core Conservation Area Appraisal (2011)*, the *Consultation Draft York Streetscape Strategy and Guidance (2013)* and the emerging Historic Environment Characterisation Project.
- 16.2 Good design is synonymous with sustainable design and the choice of materials, layout, form, function and integration of renewable energy measures are important considerations. Buildings and places should always be built to last. Design is not just about the aesthetics of a building. Design is important in the quality of public spaces, how easy it is to move through them, how legible and adaptable places are and how existing character is responded to. It is especially important for development proposals to respond to York's special qualities, character and significance whether in the historic core or at the edges of the urban area and in rural; village communities. Although York is famous for its historic assets it is important that 21st century developments continue to add richness and diversity to its existing corpus of buildings reflecting changes in socio-economic and environmental circumstances and which are meaningful in the York context. Architectural diversity is one of the six principal characteristics defined in the *Heritage Topic Paper (2013)*. The Council for Architecture and the Built Environment (CABE) has published extensively on the subject of design and developers and their agents are recommended to consult these documents, in particular, *By Design* published by CABE in 2000.

Policy DHE2: Heritage Assets

Development proposals will be encouraged and supported where they are:

- i. designed to conserve, enhance, and add value to the special qualities and significance of York's historic environment, including designated and non-designated heritage assets and their settings;
- ii. accompanied by detailed evidence based analysis that set out how the development will better reveal the significance of the heritage assets for public benefit; and
- iii. accompanied by a detailed evidence based heritage statement of significance that either, explains how the significance of heritage assets likely to be affected by development will not be substantially harmed, or that the public benefits of development clearly outweigh the harm.

- 16.3 Heritage assets are, by their nature finite and non-renewable and understanding the significance of them is fundamental to their conservation, management and enhancement. Statements of significance should be evidence based and include an assessment of heritage values as detailed in English Heritage's *Conservation Principles Policies and Guidance (2008)* which is considered to be appropriate guidance on this matter. Evidence may also need to be based on physical assessments of heritage assets. These physical assessments may take the form of standing building assessments or archaeological investigations of buried deposits and structures. In all cases these should be undertaken by appropriately qualified and skilled individuals and organisations preferably accredited by nationally recognised professional institutes or organisations. Other sources of evidence will include conservation area appraisals, documentary evidence, maps and plans, published research and, views analysis. The City of York Historic Environment Record should always be consulted and advice and guidance sought from the Council's historic environment specialists.
- 16.4 Statements of significance and other forms of assessment and research can make a valuable contribution to extending our understanding of York's character and significance as well as extending opportunities for visitors and citizens to engage with the city's past, present and future. The Council is committed to ensuring that public benefits will always outweigh harm to the historic environment. The Council is particularly keen to ensure that heritage assets can be sustained and enhanced by enabling viable uses consistent with their conservation, including sympathetic alterations to address occupant amenity and reductions in CO₂ emissions and identifying opportunities for revealing, and improving access to, previously hidden assets, consistent with their conservation.
- 16.5 The Council recognises that the majority of its heritage assets are undesignated, specifically its archaeological deposits and locally valued buildings, sites and spaces. The Council will prepare, through public consultation, a Local Heritage List Supplementary Planning Document of heritage assets that include buildings, monuments, sites, places, areas and landscapes. The 'Local Heritage List for York' will be a list of heritage assets that contribute to the special local architectural and historic character of the area and are valued by the community. Entries will represent locally distinctive features that contribute to the environmental, social and cultural

heritage of the York area. The Local Heritage List will be in addition to those buildings included in the Statutory List of Buildings of Special Architectural or Historic Interest, known as Listed Buildings that are considered by the Government and English Heritage to be of national importance. The *Consultation Draft Local Heritage List Supplementary Planning Document (2013)* sets out the criteria that will be used to assess whether any building, monument, site, place, area or landscape may be considered for inclusion in the Local Heritage List for York as a locally designated heritage asset. Nominated local heritage assets will need to meet one or more criteria to be considered for inclusion in the Local Heritage List for York

Policy DHE3: Landscape and Setting

Development proposals will be encouraged and supported where they:

- i. demonstrate a detailed evidence based understanding of landscape character and setting including individual significant natural and historic features such as land form, mature trees, hedges and historic boundaries;
- ii. conserve and enhance landscape quality and character, and the public's experience of it and make a positive contribution to York's special qualities;
- iii. create opportunities to enhance the public use and enjoyment of existing and proposed streets and open spaces;
- iv. successfully maintains and manages, significant existing landscape features, including mature trees, hedges and historic boundaries;
- v. include substantial, sustainable, practical, and high quality soft and hard landscape details and planting proposals that are clearly evidence based and make a positive contribution to the character of streets and spaces;
- vi. take full account of issues and recommendations in the York Landscape Character Appraisal;
- vii. avoids an adverse impact on intrinsically dark landscapes and landscapes and townscapes sensitive to excessive light pollution, keeping the visual presence of light fixtures and finishes to a minimum, avoiding light spill and sodium lighting; and
- viii. attains an appropriate aesthetic and functional proportionate relationship of scale between building and open space, garden or street.

- 16.6 Landscape and setting is a principal characteristic of York which includes the strays and lngs that penetrate the urban fabric as well as the city's rural hinterland. The City of York Council will expect evidence based landscape assessments to reference the Landscape Institute's Guidelines for Landscape and Visual Impact Assessment English Heritage's the *Setting of Heritage Assets (2011)* and the York Landscape Character Appraisal as well as conservation area appraisals and historic character assessments where they exist.
- 16.7 The European Landscape Convention (ELC) created by the Council of Europe and signed by the UK government in 2006, applies to all landscapes, towns and villages and open countryside, including ordinary landscapes and even downgraded landscapes, as well as those that are afforded protection. The ELC defines landscape as "an area, as perceived by people, whose character is the result of the action and interaction of natural and / or human factors" (Council of Europe 2000). It highlights the importance of protecting, managing, planning and creating landscapes;

and encourages a wider understanding and appreciation of landscapes, improved knowledge and care, as well as a sense of inspiration, well-being and connection between people and place. (www.naturalengland.org.uk)

- 16.8 The term 'landscape' includes both the built and open landscapes of the urban, suburban, and rural environment, streetscapes, and roofscapes. Landscape character is formed by a number of factors, such as topography, vegetation, land use, drainage, materials and buildings. It is important that a thorough understanding of the existing landscape features, character and quality is attained at a very early stage in order to appropriately inform the design process.
- 16.9 Elements such as street layout, architecture, materials, gardens, forecourts, verges, incidental spaces, village greens, boundary treatments, trees and other vegetation, lighting and street furniture can considerably influence landscape quality. Detailed landscape schemes will be required as part of development proposals since these are significant factors in the aesthetic and functional quality and success of a development, and its assimilation into the landscape context, and its contribution to the character and perceived quality of the greater area.

Policy DHE4: Building Heights and Views

Development proposals are expected to make a positive contribution to York's qualities, character and significance by:

- i. respecting York's skyline by ensuring that development proposals are designed and located in such a way that the visual dominance of the Minster or the City Centre roofscape is not significantly challenged;
- ii. demonstrating a detailed evidence based understanding of landscape setting including key views so that development proposals respond positively to local building height and massing character and landscape context;
- iii. designing new buildings that integrate roof-top plant into the overall building design avoiding visually detracting roof top plant;
- iv. protecting the city's key views as defined in the York Central Historic Core Conservation Area Appraisal key views analysis;
- v. respects and enhances views of landmark buildings or important vistas;
- vi. realises opportunities for creating or revealing new public views.

- 16.10 The dominance of the Minster and its commanding presence in views of the City is one of the defining characteristics highlighted above. The *York Central Historic Core Conservation Area Appraisal (2011)* highlights key views. The significance of these should be a primary consideration in assessing the impact of any development proposals in accordance with the methodology set out in this character appraisal and detailed guidance in English Heritage's *Seeing History in the View (2011)*. The majority of York's built environment is 'low rise'. The introduction of taller buildings is not to be precluded, but their presence in the cityscape should be carefully considered, so as to enhance the character of the city.
- 16.11 There are a number of long views, for example towards the Minster and the city from the ring road that exemplify the setting of York. There are also long distance views out of the city to the Wolds, from elevated locations that enlighten the viewer as to

the wider context of the city. Consideration could also be given to elevated views of York's interesting roofscape from within buildings or on top of structures, particularly those with public access.

Policy DHE5: Streets and Spaces

Development proposals will be supported where they:

- i. promote public pedestrian and cyclist movement and establish natural patterns of connectivity with the fabric of the city. Proposals should also promote the enhancement of or creation of public space. Spaces and routes must be attractive, safe, uncluttered and easy to move through for all. Access to buildings, particularly public buildings, should be via clear and legible routes clearly prioritising pedestrians and cyclists over vehicles; and
- ii. are designed to improve the quality of the public realm and the wider environment for all and where they follow the principles set out in the Consultation Draft City of York Streetscape Strategy and Guidance (2013).

16.12 A successful environment is one where people are placed at the centre of its design and use. The Council's *Local Transport Plan 3 (2011)* highlights a hierarchy of transport users where pedestrians and cyclists should be given priority over motorised traffic in the city's streets and spaces. The design of enhanced or new public spaces should consider how people orientate themselves and how they can find their way around and through. In particular this should always involve the interests and concerns of communities of interest as defined in the 2010 Disability Act, This will enhance people's experiences of York, whether resident or visitor and will help to explain York better.

16.13 Public spaces are "breathing spaces" which contrast spatially with the tighter urban fabric. They should be uncluttered to maximise their benefit and use. Schemes should be designed to support the primary function of the space without eroding the sense of communal ownership. Detailed design should encourage people-friendly environments, allowing for rest as well as activity.

Policy DHE6: Conservation Areas

Development proposals within conservation areas will be supported where they:

- i. are designed to conserve and enhance the special character and appearance of the conservation area and its setting including key views; and
- ii. are accompanied by an appropriate evidence based assessment of the conservation area's special qualities, proportionate to the size and impact of the development and sufficient to ensure that impacts of the proposals are clearly understood.

Outline planning applications within or adjacent to conservation areas will not be supported.

Changes of use will be supported when it has been demonstrated that the primary uses can no longer be sustained, where the proposed new use would not significantly harm the special qualities and significance of the place, and where proposed changes of use will enhance and add value.

Consent will be resisted for the demolition of buildings which make a positive contribution to the conservation area.

- 16.14 Conservation areas are defined in the Planning (Listed Buildings and Conservation Areas) Act 1990 as 'areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance'. They are designated by the Local Authority, normally with public support, in recognition of their special value in the local context. They enjoy statutory protection through the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 16.15 The 'special interest' (special qualities and significance) that justifies designation is set out in designation statements prepared by the City of York Council. More detailed character appraisals have been prepared for some conservation areas, in particular the historic core. The Local Authority will promote the preparation of conservation area appraisals in the following circumstances:
- when major development sites affect conservation areas, the Council will expect development proposals to be preceded by the preparation of conservation area appraisals. Appraisals should be commissioned by developers and carried out by appropriately qualified individuals or organisations following English Heritage guidelines on conservation area appraisals.
 - land-holders with conservation areas within their estates will be encouraged to commission appraisals to better inform management of the estate and to enable future developments to reinforce its special qualities.
 - appraisals should be prepared when neighbourhood plans are being developed which affect conservation areas.
- 16.16 Conservation area appraisals are different from the heritage statements required for development proposals affecting archaeology or listed buildings in that they consider slightly different issues. English Heritage's 2012 publication, Understanding Place: Conservation Area Designation, Appraisal and Management, gives useful guidance.
- 16.17 Whilst it is the quality and interest of an area as a whole which is recognised through designation, it is often the cumulative impacts of small changes over time which can erode the special qualities and significance of a place.
- 16.18 The character of a conservation area is not only formed by buildings and spaces, but also by the land uses - the resultant activities, their characteristic patterns and forms and the ambience they create. Some uses however may bring harm and proposed changes of use can either erode character or offer opportunities for enhancing and adding value. It is important that proposed changes of use can identify opportunities for enhancement as well as ensuring the special qualities and significance of place are not harmed. Conversion schemes should respect the scale, proportion, material and detail of original character.

- 16.19 Consent for the demolition of undesignated structures and buildings which make a positive contribution to the conservation area will be exceptional and where permitted, will not take place until a contract for implementing redevelopment and/or restoration of the site has been agreed and planning permission for those works has been obtained.

Policy DHE7: Listed Buildings

Proposals affecting listed buildings (designated heritage assets) will be supported where they:

- i. conserve, enhance and add value to the special architectural or historic interest of the building and its setting, including key views, approaches and aspects of the immediate and wider environment that are intrinsic to its value and significance; and
- ii. are accompanied by an evidence based heritage statement which includes a statement of significance proportionate to the scale and nature of the proposed works.

Alterations and extensions to listed buildings will generally be supported when they do not harm the special architectural or historic interest of the building or its setting, and when proposals have clear and convincing justification, including beneficial uses of redundant or 'at risk' buildings, and sympathetic proposals for carbon reduction.

As the purpose of listing a building is to conserve it for future generations, demolition should be wholly exceptional, requiring the strongest justification.

- 16.20 Listed buildings are irreplaceable heritage assets which are recognised as being of special architectural or historic interest in the national context. They are identified on the National Heritage List for England held by DCMS. Buildings on the list enjoy statutory protection through the Planning (Listed Buildings and Conservation Areas) Act 1990. Protection extends to the whole building, inside and outside, its curtilage and certain structures within its domain. The majority of works to listed buildings require listed building consent (in addition to any other consent required through planning legislation).

- 16.21 Applications should be supported by a Heritage Statement covering the following:

- analysis of the significance of the building relevant to the areas of proposed change. This should convey an understanding of the asset's evidential, historical, aesthetic and communal values as detailed in English Heritage's *Conservation Principles*. It should be noted that the official list description is not a statement of significance;
- an assessment of the impact of development proposals on the special interest (significance and values) of the building;
- an explanation of why the proposed works are desirable or necessary; and
- where proposals appear to cause harm to significant aspects of the building, why less harmful ways of achieving desired outcomes have been discounted or are undeliverable. The greater the harm the stronger the justification should be.

- 16.22 The majority of historic buildings are capable of carefully considered adaptation and the Council is fully supportive of proposals that help conserve and enhance the city's heritage assets for future generations to enjoy. However there will be occasions when changes cannot be justified because adverse impacts are too severe and the special architectural or historic interest will be lost. Demolition of listed buildings should be wholly exceptional and require the strongest justification. However it is recognised that with imagination, the retention and reuse of important historic buildings can give form and distinctiveness to regeneration areas leading to quality of place and economic success.
- 16.23 Minor repairs to listed buildings do not require consent, if they are carried out to a high standard of workmanship using materials and techniques that match the original. Major repairs that would depart from this approach will usually require consent.

Policy DHE8: Shopfronts in Historic Locations

Proposals to alter or replace shopfronts in historic locations will be supported where they:

- i. conserve, enhance and add value to the special qualities and significance of the building and area; and
- ii. are sympathetically designed using high quality materials and are an appropriate scale.

Proposals that set out to remove, replace or substantially harm shop fronts of high quality design or of historic interest will not be supported.

- 16.24 Well designed attractive shopfronts make an important contribution to the character of an area as well as to individual buildings across the city. Within the central historic core conservation area, the survival of historic shopfronts is particularly high, and there are many examples of high quality contemporary design; together they make an important contribution to the special architectural and historic interest of this thriving retail area.
- 16.25 Where existing shopfronts are of indifferent or poor quality, replacement with shopfronts of high quality design and materials which complement the design and proportions of the host building will be encouraged. The Council is particularly keen to see all its secondary shopping areas enhanced through the use of well designed shopfronts.

Policy DHE9: Advertisements in Historic Locations

Permission will be granted for the display of advertisements where they:

- i. are of a scale, design, materials, finish and illumination that will not cause harm to visual or residential amenity and will respect the appearance of a building or the street scene in urban areas and villages; and
- ii. will not create a public safety issue.

Within conservation areas or on buildings identified as heritage assets, illumination will only be supported where the following criteria are met:

- a) the method of illumination forms an integral part of the design of the host building;
- b) the premises trade as part of the evening economy; and
- c) illumination of the advertisement preserves the historic character and appearance of the area.

- 16.26 Advertisements play an important role in promoting economic vitality, and where well designed, they can make a positive contribution to the street scene. At the same time a proliferation of signs can be unsightly, distracting and damaging to the appearance of the building, street or area.
- 16.27 Advertisements should be designed and located to avoid conflict with the historic character and appearance of heritage assets including conservation areas. For example, internally illuminated box signs will not be supported on buildings identified as heritage assets or in conservation areas because of their adverse impact on character and significance. In some streets, advertisements sign written directly onto the facia remain the prevailing form, adding to the historic character of the area. In these locations, other forms of facia signage will not be supported unless appropriate to the character of the host building. Banners and high level signs will also not be supported. Exceptions may be made for special one-off or annual events which promote the city's economy. Hanging signs, where appropriate, should generally be restricted to one on the street frontage.
- 16.28 There are streets within the central historic core conservation area, and across the district, where there is little illuminated signage. In these instances, the proliferation of illuminated signs would undermine the historic character and appearance of the area and will not be supported.
- 16.29 The continuing evolution of lighting technology has allowed more discrete methods of illumination to be developed. They can nevertheless affect the character and appearance of buildings and areas, and will be assessed in the same way as traditional illumination methods.

Policy DHE10: Security Shutters in Historic Locations

Proposals for the installation of solid or external see-through shutters in conservation areas or on buildings identified as heritage assets will only be supported in the following circumstances:

- i. they are externally demountable open mesh grilles;
- ii. where they are of an appropriate scale and the design preserves the character and significance of the shopfront; and
- iii. suitably designed internal see-through shutters will only be considered where other measures can be demonstrated to be inadequate and where there is justifiable need.

16.30 Solid roller shutters prevent out of hours window shopping, and can result in a hostile environment which harms the amenity of the area, in additions to negating the value a shopfront itself makes to the visual interest of the street scene.

16.31 In conservation areas or on buildings identified as heritage assets, security should be provided by laminated glass, secondary glazing or internal security film. Where internal see-through shutters are approved, shutter boxes should be positioned so as not to be visible form the outside, and the design of the shutter must sit comfortably with the design of the shopfront.

Policy DHE11: York City Walls and St Marys Abbey Walls ('York Walls')

Projects that set out to conserve and enhance the values and significances of York Walls will be supported.

Development proposals within the areas of York Walls designated as Scheduled Ancient Monuments will be supported where they are for the specific purpose of enhancing physical and intellectual access to York Walls.

Development proposals adjacent to the areas of York Walls designated as Scheduled Ancient Monuments will only be supported where they are:

- i. accompanied by an evidence based heritage statement that clearly demonstrates through assessments of character (including views and setting), value and significance, that the character and setting of the historic core conservation area and the character and setting of the scheduled monuments and adjacent listed buildings will be conserved and enhanced;
- ii. designed to be no higher than the city walls externally and not reduce their dominance; and
- iii. does not cause harm to York Walls or the setting of York Walls.

16.32 York City Walls and St Marys Abbey Walls are designated scheduled ancient monuments and Grade I listed buildings. *The York City Walls Conservation Plan and Access and Interpretation Plan (2005)* states that 'The York city walls are of

exceptional significance on account of their long and unique history and their historic and continuing relevance to, and impact on, the culture, society, economy and environment of the City of York and its wider, universal context'. The City of York Local Plan supports this view and extends the same definition to the standing precinct walls of St Mary's Abbey.

- 16.33 The effective management and use of the walls, bars, banks, ditches and settings can enhance their significance, providing amenity space, green corridors, creative backdrops, quality spaces and generate responsive architecture. All of these enhancements can be delivered through partnership working, the sharing of expertise and inclusive initiatives across the city. York Walls define and reinforce the compact city centre and greatly contribute to York's unique sense of place, its role as a tourism centre, and thus underpin the economy and quality of life of the city. Development proposals that actively support the management and enhancement of the York Walls character and significance in partnership with others will be welcomed. Proposals that harm character and significance will be resisted.
- 16.34 Enhancement of York Walls can take a variety of forms: physical interventions, the provision of interpretation facilities, and the expansion of physical and intellectual access. The Local Plan recognises that it will be of great public benefit to promote a participative and inclusive management regime that includes: the public use and management of elements of the York walls such as Fishergate Postern; providing support to the Friends of York Walls group; and involving people in the management of the walls

Policy DHE12: Archaeology

Development proposals that affect archaeological features and deposits will be supported where they are:

- i. accompanied by an evidence based heritage statement that describes the significance of the archaeological deposits affected and that includes a desk based assessment and, where necessary, reports on intrusive and non-intrusive surveys of the application site and its setting;
- ii. designed to avoid substantial harm to archaeological deposits; and
- iii. where harm to archaeological deposits is unavoidable, detailed mitigation measures have been agreed with City of York Council that include, where appropriate, provision for deposit monitoring, investigation, recording, analysis, publication, archive deposition and community involvement.

- 16.35 The deep, wet, anoxic sub-surface archaeological features and deposits within the historic core of the City of York are designated as an Area of Archaeological Importance under the Ancient Monuments and Archaeological Areas Act 1979 and are of international importance and significance. The vast majority of these archaeological deposits are of equivalent significance to scheduled ancient monuments. Within the historic core, substantial harm is defined as greater than 5% disturbance to buried archaeological deposits through foundation design and infrastructure development as described in the *York Development and Archaeology Study (1990)*. This policy approach has been adopted to ensure both the continued economic vitality of the city centre and the preservation in-situ of these highly

significant deposits. In all other parts of the City of York, substantial harm to or loss of designated or undesignated features or deposits of national importance will be resisted.

- 16.36 The important and complex picture of the development of human settlement and exploitation in the City of York area is constantly being amended and elaborated as a result of archaeological investigations and research. Understanding this picture and the significance of these assets, both designated and undesignated, are fundamental to their conservation, enhancement and management. Development proposals will always need to be accompanied by a heritage statement that is proportionate to the size and impact of development proposals and the nature of archaeological evidence. In all circumstances the City of York Historic Environment Record (HER) must be consulted and advice and guidance sought from the council's historic environment specialists. The significance and value of archaeological remains must always be appropriately assessed as part of a statement of significance drawn up with reference to English Heritage's Conservation Principles which the Council considers to be appropriate guidance on this matter. The heritage statement may also need to be accompanied by the results of more detailed analysis involving building assessment, deposit monitoring, below ground evaluation and documentary research. The Council will expect the heritage statement to examine the potential impacts of development proposals on significance and value using appropriate evidence and analysis. Where harm to archaeological features and deposits is unavoidable, development proposals will be expected to provide detail on appropriate mitigation measures agreed with City of York Council. Where development sites contain deep, wet, archaeological deposits, these mitigation measures may include provision for installation of and data recovery from deposit monitoring devices. Where mitigation measures include physical excavation of deposits, provision must include adequate resources for excavation, analysis, publication, and archive deposition with the Yorkshire Museum. Where substantial harm is unavoidable, development proposals will also be expected to demonstrate the overriding public benefits of development including community engagement, and lasting educational value through research, publication and display.
- 16.37 Copies of all heritage statements and reports on archaeological interventions, whether pre- or post determination of an application, must be deposited with the City of York HER. Physical interventions into heritage assets through standing building assessment or below ground archaeological investigations should be led by appropriately qualified individuals and organizations preferably accredited by nationally recognised professional institutes or organizations.
- 16.38 On some sites, discoveries made during archaeological evaluations or excavations may create opportunities for the permanent display of features, structures and finds. Such displays can deliver significant public benefit and add value to the finished development. Where such circumstances arise, City of York Council will encourage developers to incorporate features, structures, finds and displays into the finished development.

Policy DHE13: Historic Parks and Gardens

Development proposals affecting historic parks and gardens or their wider setting will be supported where they:

- i. do not have an adverse impact on the park's fundamental character, amenity, and setting;
- ii. do not compromise the public's enjoyment of the park; the spatial qualities; the integrity of important landscape features, or the setting of any structures within its boundaries; and
- iii. are sensitive to the original design intention and subsequent layers of design and the functional evolution of the park or garden.

- 16.39 The City of York contains four sites on English Heritage's Register of Historic Parks and Gardens. These are Museum Gardens (Grade II), Rowntree Park (Grade II), York Cemetery (Grade II*). The grounds of Moreby Hall are also included in the register, a small portion of which lies within the City of York, but the vast majority of it lies within Selby District.
- 16.40 English Heritage are required to be consulted on development proposals that affect a Grade I or II* listed park or garden. The Garden History Society are required to be given the opportunity to advise on development proposals that affect a registered park or garden of any grade.
- 16.41 A number of other parks and gardens, both in private and public ownership, are undesignated but are considered to be locally important by way of their particular historic or design interest, and the contribution they make to the landscape quality and character of the area; they are thus considered to be worthy of the same considerations.

Policy DHE14: City of York Historic Environment Record

City of York Council will maintain and make available a comprehensive digital Historic Environment Record (HER) for the City of York for use by those preparing development proposals, community groups, academic researchers and students, and the general public

Development proposals affecting heritage assets will need to be accompanied by an appropriate Heritage Statement – it is expected that the City of York Council HER will have been consulted in preparing this document.

- 16.42 The City of York Historic Environment Record (HER) is a database of designated and undesignated heritage assets in the City of York. It includes over 6,000 records of archaeological monuments features and deposits, historic buildings, parks and gardens, and finds in York. The HER contains over 1,100 reports ("grey literature") on archaeological interventions and building recording; it includes historic maps, an extensive library of aerial photographs, photographs of buildings, national and local publications, and other sources, including dissertations. It also includes Historic Landscape Characterisation data and an emerging, detailed Historic Character

Assessment of the area within the outer ring road. Elements of the HER are accessible through the Heritage Gateway (www.heritagegateway.org.uk) and the website and online mapping of City of York Council (<http://localview.york.gov.uk/Sites/lv/>).

- 16.43 City of York Council is committed to encouraging developers and their agents to become active partners in better revealing the significances of York's historic environment. The HER is an essential element of this process and a first point of contact for anyone wishing to research the heritage of York, developers, academics, members of the public and educational establishments.
- 16.44 The Local Planning Authority will expect development proposals that impact on archaeological deposits and other heritage assets to create opportunities for enhancing public and academic appreciation and understanding of York's historic environment by contributing to the development and enhancement of the HER.
- 16.45 In order to ensure the sustainability (including the long-term curation, maintenance and enhancement) of the HER, City of York Council will levy charges on those using and depositing reports and other material with the HER

Policy Links

- Section 6 'York City Centre'
- Section 7 'York Central'
- Section 8 'Economy'
- Section 9 'Retail'
- Section 10 'Housing Growth and Distribution'
- Section 11 'Aiding Choice in the Housing Market'
- Section 12 'Affordable Housing'
- Section 13 'Community Facilities'
- Section 14 'Education, Skills and Training'
- Section 15 'Universities'
- Section 17 'Green Infrastructure'
- Section 18 'Green Belt'
- Section 20 'Climate Change'
- Section 24 'Communications Infrastructure'
- Section 25 'Infrastructure and Developer Contributions'

Alternatives

Design and the Historic Environment

1. Restrict all new development affecting heritage designations
2. Restrict all new development affecting designated and non-designated heritage resources
3. Rely on National Planning Policy Framework to guide development in relation to heritage designations/resources
4. Provide local policy to guide new development in relation to only heritage designations

- 5. Provide local policy to guide new development in relation to designated and non-designated heritage resources (this is our preferred approach)**

Question 16.1 This is our preferred approach to design and the historic environment do you think this is appropriate or should one of the alternatives or a different approach be taken?

Section 17: Green Infrastructure

National Planning Policy Framework

National Guidance says that:

- Criteria based policies should be set against which proposals for any development on or affecting protected wildlife or geodiversity sites or landscape areas will be judged. Distinctions should be made between the hierarchy of international, national and locally designated sites (Paragraph 113);
- Local Planning Authorities should plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure (Paragraph 114);
- Planning permission should be refused for:
 - major developments in designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest (Paragraph 116);
 - development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss; and
 - development, if significant harm resulting from it cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for (Paragraph 118).
- To minimise impacts on biodiversity and geodiversity, planning policies should:
 - plan for biodiversity at a landscape-scale across local authority boundaries;
 - identify and map components of the local ecological networks, including the hierarchy of sites of importance for biodiversity, wildlife corridors and stepping stones that connect them and areas identified by local partnerships for habitat restoration or creation; and
 - promote the preservation, restoration and recreation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national and local targets and identify suitable indicators for monitoring biodiversity in the plan (Paragraph 117).
- Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well being of communities (Paragraph 73);
- Planning policies should be based on robust and up to date assessments of the needs of open space, sport and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required. (Paragraph 73);
- Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless a range of criteria are met (Paragraph 74); and
- Local communities through local and neighbourhood plans should be able to identify green areas of particular importance to them as Local Green Space

which is afforded special protection from new development other than in very special circumstances (Paragraph 76).

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- the approach to conserving and enhancing York's green infrastructure is generally supported;
- there was inadequate evidence behind the open space policy and the fact that the Biodiversity Audit had not been formally published is a concern;
- green spaces uniquely contribute to biodiversity and wildlife habitats and man-made green spaces cannot recreate habitats and this reduces bio-diversity;
- green spaces also contribute significantly to residents' health and well being;
- open land can be used for recreational land but there must be proper management of these areas to ensure they remain quality spaces and ecological value is not damaged;
- more was needed on the inter-relationship between wildlife and humans;
- extra targets that should be included or changes to existing targets, such as looking to increase Biodiversity Action Plan habitats as opposed to just woodland creation;
- a target to develop a playing pitch strategy would help deliver the policy; and
- the potential funding of future Green Infrastructure raised concerns. Some felt it was unfair to add this cost to existing developer contributions whilst others felt that the Plan needed to specifically set out how the financial implications of Green Infrastructure will be addressed.

Key Evidence Base

- Playing Pitch Strategy (2013)
- Local Plan Viability Study (2013)
- City of York Biodiversity Action Plan (2013)
- Natural Environment White Paper (2012)
- City of York Biodiversity Audit (2011)
- City of York Green Corridor Technical Paper (2011)
- The Leeds City Region Green Infrastructure Strategy (2010)
- Outdoor Sport and Recreation Study (2008)
- York Landscape Character Appraisal (1996)
- City of York Commons Register (continually updated)
- City of York Village Greens Register (continually updated)

Local Context

Biodiversity

The Biodiversity Audit (2011) identifies in addition to International and nationally designated sites, species and habitats which are of regional or local conservation interest and provides us with baseline information on which to prioritise further action. Currently 86 sites have been identified as fulfilling the requirements for

designation as regional Sites of Importance for Nature Conservation (SINC) and 156 sites that are Sites of Local Interest (SLI).

The *Biodiversity Action Plan (2013)* identifies key targets and actions for all types of habitat in York. These focus on the maintenance of existing protected sites, the enhancement of existing sites (which recognises that, in order to fully protect a site or interest, there may be a requirement to establish a suitable buffer around it) and the creation of new sites targeting specific areas.

Open Space

The Open Space, Sport and Recreation Study (2008) identifies deficiencies in both the quantity and quality of open space in York. There are particular quantitative shortfalls citywide relating to the provision for young people and children, but also localised shortfalls in open space, sport and recreation provision in quantitative terms, and outdoor sports facilities, natural open space and amenity green space. Some of the larger rural settlements are identified as being in need of further parks. As part of the preparation of the Local Plan, the Study is being updated; all open space sites have been revisited and audited and an assessment of the demand will be updated.

The Playing Pitch Strategy (2013), presents a strategic approach to pitch provision, providing detailed audit information, statistical analysis and facility user views. The document addresses the current and projected supply and demand for playing pitches across York. It identifies areas of under and over provision of pitches, future needs and issues affecting pitch quality. It was identified that the city as a whole has a shortage of playing pitches. The report goes in to detail for all types of pitches and recognises that where there is a surplus, for example senior football pitches, there may be scope to re-designate the pitches, for example as mini pitches, there is a similar case for rugby pitches.

York has a number of Village Greens and areas of Common Land. These are protected by legislation (Commons Registration Act 1965 and Commons Act 2006) and serve an important role in communities across York.

Green Corridors

Green Corridors are a fundamental element of green infrastructure as they form linkages between assets making a green infrastructure network rather than a collection of sites. *The Leeds City Region Green Infrastructure Strategy (2010)* identified a hierarchy of green corridors at a regional and district level and the Council has expanded this on a local level to include local corridors which are significant for the communities and neighbourhoods of York. Regional corridors in York include the main river corridors of the Ouse, Foss and Derwent which have a multifunctional value; the district corridors generally include the strays and linked green wedges with fewer functions; and the local corridors includes a combination of smaller links between designated green assets and corridors with only one or two functions. Further detail can be found in the supporting *Green Corridor Technical Paper (2011)* and on Figure 16.1 which shows a map of York's Green Corridors. The LBAP contains more detailed information about the specific value and role of all the designated green corridors in York.

Preferred Approach

Policy GI1: Green Infrastructure

The Local Plan will conserve and enhance York's landscapes, geodiversity, biodiversity and natural environment, recognising the role of Green Infrastructure in supporting healthy communities, cultural value, a buoyant economy and aiding resilience to climate change. This will be delivered through the following:

- i. the production of management plans to describe, protect and enhance York's biodiversity, especially Council owned sites, with priority given to those designated as Sites of Importance for Nature Conservation (SINCs);
- ii. delivering the aspirations of partner strategy documents and action plans, including the Regional Biodiversity Strategy, Regional Forestry Strategy and Action Plan, River Basin Management Plans, Priority Woodland Habitat Management Plans and any other plans formally approved by the Council as part of or green infrastructure programme;
- iii. protecting and enhancing existing recreational open space in York, and seeking to increase provision in areas where a deficiency has been identified;
- iv. maintaining the integrity of green corridors and their role in the GI network;
- v. recognising the role that Common Land, Village Greens and other important local green spaces play in protecting and enhancing the historic character of York as well as providing important recreational and nature conservation benefits to the city; and
- vi. requiring applicants to submit green infrastructure assessments with all but minor applications; and
- vii. ensuring that development complies with the emerging City of York Council green infrastructure strategy and any associated SPDs.

- 17.1 Green Infrastructure is the term used for the overarching framework related to all green assets. Traditionally, environmental planning has looked at the functions of these assets in isolation, such as biodiversity, open space provision or public realm design. Whilst we should not devalue the benefits of looking at these issues individually, a green infrastructure approach considers how together these assets form an overall 'system' that is greater than the sum of its overall parts.
- 17.2 York's approach is to both continue to protect and enhance biodiverse habitats and landscapes but also to support the multifunctional benefits of green infrastructure. These include opportunities for sport and recreation, creating safe and attractive walking, cycling and equestrian routes; the provision of ecosystem services such as improvements in air and water quality; cultural value; mitigation and adaptation to climate change, particularly in terms of flood mitigation in York; an enhanced backdrop and landscape to aid business and attract inward investment; and, of course, to maintain and enhance biodiversity. York's network of green spaces could work like a connected park, linking the historic city centre to the city's neighbourhoods and countryside through a series of extended strays for walking and cycling, and making use of rivers. Better green cross-connections through York's neighbourhoods should also be encouraged.

Policy GI2: Biodiversity

In order to conserve and enhance York's biodiversity, the Local Plan will support development which:

- ensures the retention, enhancement and appropriate management of features of geological, geomorphological, paleoenvironmental or biological interest, and address the requirements of the current Biodiversity Audit and Action Plan;
- takes account of the potential need for buffer zones around wildlife and biodiversity sites, to ensure the integrity of the site's interest is retained;
- results in no net loss to, and helps to improve, biodiversity (any unavoidable impacts must be appropriately justified, mitigated or compensated for, and secured through the planning process, for example through offsetting);
- where appropriate, enhances accessibility to York's Biodiversity resource;
- safeguards, manages and enhances York's existing tree and woodland resource in line with the current Regional Forestry Strategy and the Council's emerging tree strategy, particularly urban tree planting and street trees;
- maintains and enhances the rivers, banks, floodplains and settings of the Rivers Ouse, Derwent and Foss, and other smaller waterways for their biodiversity, cultural and historic landscapes, as well as recreational activities; and
- maintains and enhances the diversity of York's Strays for wildlife.

- 17.3 The policy seeks to conserve and enhance all sites and areas of biodiversity value in York. This supports the national approach of a hierarchy of sites as defined in the National Planning Policy Framework. York's Biodiversity Audit (2011) and Action Plan (2013) identify the special sites and define their specific value and the best approach to retaining and enhancing this value. These documents should be used alongside Policy GI2 to determine planning applications that could potentially affect any site of biodiversity value.
- 17.4 Although the protection of individual sites is essential, such sites do not occur in isolation as discrete, self contained habitats, but influence and are influenced by their surroundings. The surrounding area can therefore be as important to the interest of the site as the feature itself, and changes to it could affect the integrity of that interest. In order to fully protect the site or interest, there may be a requirement to establish a suitable buffer area around it. The extent of that buffer could vary depending on the site, the type and value of the habitat present and the proposed change.
- 17.5 In exceptional circumstances, where the proposed development clearly outweighs the nature conservation value of the site and the impact on biodiversity sites is unavoidable, appropriate mitigation or compensation will be required. This should be achieved through planning conditions and obligations. An emerging scheme 'biodiversity offsetting' proposed through the Natural Environment White Paper 2012, would mean that developers would have the option to contribute funds to a joint pot of money that would then be used to offset the damage to nature conservation. This scheme is still to be established through Local Nature Partnerships.

- 17.6 River and stream corridors encompass a diverse range of wildlife habitats, which add to the diversity and interest of the city's natural environment. These can easily be damaged by development either on the banks of the river or stream or on adjacent land or through channelling or culverting of the watercourse. New development will be expected to give careful consideration to minimising its potential impact and, where possible, achieving benefits for nature conservation or the landscape. The use of York's watercourses for recreational purposes is also of great value but the balance between this and the nature conservation value needs to be addressed in line with Policy GI7: Access to Nature.

Policy GI3: Trees

The Local Plan will support development which:

- recognises the value of the existing tree cover, the contribution it can make to the quality of a development, its biodiversity value, and its assimilation into the landscape context;
- provides protection for overall tree cover as well as for existing trees worthy of retention in the immediate and longer term and with conditions that would sustain the trees in good health in maturity;
- retains trees that make a significant contribution to the setting of a conservation area or a listed building, the setting of proposed development, are a significant element of a designed landscape or value to the general public amenity in terms of visual benefits, shading, screening.
- does not create conflict between existing trees to be retained and new buildings, their uses and occupants, whether the trees or buildings be within or adjacent to the site;
- supplements the city's tree stock with new tree planting where an integrated landscape scheme is required; and
- complies with the emerging supplementary planning document on trees and development.

- 17.7 Trees provide a range of far-reaching environmental benefits; they contribute to biodiversity, the well being of humans, the amenity of York's green infrastructure, and landscapes both rural and urban. It is therefore important that trees and overall tree cover are retained where they are of significant landscape, amenity, nature conservation or cultural value.
- 17.8 Trees can constitute a major component of a designed landscape or streetscape, which is of aesthetic, historic or cultural significance, for example, New Walk. In such instances it is not only the value of an individual tree that is to be considered but the value of the overall landscape feature of which it plays a part. Development will be supported where such features and the public appreciation of them are substantially protected or enhanced, with an aim to perpetuate the feature.
- 17.9 In exceptional circumstances, where the benefits of the development substantially outweighs the retention of significant trees within the site and there are absolutely no feasible alternatives, appropriate mitigation and compensatory tree planting will be required within the site boundary.

Policy GI4: Open Space and Playing Pitches

A) Developments for all housing sites will be required to make provision for the open space needs of existing and future residents. This should be provided in addition to any area required for landscaping.

- For sites of less than 10 dwellings a commuted sum payment will be required towards off site provision.

- For sites of 10 or more dwellings, the development will be required to address current deficiencies in open, recreational and play space in line with the current Open Space Study. Development which results in the net loss of open space or of gross loss in areas of deficiencies will be refused.

B) In addition, the Local Plan will support development which:

- where appropriate, enhances or otherwise accommodates the biodiversity interest of open space sites particularly where they contribute to enhancement of green corridors;
- supports allotments and productive land, to encourage local food production, and its benefits to education and healthy living;
- protects playing pitch provision except where surplus is indicated in the Playing Pitch Strategy (2013);
- improves the quality of existing pitches and ensure that any new pitches are designed to a high standard and fully reflect an understanding of the issues affecting community sport; and
- meets the deficit of pitches in geographically appropriate and accessible way. This could be rectified through re-designation of current surplus.

17.10 As part of the Local Plan process, the *Open Space, Sport and Recreation Study 2008* is being updated. The designated sites have been revisited and reassessed and all open space has been audited which has resulted in new sites being identified. These are all shown on the proposals map. Emerging work on the demand for quantitative and qualitative improvements is underway and will help to shape the calculations needed to determine the amount and location of open space required as part of all new housing developments. Policy GI5 below sets out potential new open space sites and the requirements for strategic housing sites over 5ha.

17.11 In addition, the *Playing Pitch Strategy (2013)* should be used to assess and guide the need for new provision and improvement of pitches across York. It should be noted that the under utilisation of playing pitches should not be considered as an opportunity to dispose of sites without first considering the potential value of such sites for pitch rotation, alternative sport and recreation uses, or most importantly the reasons for under use and whether these can be addressed. For example, the Strategy identifies a surplus of senior football pitches and it concludes that these could be redesignated as junior pitches, where a deficiency has been identified.

Policy GI5: New Open Space

A. Strategic Housing Sites

All new strategic housing sites will be required to deliver new public open space:

- proportionate to their size, except in areas of deficiency where higher levels may be required through compensatory arrangements;
- where appropriate in access terms;
- whilst not compromising scheme viability; and
- to meet deficiency identified in the Council's current open space study.

The allocated strategic housing sites are:

- ST1 British Sugar /Manor School
- ST2 Former Civil Service Sports Ground, Millfield Lane
- ST3 The Grainstores, Water Lane
- ST4 Land adj. Hull Road & Grimston Bar
- ST5 York Central
- ST6 Land East of Grimston Bar
- ST7 Land to East of Metcalfe Lane
- ST8 Land North of Monks Cross
- ST9 Land North of Haxby
- ST10 Land at Moor Lane, Woodthorpe
- ST11 Land at New Lane, Huntington
- ST12 Land at Manor Heath Road, Copmanthorpe
- ST13 Land at Moor Lane, Copmanthorpe
- ST14 Land to the North of Clifton Moor
- ST15 Holme Hill New Settlement
- ST17 Nestle South (re-designation of commercial element (excl. Ancillary retail) of outline scheme to residential)

B. Educational Establishments

The Local Plan recognises the important role that education establishments can offer in terms of community use of their sports facilities and playing pitches. Where new educational establishments are proposed the appropriate community facilities will be secured where operationally appropriate and feasible.

C. Other new open spaces are allocated at:

- OS1 Land North West of Manor School;
- OS2 Land South West of Heslington Playing Fields;
- OS3 Land to North of Poppleton Juniors, Millfield Lane, Poppleton

17.12 *The Local Plan Viability Study (2013)* has suggested a net to gross ratio on larger development sites of 60/40 to reflect the need for adequate on site provision of infrastructure, open space and local services and to ensure that the overall capacity

of the site is not overestimated. The level should ensure that the development of the site is deliverable.

- 17.13 *The Open Space, Sport and Recreation Study (2008)* identifies the level of deficit for different types of open space in all the wards in York. This will be applied to all the strategic sites to ensure that the correct type of open space is created to meet the surrounding areas' need.

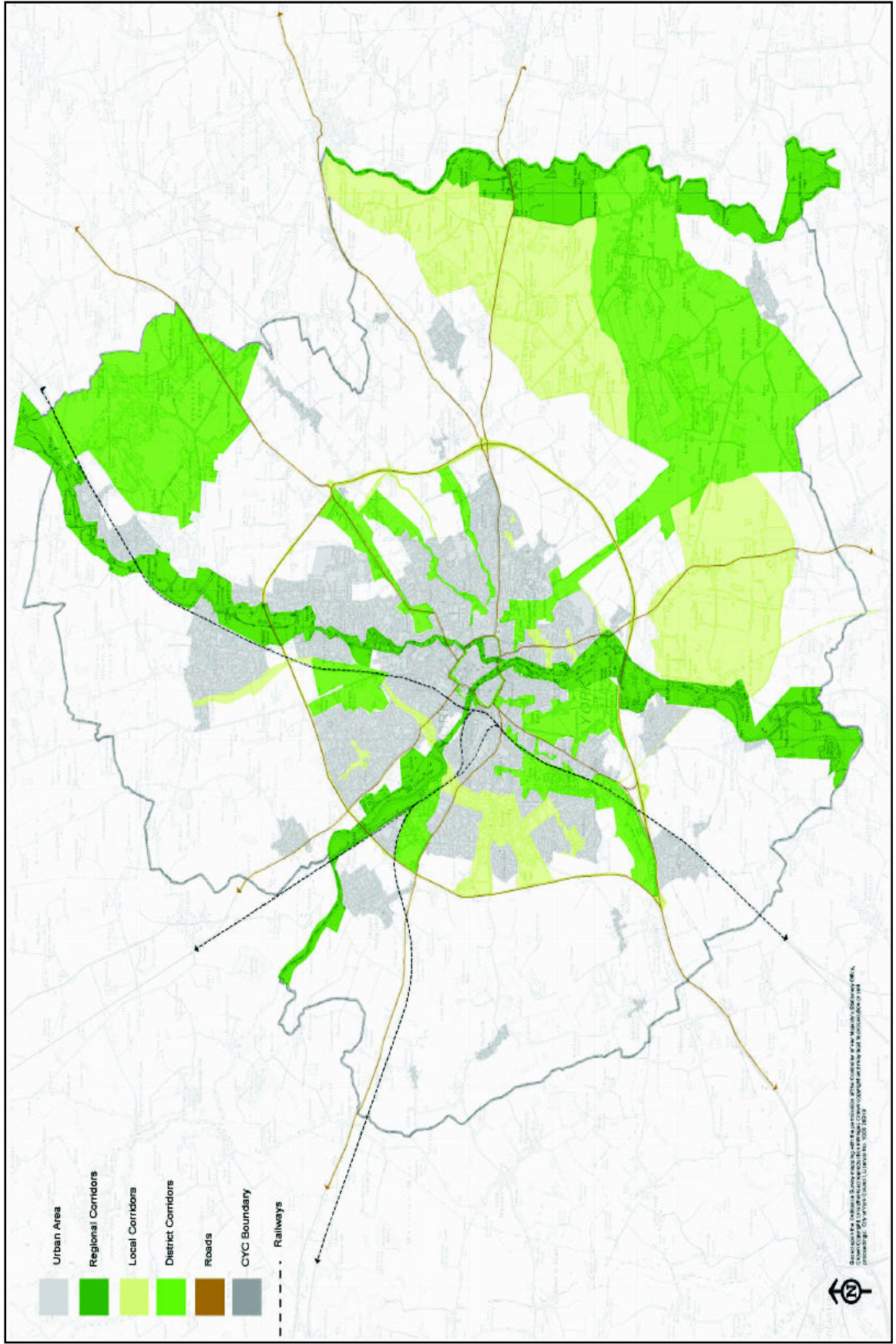
Policy GI6: Green Corridors

The Local Plan will support development which:

- maintains and enhances the integrity and management of York's Green Infrastructure network, including its green corridors and open spaces; and
- protects and enhances the amenity, experience and surrounding biodiversity value of existing rights of way, national trails and open access land; and
- ensures the protection of the hierarchy and integrity of York's local, district and regional green corridors in line with the findings of the Local Biodiversity Action Plan (2013); and
- creates and/or enhances 'stepping stones' and new Green Corridors that improves links between nature conservation sites and other open space.

- 17.14 Corridors are a fundamental element of green infrastructure as they form linkages between assets making green infrastructure a network as opposed to a collection of sites. This has the potential to improve the porosity of the urban area to wildlife and provide an attractive access network. Figure 17.1 overleaf shows the extent of green corridors in York.
- 17.15 Regional and district corridors will foster connections between York and other towns/villages in the region which adjoin the green corridors. This will provide a common boundary to a designated area which will allow easier access to and from York, enhance existing routes; create stronger theoretical linkages through association; and reinforce linkages through as common duty to, and benefits received from, the protection and enhancement of the green corridor(s) in question.

Figure 17.1 Green Corridors



Policy GI7: Access to Nature

The Local Plan will encourage:

- the enhancement of the biodiversity value of open space sites for example, school playing fields, to increase the level of public access to nature;
- an increase in public access to existing designated nature conservation sites where this would not compromise their ecological value; and
- recreational use of York's watercourses where this does not have a detrimental impact on nature conservation value.

17.16 This policy should be implemented in line with the most up to date Biodiversity Audit and Action Plan, Outdoor Sport and Recreation Study, emerging City of York Tree Strategy and Green Infrastructure Strategy. These evidence base documents will identify the role of the site and will therefore set out whether there is scope to amend the access to the site without diminishing the value of the site.

17.17 Policy GI7 is about getting the right balance between the multifunctional role of sites. The purpose of Green Infrastructure is to create a network of sites and corridors that complement and benefit each other and the wildlife and people that use them, therefore it is important that these uses do not conflict and result in a detrimental impact for any of York's Green Infrastructure assets.

Policy Links

- Section 7 'York Central'
- Section 16 'Design and the Historic Environment'
- Section 18 'Green Belt'
- Section 19 'Flood Risk Management'
- Section 23 'Transport'
- Section 25 'Infrastructure and Developer Contributions'

Alternatives

Biodiversity

1. Rely on the National Planning Policy Framework (NPPF) to guide development in relation to biodiversity/geodiversity/ landscape resources
2. Provide local policy to guide new development in relation to only statutory biodiversity/geodiversity/landscape designations
3. Provide local policy to guide new development in relation to only statutory and non-statutory biodiversity/geodiversity/landscape designations
4. **Provide local policy to guide new development in relation to all biodiversity/ geodiversity/landscape resources (this is our preferred policy approach)**

Green Infrastructure

1. Protect all Green Infrastructure to the same level irrespective of its function

2. Given greater protection to functional Green Infrastructure (recreational space/allotments/green corridors) (this is our preferred policy approach)*Open Space*

1. Do not protect existing recreational open space/green infrastructure from development
2. Rely on NPPF policies to protect existing recreational open space/green infrastructure and access to it
- 3. Provide local level policy to protect existing recreational open space/green infrastructure and access to it (this is our preferred policy approach)**

New Open Space

1. Require all new developments to incorporate a 60/40 on-site Open Space provision
- 2. Require only major development (>5ha) to incorporate a 60/40 on-site Open Space provision (this is our preferred policy approach)**
3. Require all new developments to contribute to off-site Open Space provision
4. Require only major development to contribute to off-site Open Space provision

Question 17.1 This is our preferred approach to Green Infrastructure do you think this is appropriate or should one of the alternatives or a different approach be taken?

Section 18: Green Belt

National Planning Policy Framework

National Guidance says that:

- the primary objective of a Green Belt is to prevent urban sprawl by keeping land open (paragraph 79);
- Green Belts are in place to serve the following purposes:
 - check unrestricted sprawl of large built up areas,
 - prevent neighbouring towns merging into each other,
 - assist in safeguarding the countryside from encroachment
 - preserve the setting and special character of historic towns,
 - assist in urban regeneration (paragraph 80);
- planning authorities should plan positively to enhance the use of the Green Belt by providing opportunities for access and outdoor sport, to retain landscapes and biodiversity or to improve damaged land (paragraph 81);
- inappropriate development in the Green Belt is harmful and should not be approved except in very special circumstances (paragraph 87);
- only certain types of development will be allowed in the Green Belt, these are:
 - agriculture and forestry buildings,
 - facilities for outdoor sport, recreation and cemeteries,
 - the extension or alteration of an existing building if building is not larger than the one it replaces,
 - limited infilling of villages and limited affordable housing,
 - limited infilling or partial or complete redevelopment of previously developed sites (paragraph 89); and
- the following development is also appropriate provided they preserve the openness of the Green Belt:
 - mineral extraction,
 - engineering operations,
 - local transport infrastructure,
 - the reuse of buildings,
 - development brought forward under a Community Right to Build Order (paragraph 90).

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- 'conserving the countryside' is not a purpose of the Green Belt;
- the areas of search identified in the Local Development Framework have not been assessed for their role in safeguarding the countryside from encroachment, preventing urban sprawl and assisting in urban regeneration, all very relevant to York;
- the Local Plan should clearly state there is a presumption against development in the Green Belt;
- there is a need to preserve Green Belt land and stop housing development encroaching on villages; and

- there could be a sensitive yet pragmatic approach to certain forms of development in the Green Belt.

Key Evidence Base

- Strategic Environment Assessment of the Revocation of the Yorkshire and Humber Regional- Environmental Report (2012)
- North Yorkshire Strategic Housing Market Assessment (2011)
- The Yorkshire and Humber Plan- Regional Spatial Strategy to 2026 (2008)
- City of York Draft Local Plan Incorporating the 4th set of changes (2005)

Local Context

The City of York Local Authority area covers approximately 27,200 ha. Of this, around 4500 ha is built up area, with the remainder being open countryside. The majority of this open countryside is defined as Green Belt land within this plan. The majority of land outside the built up areas of York has been identified as Green Belt land since the 1950's, with the principle of York's Green Belt being established through a number of plans including the *North Yorkshire County Structure Plan (1995-2006)*, and *The Yorkshire and Humber Plan Regional Spatial Strategy to 2026*. The overall purpose of York's Green Belt is to preserve the setting and special character of York, whilst assisting in safeguarding the countryside from encroachment. Its general extent can be seen pictorially on the key diagram.

Although *The Yorkshire and Humber Plan Regional Spatial Strategy (RSS) to 2026* was partially revoked on the 22 February 2013, the Green Belt policies within this document will be saved until the York Local Plan is in place, due to the Strategic Environment Assessment that was undertaken in light of the revocation reporting that adverse impacts would arise from complete revocation. There are three policies saved from the RSS, the first one stating that the detailed inner boundaries of the Green Belt around York should be defined in order to establish long term development limits that safeguard the city's special character and setting. The other two saved policies explain that detailed boundaries of the outstanding sections of the of the outer boundary of the York Green belt about 6 miles from York city centre and the inner boundary should be defined in the Local Development Framework, and that plans, strategies, investment decisions and programmes for the York sub area should protect and enhance the nationally significant historical and environmental character of York, including its historic setting, view of the minster and important open areas.

Preferred Approach

Policy GB1: Development in the Green Belt

Within the Green Belt, planning permission for development will only be granted where:

- a) the scale, location and design of such development would not detract from the

- open character of the Green Belt;
- b) it would not conflict with the purposes of including land within the Green Belt; and
- c) it would not prejudice the setting and special character of the main urban area of the City of York and historic villages, particularly as seen from transport corridors and elevated locations.

AND it is for one of the following purposes:

- agriculture and forestry; or
- appropriate facilities for outdoor sport and outdoor recreation; or
- cemeteries; or
- limited infilling in existing settlements; or
- limited extension, alteration or replacement of existing buildings; or
- limited affordable housing for proven local needs; or
- limited infilling or redevelopment of existing developed sites; or
- minerals extraction, provided high environmental standards are attainable; or
- essential engineering operations including waste disposal; or
- local transport infrastructure including highways work and park and ride facilities; or
- the reuse of buildings; or
- development brought forward under a Community Right to Build Order.

All other forms of development within the Green Belt are considered inappropriate. Very special circumstances will be required to justify instances where this presumption against development should not apply.

- 18.1 Detailed boundaries of the Green Belt are shown on the proposals map. In defining these boundaries, care has been taken to follow readily recognisable physical features that are likely to endure such as streams, hedgerows, footpaths and highways.
- 18.2 The protection of the Green Belt is an overriding planning consideration and one, which, in the case of most forms of development, strongly militates against the granting of planning permission. A Green Belt designation can be used to strengthen and support other policy objectives such as protecting the best agricultural land or nature conservation sites, but this is not its primary purpose and these objectives are dealt with through other policies in the Local Plan.
- 18.3 When granting permission for residential development in the Green Belt, conditions will normally be attached to remove permitted development rights from the application site. This will ensure that the visual openness of the countryside is protected from obtrusive domestic development. In certain circumstances permitted development rights relating to new agricultural buildings may be removed when an existing agricultural building has been proposed for conversion to residential use.
- 18.4 One of the few exceptions where isolated new housing development may be acceptable in the open countryside around York is where accommodation is required to enable an agriculture or forestry worker to live in the immediate vicinity of their workplace. It is intended to judge the instances where this type of residence would

be acceptable on the individual circumstances of the farm or forestry business. For instance, it may be that for security purposes it is possible to justify the presence of a dwelling on or near an agricultural holding. All applications for agricultural or forestry dwellings will be expected to be accompanied by a detailed justification as to why that new unit is genuinely required for the stated purpose.

- 18.5 To ensure that any agricultural or forestry dwelling is retained to meet the identified housing need of that holding, occupancy conditions will be attached to permissions to limit potential residents to people directly involved in the operation of that agricultural or forestry holding.
- 18.6 The provision of opportunities for outdoor sport and recreation near urban areas is one of the key aims of Green Belt. Policy GB1 attempts to achieve this aim by offering a degree of flexibility to such proposals to reflect the special Green Belt circumstances that currently exist in the City. While proposals for small scale ancillary facilities will still be considered more appropriate in most cases, there may be instances when applications for larger scale facilities will be justifiable depending on the circumstances of the existing or proposed recreational use and its likely impact on the open character of the area.
- 18.7 The open countryside around York includes a significant number of buildings outside existing settlements. The extension or alteration of these buildings will be considered acceptable, in response to changing circumstances, provided there would be no greater visual impact on the Green Belt or open countryside as a result of the alterations, and where the design of any extension is in keeping with the original buildings. Furthermore, when permission for this type of development is granted, the applicant will be expected to agree to conditions ensuring that no further extensions will be permitted to the same building.
- 18.8 In special circumstances the development of affordable housing may be considered on small "exception" sites. Further details of these special circumstances are detailed in Policy GB4 below.
- 18.9 The principle of existing buildings in the Green Belt and open countryside being demolished and replaced by a new building is acceptable provided it is on a one-for-one basis, and the new building is in the same use and not materially larger than the one it replaces.
- 18.10 In circumstances where the building proposed for replacement is listed it is preferable to see the building restored and renovated, rather than demolished, to safeguard the City's heritage. Similarly, if it can be demonstrated that the building has been abandoned or deliberately neglected, proposals for its replacement will be resisted. The policy also aims to ensure that the replacement of any existing building takes place as close as possible to the site of the original building, and is not materially larger than the one it replaces, thus minimising any additional visual impact on the Green Belt. Proposals for significantly larger replacement buildings will not be acceptable. At the same time proposals for replacement buildings will be expected to be of a design appropriate to its rural setting. This criterion may help prevent proposals for replacement buildings in the Green Belt adopting only modern designs.

- 18.11 There are advantages to permitting limited development and redevelopment of previously developed sites within the Green Belt provided development does not have a greater impact on Green Belt's openness or the purposes of including land within it than the existing development. Where the sites are in existing use, limited infilling may help to provide jobs and secure economic prosperity. Similarly, the complete or partial redevelopment of these sites may in some cases, result in environmental improvements. In such cases, the area of the site occupied by existing buildings is the aggregate ground floor area of existing buildings excluding temporary buildings, open spaces with direct external access between wings of a building, and hard standing.
- 18.12 Additionally, the character and the dispersal of any proposed redevelopment will need to be considered to ensure that there is no additional impact on the character of the Green Belt. Where a major development within the Green Belt is demolished, careful records of the extent and nature of the original development must be made and agreed with the Local Planning Authority. These records will facilitate the accurate application of Policy GB1.
- 18.13 The Park & Ride is a key component of the city's transport policies. In order to function effectively, Park and Ride facilities need to be located on or close to the major radial routes and are likely to be close to junctions with the Outer Ring Road (A64/A1237). It is acknowledged that in special circumstances Park and Ride sites may be located within the Green Belt.
- 18.14 Development in the Green Belt brought forward under the Community Right to Build Order will not be seen as inappropriate provided that it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it. The Community Right to Build allows local communities to undertake small-scale, site-specific, community-led developments. The new powers give communities the freedom to build new homes, shops, businesses or facilities where they want them, without going through the normal planning application process. To get the go-ahead, the proposals must:
- have the agreement of more than 50% of local people that vote through a community referendum; and
 - meet some minimum requirements (for example, they should generally be in line with national planning policies and strategic elements of the local plan).
- 18.15 Members of the community will need to set themselves up as a corporate body with the purpose of furthering the social, economic and environmental well-being of the local community. The developments would then be managed by this corporate body. Any benefits from any development which come to the body must be retained or used for the benefit of the community.

Policy GB2: Development in Settlements "Washed Over" by the Green Belt

Within the defined settlement limits of villages in the Green Belt as highlighted on the proposals map and listed in the explanation below, planning permission for the

erection of new buildings or the change of use, redevelopment or extension of existing buildings will be permitted provided:

- a) the proposed development would be located within the built-up area of the settlement; and
- b) the location, scale and design of the proposed development would be appropriate to the form and character of the settlement and neighbouring property; and
- c) the proposed development would constitute limited infilling and would not prejudice the openness or the purposes of the Green Belt.

18.16 A village should be included in the Green Belt, if it is necessary to prevent development primarily because of the important contribution the village's open character makes to the openness of the Green belt. The plan identifies the following 'washed over' villages: Acaster Malbis, Askham Bryan, Askham Richard, Deighton, Heslington, Hessay, Holtby, Hopgrove, Knapton, Murton, Naburn and Rufforth.

18.17 Whilst infilling (defined as the filling of a small gap in an otherwise built up frontage) is often perceived as acceptable in some locations, this ignores the fact that part of the character of many settlements is made up of gardens, paddocks and other breaks between buildings. It is important to protect those infill spaces, which contribute to the character of smaller settlements lying within the Green Belt. Infill development may also not be desirable if it would consolidate groups of houses, which are isolated from the main body of a village, or consolidate a ribbon of development extending into the open countryside. Infilling is location dependent, therefore in some settlements little or no infill development may be appropriate; in others a limited amount of infill on selected sites may be acceptable.

18.18 Two of the villages washed over by the Green Belt, Askham Bryan and Askham Richard, are also conservation areas. One of the main elements of these villages is their unspoilt nature and their relationship with the surrounding countryside and rural setting. As such, for the purposes of infilling, the appropriate conservation assessments must be undertaken.

18.19 Because of the importance of safeguarding the open character of the Green Belt, proposals for the change of use, particularly from other uses to residential, or the extension of buildings is more likely to be acceptable in existing settlements than in the open countryside.

Policy GB3: Reuse of Buildings

Outside defined settlement limits planning permission for the reuse of buildings within the Green Belt will be granted provided:

- a) the reuse does not have a materially greater impact than the present use on the openness of the Green Belt; and
- b) the buildings are of permanent and substantial construction and are capable of conversion without major or complete reconstruction; and

- c) the proposed reuse is the same type of use and will generally take place within the fabric of the existing building and will not require extensive alteration, rebuilding or extension; and
- d) the form, bulk and general design of the buildings are in keeping with their surroundings; and
- e) the buildings are not in close proximity to intensive livestock units or other uses that may result in a poor level of amenity for the occupier of the building; and
- f) there is already a clearly defined curtilage.

Where the proposal involves changing the use to residential, permission will only be granted in very special circumstances and where criteria (a) to (f) are satisfied; and the building(s) are within 800m of a defined settlement limit, and:

- g) it can be demonstrated that the building is unsuited to employment or recreational use and that there is no demand for buildings for these purposes in that area; or
- h) the building is of architectural or historic significance and its reuse for residential purposes would be the only way to ensure its conservation.

18.20 It is important that the reuse of buildings does not have an adverse affect on the Green Belt's openness or prejudice its purposes. It is therefore necessary to consider the impact of the proposed reuse in comparison with the existing use of the building. It is recognised that advantage may be taken of this principle by the proposed reuse of semi- permanent buildings or those, which effectively need to be redeveloped to accommodate a new function. For this reason the buildings to be reused must be permanent and of substantial construction, and be capable of the change without major reconstruction.

18.21 Within the City of York demand exists for the conversion of farm buildings to residential use, often in relatively remote locations. Proposals for residential conversion of farm buildings must be sympathetic to the original structure and setting of the building, be of permanent and substantial construction and meet the criteria defined in GB3. Proposals for residential conversion that would result in the building taking on a modern domestic appearance which could be seen as detrimental to the visual character of the locality will be resisted.

18.22 The distance of 800m from defined settlement limits has been selected because there may be properties just beyond the settlements limits for which residential reuse would be more appropriate. Residents in close proximity to the village would be within walking distance of available local services encouraging a community to be sustainable.

Policy GB4: "Exception" Sites for Affordable Housing in the Green Belt

In special circumstances the development of affordable housing on small "exception" sites in the Green Belt may be considered where:

- a) the development contributes to meeting identified need within the Parish or Ward as illustrated by an up to date local housing needs assessment; and

- b) the affordable housing is retained at an affordable price for future eligible households in perpetuity; and
- c) the development is adjacent to the existing built up area or is well related to the existing residential development and amenities located in or adjacent to a clearly identified village or settlement; and
- d) the development reflects the size and function of the settlement in terms of scale, form and character.

A proportion of market housing may be acceptable if it can be demonstrated that the site would be unviable as an exception site that meets the above criteria, without cross subsidy. In these circumstances:

- the majority of development must be for affordable housing and the market homes the necessary minimum.
- insufficient public subsidy is available.
- the market homes meet identified local need.
- It has been demonstrated through a financial appraisal that the scale of market housing component is essential for the delivery of the scheme and is based on reasonable land values for an exception site.

18.23 The spatial strategy will help to address affordable housing needs across the city but given the high need demonstrated in the *North Yorkshire Strategic Housing Market Assessment (2011)* an exception policy is another important tool to meet locally identified affordable housing need. Exception sites are used in communities to deliver affordable housing, in perpetuity, on sites which would not normally be permitted for housing. The majority of exceptions sites will be in rural areas which often fall into Green Belt land, which can help to maintain the sustainability of rural communities but there may also be some more urban sites on the fringe of the Green Belt.

18.24 York's current exception sites policy has not been successful in bringing suitable sites forward. In line with the National Planning Policy Framework we are considering how we can make such sites more deliverable, whilst still ensuring that they relate to local need, are subject to suitable scale, design and tenure standards are prioritised for local people and are secured as in perpetuity. The availability of Government funding for affordable homes through the Homes and Communities Agency has been significantly reduced and it is recognised that it may not be viable in some instances to deliver 100% affordable housing on exception sites.

18.25 Exception sites should, wherever possible, be within the settlement limits, within close proximity to public transport routes, and have easy access to other facilities. However, where no suitable site exists and a survey of local need indicates a pressing affordable need, very limited affordable housing adjoining settlements may be allowed. It will be considered inappropriate for the development of any new affordable housing in rural locations to be located where there is no access to facilities or a choice of modes of transport.

18.26 Local housing need will have to be demonstrated and an up-to-date needs survey should be carried out with the City of York Council and the relevant parish council.

All sites have to be developed wholly for affordable housing in perpetuity and the number of dwellings will be restricted to a maximum of those demonstrated by the survey as being required for local housing need.

- 18.27 The preferred option policy allows a number of market homes to cross subsidise affordable housing provision where it can be justified as necessary to make an exception scheme viable, if insufficient subsidy is not available. This is in line with the National Planning Policy Framework. It is expected that the development would provide the maximum viable level of affordable housing i.e. limiting the amount of market housing to the lowest number possible to make the scheme viable. Land value would need to be based on a realistic exception site land value, which is much less than open market housing land value to prevent raising landowner's expectations and inflation of land prices.

Policy GB5: Major Developed Sites in the Green Belt

The following major developed sites, together with the stated preferred use, have been identified within the City of York Green Belt:

<i>Site</i>	<i>Preferred Use</i>
Askham Bryan College	Education
Clifton Hospital	Employment and Residential
College of Law	Education
Elvington Water Treatment Works	Water treatment operations
Hessay Depot	Employment
Naburn Waste Water Treatment Works	Waste water treatment operations
Rawcliffe Waste Water Treatment Work	Waste water treatment operations
Stockton Hall Hospital	Health facilities
The Retreat	Health facilities
Walbutts Waste Water Treatment Works	Waste water treatment operations
York Racecourse	Racecourse related uses

On these sites limited infilling for the preferred use within the present extent of development will be permitted providing:

- i. It has no greater impact on the purposes of including land in the Green Belt than the existing development; and
- ii. It does not exceed the height of the existing buildings; and
- iii. It does not lead to a major increase in the developed portion of the site.

Redevelopment of the sites (or part of the sites) for the preferred use will be permitted subject to the above criteria and where:

- iv. The redevelopment would not occupy a larger area of the site than the existing buildings, unless this would achieve a reduction in height, which would provide a net benefit to visual amenity.

- 18.28 As part of the preparation of this Local Plan the Council has undertaken an assessment of potential sites that could be categorised as major developed sites. It

has been decided that eight sites should be designated under this policy. This is based on a guideline of 3000sq. m built footprint representing the minimum for a site's inclusion as a major developed site in the Green Belt. These designations offer a greater degree of flexibility within the Green Belt for limited infilling or redevelopment, provided the proposals are for the preferred use specified in the policy for each site.

- 18.29 There are advantages to permitting limited development at major developed sites within the Green Belt provided development does not prejudice the Green Belt's openness or its purposes. Where the sites are in existing use, limited infilling may help to provide jobs and secure economic prosperity. Similarly, the complete or partial redevelopment of these sites may, in some cases, result in environmental improvements. In such cases, the area of the site occupied by existing buildings is the aggregate ground floor area of existing buildings excluding temporary buildings, open spaces with direct external access between wings of a building, and hard standing.
- 18.30 Additionally, the character and the dispersal of any proposed redevelopment will need to be considered to ensure that there is no additional impact on the character of the Green Belt. Where a major development within the Green Belt is demolished, careful records of the extent and nature of the original development must be made and agreed with the local planning authority. These records will facilitate the accurate application of this policy.

Policy Links

- Section 10 'Housing Growth and Distribution'
- Section 11 'Aiding Choice in the Housing Market'
- Section 12 'Affordable Housing'
- Section 14 'Education, Skills and Training'
- Section 16 'Design and the Historic Environment'
- Section 17 'Green Infrastructure'
- Section 22 'Waste and Minerals'
- Section 23 'Transport'
- Section 25 'Infrastructure and Developer Contributions'

Alternatives

Approach to Development in the Green Belt

1. Rely on the National Planning Policy Framework to guide development in the Green Belt
2. **Provide local policy to guide new development or building reuse in the Green Belt (this is our preferred approach)**

Approach to Exception Sites in the Green Belt

1. Do not permit exception sites for affordable housing in the Green Belt
2. Remove existing settlements from the Green Belt to enable infill/exception sites
3. **Provide local criteria for infill/exception sites in the Green Belt (this is our preferred approach)**

Approach to Major Developed Sites in the Green Belt

1. Do not permit major developed sites in the Green Belt
2. Remove existing major developed sites from the Green Belt to enable infill
- 3. Provide local criteria for major developed sites in the Green Belt (this is our preferred approach)**
4. Require the minimum built threshold for major developed sites to be less than 3000sq. m

Question 18.1 This is our preferred approach to development in the Green Belt, do you think this is appropriate or should one of the alternatives or a different approach be taken?

Section 19: Flood Risk Management

National Planning Policy Framework

National Guidance says that:

- Local Planning Authorities should adopt proactive strategies to mitigate and adapt to climate change, over the longer term, taking full account of flood risk and water supply and demand considerations (Paragraphs 94 and 99);
- inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Local Plans should be supported by Strategic Flood Risk Assessment and develop policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk management bodies, Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change, by:
 - o applying the Sequential Test;
 - o if necessary, applying the Exception Test;
 - o safeguarding land from development that is required for current and future flood management;
 - o using opportunities offered by new development to reduce the causes and impacts of flooding; and
 - o where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to facilitate the relocation of development, including housing, to more sustainable locations (Paragraph 100);
- when determining planning applications, Local Planning Authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment following the Sequential Test, and if required the Exception Test, it can be demonstrated that:
 - o within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and
 - o development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems (Paragraph 103).
- a site-specific flood risk assessment is required for proposals of 1 hectare or greater in Flood Zone 1; all proposals for new development (including minor development and change of use) in Flood Zones 2 and 3, or in an area within Flood Zone 1 which has critical drainage problems (as notified to the local planning authority by the Environment Agency); and where proposed development or a change of use to a more vulnerable class may be subject to other sources of flooding (Footnote 20);
- for individual developments on sites allocated in development plans through the Sequential Test, applicants need not apply the Sequential Test. Applications for minor development and changes of use should not be subject to the Sequential or Exception Tests but should still meet the requirements for site-specific flood

risk assessments. Except for any proposal involving a change of use to a caravan, camping or chalet site, or to a mobile home or park home site, where the Sequential and Exception Tests should be applied as appropriate. (Paragraph 104 and Footnote 22);

- In preparing Local Plans, local planning authorities should set out environmental criteria, in line with the policies in this Framework, against which planning applications will be assessed so as to ensure that permitted operations do not have unacceptable adverse impacts on the natural and historic environment or human health, including from increased flood risk, impacts on the flow and quantity of surface and groundwater and take into account the cumulative effects of multiple impacts from individual sites and/or a number of sites in a locality (Paragraph 143); and
- Local Planning Authorities should work with other authorities and providers to assess the quality and capacity of infrastructure for flood risk (Paragraph 162).

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- in preparing Local Plans, flood risk should be a key factor in determining the location of growth;
- there is a potential conflict between the need to avoid areas of flood risk and ensuring sustainable development locations in a broader sense;
- some respondents didn't agree with the application of the exception test for sites in Flood Zone 3a;
- there is some support for the greenfield and brownfield development surface water run-off limitation targets, but they may be too restrictive and not compliant with national policy;
- there is some support for more detailed policy in a Supplementary Planning Document; and
- more trees should be planted on the outskirts together with the replanting of the Forest of Galtres to help protect against flooding.

Key Evidence Base

- City of York Council Strategic Flood Risk Assessment, Revision 2 (2013)
- City of York Council Surface Water Management Plan (2012)
- City of York Council Preliminary Flood Risk Assessment (2011)
- York Local Climate Impacts Study (2011)
- Ouse Catchment Flood Management Plan (2010)
- Flood and Water Management Act (2010) Flood Risk Regulations (2009)

Local Context

York is located at the confluence of the River Ouse and the River Foss. Also the River Derwent forms part of York's eastern boundary. The city has a history of flooding and as increased flood risk is one of the identified elements of climate change, it is considered likely that York will experience more extensive flooding more

often in the future. Consequently, flood risk is a particularly important issue for York and the management of flood risk continues to be essential, particularly following the numerous major flooding events witnessed in the city in recent years.

Following the enactment of the *Flood Risk Regulations (2009)* and the *Flood and Water Management Act (2010)*, the Council became a Lead Local Flood Authority. It has a duty to lead the co-ordination of flood risk management and to develop, maintain, apply and monitor a strategy for local flood risk management in its area. The Council's Strategic Flood Risk Assessment was first published in 2011 and revised in 2013. The City of York Council Surface Water Management Plan (SWMP) was approved at cabinet in December 2012. This report presents a Surface Water Management Plan covering the whole of the Council's area for member approval. It has been prepared following flooding experienced nationally in 2007 which resulted in the publication of the Pitt Review which included a key recommendation for Lead Local Flood Authorities to prepare Local Surface Water Management Plans. The Council has also published a Preliminary Flood Risk Assessment (PFRA).

The Environment Agency's *Ouse Catchment Flood Management Plan (2010)* provides high-level comment on future flood defence strategies. For the River Ouse Catchment within York, Policy Option 5 'take further action to reduce flood risk' has been selected. Actions to implement the policy include:

- Work in partnership to identify the requirements for improving the standard of protection at key locations.
- Work in partnership with City of York Council to reduce the risk of flooding from surface water.
- Ensure that the reviews/updates undertaken by the City of York Council of their internal and multiagency flood emergency plans take adequate account of changes in flood risk.
- Work with landowners and other organisations to change the way land is managed on the River Foss and slow the rate at which floods are generated.

Certain types of development are more vulnerable than others to the potential impacts of flooding, and as such the type of acceptable development varies with the degree of flood risk. There are two aspects of flood risk that need to be assessed:

- is the site itself at risk of flooding, and
- will development of the site cause flooding to adjacent sites and elsewhere in the catchment.

It is likely that, apart from those sites within flood zones 2 and 3 (which are at risk of flooding themselves), the second factor will be the most important to consider

Preferred Approach

Policy FR1: Flood Risk

The Local Plan will ensure that new development is not subject to flood risk and is designed and constructed in such a way that it mitigates against current and future flood events, taking into account flood risk considerations in the NPPF and the Technical Guidance.

In determining planning applications, a balanced, flexible approach that allows all material planning factors to be considered, will be taken. More specifically, in considering flood risk the Council will assess the nature of the development proposed and its flood risk vulnerability against, firstly, the 'Flood Risk Vulnerability Classification' table and, once this has been determined, the 'Flood Risk Vulnerability and Flood Zone Compatibility Classification' table from the *Strategic Flood Risk Assessment (2013)* (SFRA) and any subsequent updates. The outputs from these tables specify whether development is appropriate and whether an Exception Test (as detailed in the SFRA) is subsequently required. The current versions of these tables (SRFA Table 4.1 and Table 4.2) are replicated as Table 19.1 and Table 19.2 respectively overleaf¹.

¹ Revised versions of these tables may be included within subsequent updates of the SFRA (2013) or successor documents.

Table 19.1: Flood Risk Vulnerability Classification

Essential Infrastructure	<ul style="list-style-type: none"> Essential transport infrastructure (including mass evacuation routes), which have to cross the area at risk. Essential utility infrastructure which has to be located in a flood risk area for operational reasons, including electricity generating power stations; and water treatment works that need to remain operational in times of flood. Wind turbines.
Highly Vulnerable	<ul style="list-style-type: none"> Police stations, Ambulance stations, Fire stations, Command Centres and telecommunications installations required to be operational during flooding. Emergency dispersal points. Basement dwellings. Caravans, mobile homes and park homes intended for permanent residential use. Installations requiring hazardous substances consent. (Where there is a demonstrable need to locate such installations for bulk storage of materials with port or other similar facilities, or such installations with energy infrastructure or carbon capture and storage installations, that require coastal or water-side locations, or need to be located in other high flood risk areas, in these instances the facilities should be classified as "Essential Infrastructure")
More Vulnerable	<ul style="list-style-type: none"> Hospitals. Residential institutions such as residential care homes, children's homes, social services homes, prisons and hostels. Buildings used for: dwelling houses; student halls of residence; drinking establishments; nightclubs; and hotels. Non-residential uses for health services, nurseries and educational establishments. Landfill and sites used for waste management facilities for hazardous waste. Sites used for holiday or short-let caravans and camping, subject to a specific warning and evacuation plan.
Less Vulnerable	<ul style="list-style-type: none"> Police, ambulance and fire stations, which are not required to be operational during flooding. Buildings used for: shops; financial, professional & other services; restaurants and cafes; hot food takeaways; offices; general industry; storage and distribution; non-residential institutions not included in 'more vulnerable'; & assembly & leisure. Land and buildings used for agriculture and forestry. Waste treatment (except landfill and hazardous waste facilities). Minerals working and processing (except for sand and gravel working). Water treatment plants, which do not need to remain operational during times of flood. Sewage treatment plants (if adequate measures to control pollution and manage sewage during flooding events are in place).
Water-compatible Development	<ul style="list-style-type: none"> Flood control infrastructure. Water transmission infrastructure and pumping stations. Sewage transmission infrastructure and pumping stations. Sand and gravel workings. Docks, marinas and wharves. Navigation facilities. MOD defence installations. Ship building, repairing and dismantling, dockside fish processing and refrigeration and compatible activities requiring a waterside location. Water-based recreation (excluding sleeping accommodation). Lifeguard and coastguard stations. Amenity open space, nature conservation and biodiversity, outdoor sports and recreation and essential facilities such as changing rooms. Essential ancillary sleeping or residential accommodation for staff required by uses in this category, subject to a specific warning and evacuation plan.

Notes to table 19.1:

This classification is based partly on Defra/Environment Agency research on Flood Risks to People (FD2321/TR2) and also on the need of some uses to keep functioning during flooding.

- a) Buildings that combine a mixture of uses should be placed into the higher of the relevant classes of flood risk sensitivity. Developments that allow uses to be distributed over the site may fall within several classes of flood risk sensitivity.
- b) The impact of a flood on the particular uses identified within this flood risk vulnerability classification will vary within each vulnerability class. Therefore, the flood risk management infrastructure and other risk mitigation measures needed to ensure the development is safe may differ between uses within a particular vulnerability classification.
- c) The impact of the flood on the particular uses identified within this flood risk vulnerability classification will vary within each vulnerability class. Therefore the flood risk management infrastructure and other risk mitigation measures needed to ensure the development is safe may differ within users within a particular vulnerability classification.

Table 19.2 Flood Risk Vulnerability and Flood Zone 'Compatibility'

Flood Risk Vulnerability Classification		Essential Infrastructure	Water Compatible	Highly Vulnerable	More Vulnerable	Less Vulnerable
Flood Zone	Zone 1 Flood risk probability less than 1 in 1000-year (<0.1%).	✓	✓	✓	✓	✓
	Zone 2 Flood risk probability between 1 in 100-year (1%) and 1 in 1000-year (0.1%)	✓	✓	Exception Test required	✓	✓
	Zone 3a Flood risk probability between 1 in 100-year (1%) and 1 in 25-year (4%).	Exception Test required	✓	x	Exception Test required	✓
	Zone 3a(i) Annual probability of flooding up to 1 in 25-year (4%) or greater. Existing development	Exception Test required	✓	x	x	Exception Test required
	Zone 3b'Functional Floodplain' Annual flood risk probability up to 1 in 25-year (4%) or greater.	Exception Test required	✓	x	x	x

Notes to table 19.2:

- ✓ Development **is appropriate**
- x Development **should not be permitted**

This table does not show:

- a) The application of the Sequential Test, which guides development to Flood Zone 1 first, then Zone 2 and then Zone 3;
- b) flood risk assessment requirements; or
- c) the policy aims for each flood zone.

Depending on the outputs from Table 4.2 of the SFRA (replicated at Table 19.2 above) the detailed policies for the resultant flood zone classification, as stated in the SFRA will apply.

In addition, a site-specific Flood Risk Assessment that takes account of future climate change must be carried out for all planning applications of 1 hectare or greater in Flood Zone 1 and for all applications in Flood Zones 2, 3a, 3a(i) and 3b.

Developers must assess whether any proposed development is likely to be affected by flooding and whether it will increase flood risk elsewhere in the catchment. Where flood risk is present, development will only be permitted when the developer has satisfied the local planning authority that any flood risk will be successfully managed and provided details of proposed mitigation measures.

A Flood Risk Assessment (FRA) must be submitted with any planning application where flood risk is an issue, regardless of its location within the Flood Zones. Additionally, all proposed development within Flood Zones 2 and 3 will require a FRA, regardless of size. The level of detail provided within a FRA will depend on the scale of the development and flood risks posed. The Environment Agency's Flood Risk Matrix gives Standing Advice on the scope and extent of Flood Risk Assessments. More detailed policies for determining a planning application within the resultant flood zone classification are contained in the SFRA.

- 19.1 Development in inappropriate locations such as floodplains will exacerbate the flooding problems York experiences already, in addition to the increased risk of flooding arising from more intense rainfall and higher peak river flows due to climate change.
- 19.2 The approach taken in the National Planning Policy Framework (NPPF) aims to reduce the risks from flooding to people and both the natural and built environment. It provides national planning principles for the location of new development in relation to flood risk, directing development to the lowest areas of flood risk, advocating a risk-based 'Sequential Test' approach. The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. The Council's SFRA provides the basis for applying this test. A sequential approach should be used in areas known to be at risk from any form of flooding
- 19.3 If, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the development to be located in zones with a lower probability of flooding the Exception Test can be applied, if appropriate. For the Exception Test to be passed both of the following elements will have to be satisfied for development to be allocated or permitted:
- it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and
 - a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

- 19.4 The Exception Test approach recognises the need to balance wider sustainability issues with flood risk. This test involves the consideration of whether the proposed development contributes to sustainable development in its wider sense, is located on brownfield land and whether a detailed site specific flood risk assessment indicates that the development will be safe and will not increase flood risk elsewhere. The Exception Test essentially allows a balance to be struck in some instances between flood risk and wider sustainability objectives, for example where a highly accessible brownfield development site lies within a high flood risk zone, which is likely to apply to some parts of York's existing built up areas.

Policy FR2: Surface Water Management

The Local Plan will ensure that new development incorporates sustainable drainage measures and, where practicable, reduces surface water flows, irrespective of which flood zone it lays in.

Sustainable Drainage

New development will be expected to incorporate Sustainable Drainage Systems (SDS), unless it can be demonstrated that it is not technically possible to do so or would compromise its viability. Where it can be demonstrated by the developer that the implementation of SDS is not feasible, consideration will be given to approving the development where more conventional surface water drainage techniques (e.g. connection to existing surface water drains) are proposed.

Where new development is proposed within or adjacent to built-up areas retrofitting existing surface water drainage systems in those areas for flood prevention and SDS within the existing built environment should be explored. Any retrofitting proposals must not damage existing environmental assets including but not limited to landscapes, trees and hedgerows and agricultural land.

Surface water

New development on brownfield sites will be approved where the surface water flows arising from the development is restricted to 70% of the existing runoff rate i.e. 30% reduction (as agreed with the Environment Agency), for all flood events up to and including a 1:100 year event. Further details of how to calculate existing runoff rates are contained in the SFRA.

New development on greenfield sites will be approved where the surface water flows arising from the development, once it is complete (and including any intermediate stages), is no higher than the existing rate prior to development taking place.

Where these surface water run-off limitations are likely to be exceeded development may be approved provided sufficient facilities for the long-term storage of surface water are installed within the development or a suitable location elsewhere. Long term surface water storage facilities must not cause detriment to existing heritage and environmental assets.

Measures to restrict surface water run-off rates shall be designed and implemented to prevent an unacceptable risk to contamination of groundwater. The acceptable level of this risk shall be agreed with the Environment Agency.

All full planning applications submitted shall include:

- A sufficiently detailed topographical survey showing the existing and proposed ground and finished floor levels (in metres above Ordnance Datum (m AOD) for the site and adjacent properties
- complete drainage details (including Flood Risk Assessments when applicable) to include calculations and invert levels (m AOD) of both the existing and proposed drainage system included with the submission, to enable the assessment of the impact of flows on the catchment and downstream watercourse to be made. Existing and proposed surfacing shall be specified.

The extent of information to be provided shall be proportionate to the type, scale and location of development and its potential associated flood risks.

- 19.5 The majority of watercourses in York are up to maximum capacity. This is recognised in Policy FR2. Where technically feasible and financially viable, runoff rates for development will be restricted to:
- existing runoff rates (if a brownfield site), based on 140 litres/second/hectare, in accordance with The Building Regulations Part H Drainage and Waste Disposal (2000 amended 2010), with a reduction of 30% in runoff where practicable; or
 - unless otherwise calculated, agricultural runoff rates (if the site has no previous development) will be based on 1.4 litres/second/hectare. To achieve this additional run off volumes will require balancing, which may entail long term storage.
- 19.6 The use of SDS must be considered, to enable the run-off targets to be met. SDS provide a method of discharging surface water in a sustainable way to reduce the risks of flooding and pollution and should be employed where technically feasible and viable. They are built to manage surface runoff and may take different forms depending on the nature of the development and the area. They can include green roofs, filter strips and swales, infiltration devices and basins or ponds with some offering opportunities for environmental and landscaping enhancement improving biodiversity and local amenity. The Local Plan will promote SDS through a Sustainable Design and Construction SPD, which will address issues of flood resilience and resistance along with SDS adoption.
- 19.7 Some common elements of SDSs, such as soakaways and other infiltration devices, may allow pollutants to enter groundwater. The susceptibility to this will need to be addressed in the design of drainage systems in new development, particularly for development on contaminated land.

Policy FR3: Ground Water Management

New development will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers.

Existing land drainage systems within new development should be adequately maintained.

- 19.8 Groundwater flooding occurs as a result of water rising up from the underlying aquifer or from water flowing from abnormal springs. This tends to occur after long periods of sustained high rainfall, and the areas at most risk are often low-lying where the water table is more likely to be at shallow depth.
- 19.9 The Council has no record of areas where groundwater emergence is known to be a cause of flooding. However, due to soil types in many areas across York, land drainage is often of limited effectiveness if not properly maintained.
- 19.10 There is no local information available which provides evidence on future groundwater flood risk. The Environment Agency has produced a national dataset, Areas Susceptible to Groundwater Flooding. Based on this it is believed that groundwater emergence will not be an issue.

Policy Links

- Section 17 'Green Infrastructure'
- Section 20 'Climate Change'
- Section 25 'Infrastructure and Developer Contributions'

Alternatives

Flood Risk

1. Restrict all new development in the floodplain
2. Restrict all new development on greenfield sites in the floodplain
3. Rely on NPPF to guide development in the floodplain
4. **Provide local policy to guide development in the floodplain (this is our preferred approach)**

Flood Risk Management

1. Rely on NPPF to guide flood mitigation/surface water drainage/groundwater protection measures
2. **Require all new development to adopt specified flood mitigation/surface water drainage/groundwater protection measures (this is our preferred approach)**
3. Require all new development to contribute to long term climate change adaptation measures

Question 19.1 This is our preferred approach to flood risk do you think this is appropriate or should one of the alternatives or a different approach be taken?

Section 20: Climate Change

National Planning Policy Framework

National Guidance says that:

- one of the core planning principles is to support the transition to a low carbon future in a changing climate and encourage the use of renewable resources such as renewable energy development (Paragraph 17);
- the planning system has an environmental role in helping to mitigate and adapt to climate change including moving to a low carbon economy (Paragraph 7);
- planning has a key role to play in delivering renewable and low carbon energy and its infrastructure (Paragraph 93);
- Local Planning Authorities should have a positive strategy to promote energy from renewable and low carbon sources; design their policies to maximise renewable and low carbon energy development; and consider identifying suitable areas for renewable and low carbon energy and supporting infrastructure (Paragraph 97);
- Local Planning Authorities should not require applicants for energy development to demonstrate the overall need for renewable or low carbon energy and also recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions; and applications should be approved if their impacts are, or can be made, acceptable (Paragraph 98); and
- Local Planning Authorities should actively support energy efficiency improvements to existing buildings and when setting any local requirement for a building's sustainability, do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally prescribed standards (Paragraph 95).

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- the proposed targets for renewable energy are too high, whilst others felt that they are not ambitious enough;
- development of all sizes should be captured within the renewable energy target thresholds, whilst others felt that only new major developments should make provision;
- all developments should undertake sustainability statements whilst others felt that they should be deleted; and
- wind turbines shouldn't be located in the green belt and others asked for more detail on identifying specific locations.

Key Evidence Base

- The City of York Local Plan Area Wide Viability Study (2013)
- Richmondshire Low Carbon and Renewable Energy Potential Study (2012)
- Windfall Justification in the Future Housing Supply (2012)
- Managing Landscape Change: Renewable and Low Carbon Energy Developments – A Sensitivity Framework of North Yorkshire and York (2012)

- How Local Authorities Can Reduce Emissions and Manage Climate Risk (2012)
- The Low Carbon and Renewable Energy Capacity in the Yorkshire and Humber (2011)
- The Climate Change Framework and Action Plan (2010)
- Carbon Modelling Study for York (2010)
- The Renewable Energy Strategic Viability Study for York (2010)
- An Industry Report Code for Sustainable Homes: A Cost Review (2010)
- The Potential Costs of District Heating Networks (2009)
- The Climate Change Act (2008): Part One
- Section 19 of the Planning and Compulsory Purchase Act as amended by S182 of the Planning Act (2008)
- Private Sector House Conditions Survey (2008)
- <https://www.gov.uk/government/consultations/building-regulations-conservation-of-fuel-and-power>
- <http://www.zerocarbonhub.org/definition.aspx?page=4>

Local Context

The Local Plan has an important role in delivering sustainable development in line with the National Planning Policy Framework (NPPF). This will not be achieved through one single policy but collectively through all the Plan's policies, resulting in communities that are well connected, well served, environmentally sensitive and considerate of the local environment, thriving (economy), well designed and built, and active, inclusive and safe.

Policy SD1 'Sustainable Development' sets out the overarching sustainability principles that the rest of the Plan's policies expand on. These relate to sustainable travel, flood risk, sustainable communities, economic prosperity, air quality, waste management, local historic character, renewable energy, sustainable design, natural and built environment, biodiversity, Green Belt, mineral resources.

This section in particular, has an important role in outlining how York will meet the challenges of Climate Change specifically through requiring decentralised renewable/low carbon energy and high standards of sustainable design and construction. The importance of responding to climate change and reducing carbon emissions is embodied in the Spatial Principles of the Local Plan.

The Climate Change Framework and Action Plan covers 2010 to 2015 and will enable York to coordinate and drive forward actions to reduce Carbon Dioxide (CO₂) and other emissions across the city in the long term and up until 2050. The Action Plan covers 2010 to 2013 will be a combination of two specific action plans. The plans are broken into mitigation, actions that will reduce emissions from across York and adaptation, actions that will help York to better prepare and adapt to predicted changes in climate (the Action Plan will be refreshed in 2013). The headline objectives include:

- reducing York's CO₂ and other green house emissions in line with Government targets;

- coordinating CO₂ and other greenhouse gas emission reduction initiatives across York;
- coordinating actions to better prepare York for future climate change; and
- making fuller use of potential for low carbon, renewable, localised sources of energy generation across the city.

The City of York Council has also carried out carbon modelling to identify plausible measures that could theoretically, if delivered, help the city to reach the targets of the *Climate Change Framework and Action Plan (2010)*. The modelling illustrated the substantial role that renewable energy and energy efficiency measures in both the domestic and non-domestic will need to play if the city is to meet the ambitious targets it has set by 2020 and 2050. In addition to the Climate Change Framework and Action Plan, and as a result of this modelling, the city over the coming years, aims to undertake several research and feasibility projects to identify sites, partners and funding for:

- possible low carbon/zero carbon Combined Heat and Power (CHP) schemes with possible opportunities for district heating networks across appropriate sites in York;
- other low carbon/renewable schemes such as large-scale and medium-scale wind generation;
- citywide/area based domestic energy efficiency and renewable energy installation programmes;
- citywide roll out of replacement transport fuels such as electricity.

Total emissions for the City of York have fallen by 13% between 2005 and 2010 from 1.3 to 1.13 million tonnes. This is a reduction of over 170,000 tonnes of CO₂. However, for the city to meet its 40% interim 2020 carbon reduction and 80% 2050 carbon reduction target it will need to save over 1.3 million tonnes of carbon respectively.

The *Renewable Energy Strategic Viability Study for York (2010)* by AEA identified that it would be challenging for York to achieve the national targets locally of 30% electricity and 12% heat from renewable resources by 2020 but highlighted that the City of York does have the potential to make a significant contribution with up to 182,995 MWh/yr electricity (24% of demand by 2020).

Table 20.1 below taken from the AEA study highlights York's current and future renewable energy potential taking account York's unique natural and historic environment.

Table 20.1: Current and Future Renewable Energy Potential

	Installed capacity pre 2020 (Mega Watts)		Installed capacity post 2020 (to 2031) (Mega Watts)	
	Electricity	Heat	Electricity	Heat
Installed, planned and prospective	5.0	4.0	5.0	4.0
Mega Watts Targets	38.7	15.1	39.8	18.0

The Renewable Energy Strategic Viability Study for York (2010) indicates that this could be achieved by the following diverse range of technologies and provides guidance on the spatial locations factoring in York's constraints. The range of technologies could include: Large, medium and small scale wind; Hydro; CHP; Biomass for district heating and single building heating; Solar Photovoltaic: Solar thermal; and Ground/air source heat pumps.

The *Low Carbon and Renewable Energy Capacity in Yorkshire and Humber Study (2011)* provides a technical appraisal of the potential resources that could theoretically generate renewable and low carbon energy in the region and including York. It highlights that whilst York has significant potential opportunities for commercial scale wind energy, local issues such as the historic setting of Yorkshire Minster may limit the opportunities available to the city. In particular this study highlighted the significant potential for district heating networks in the City Centre and that whilst the urban nature of the City Centre presents opportunities for further microgeneration deployment this must be balanced with the need to protect the city's heritage environment.

Preferred Approach

- 20.1 *The Climate Change Act (2008)* sets a legally binding target for reducing carbon dioxide emissions by at least 34% by 2020 and at least 80% by 2050, compared to 1990 levels. The *Energy White Paper: Meeting the Energy Challenge (2007)* and the *Energy Act (2008)* support these binding reduction targets and will move the UK towards a low carbon economy by placing renewables and energy efficiency at the heart of the UK's future energy system. Under the EU Renewable Energy Directive, the UK has signed up to a legally binding EU target of producing 15 per cent of its energy from renewable sources by 2020. The 2009 UK Renewable Energy Strategy set out the government's plans for ensuring the UK meets its EU target. By sector, the government aims to generate 30 per cent of electricity, 12 per cent of heat and 10 per cent of transport energy from renewable sources by 2020.
- 20.2 The Government is committed to zero carbon standards for domestic and non-domestic properties. Table 20.2 below illustrates the current timescales for delivering this.

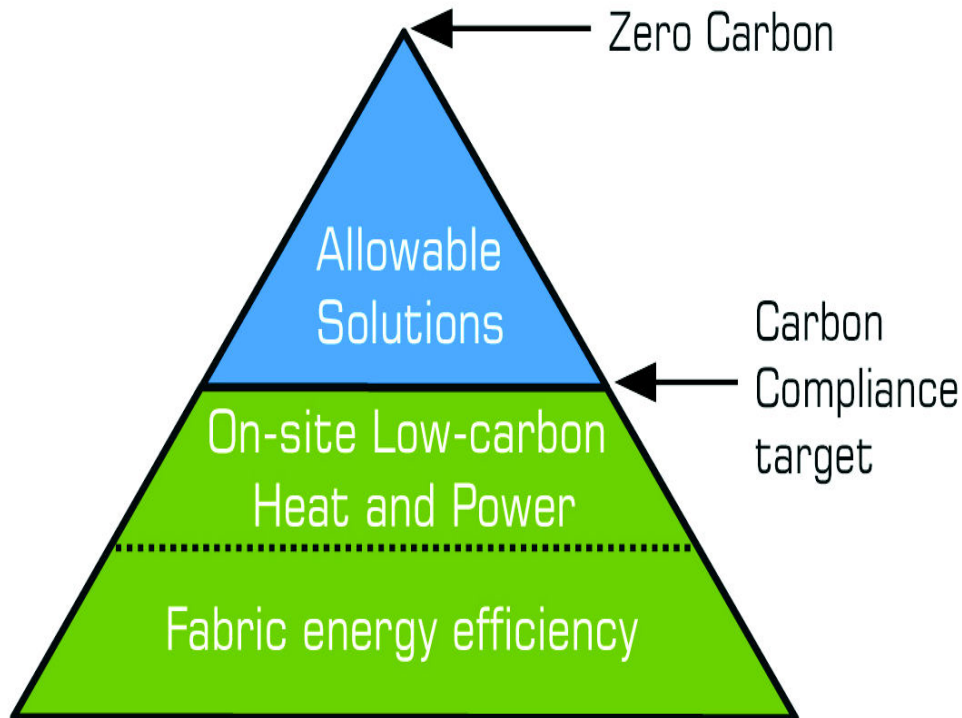
Table 20.2: Timescales for Zero Carbon Standards

Building type	Timescale for zero carbon standards
New homes	2016
New non-domestic buildings	2019

- 20.3 In 2012, options to change Building Regulations in October 2013 (section two Part L Conservation of fuel and power) were proposed to act as an interim step on the trajectory towards achieving zero carbon standards from 2016/19. In order to achieve these targets the following zero carbon definition and hierarchy has been developed for the Government by the Zero Carbon Hub. Figure 20.1 overleaf illustrates the zero carbon hierarchy to achieving zero carbon. This is made up of

three parts, Energy Efficiency, Carbon Compliance and Allowable Solutions. The Energy Hierarchy aims to reduce the need for energy followed by being more energy efficient, then using renewable energy.

Figure 20.1: Zero Carbon Hierarchy



Energy Efficiency

- 20.4 The foundation for any zero carbon home is, by ensuring good energy efficiency to minimise energy demand. Zero Carbon Hub has delivered a Fabric Energy Efficiency Standard (FEES) which the government has proposed to use in its consultation on changes to Part L of Building Regulations 2013.

Carbon Compliance

- 20.5 The overall onsite contribution to zero carbon (including energy efficiency above) is called Carbon Compliance. This includes on-site low and zero carbon energy such as PV and connected heat such as a community heating network. A carbon compliance target is also proposed to be introduced in 2013 Building Regulation changes. No actual targets as yet are proposed but they are likely to be reached only through high FEES and some element of on-site low and zero carbon energy.

Allowable Solutions

- 20.6 The remainder but significant emission reductions required for 2016 / 2019 zero carbon targets can be achieved via Allowable Solutions (assuming that most sites can not feasibly generate enough on-site low and zero carbon energy). This is not to be introduced through Building Regulation changes in 2013 and there is uncertainty about exactly what these might be and how much they might cost. It is expected to be in place from 2016.

Policy CC1: Supporting Renewable and Low Carbon Energy Generation

The Local Plan will support and encourage the generation of renewable and low carbon energy through proposals that meet all of the following requirements:

- i. respond positively to the opportunities identified in The Renewable Energy Strategic Viability Study for York (2010) and as shown as potential areas of search for renewable electricity generation on the proposals map; and
- ii. are in accordance with the Plan's Spatial Strategy; and
- iii. demonstrate that there will be no significant adverse impacts on landscape character, setting, views, heritage assets and Green Belt objectives; and
- iv. demonstrate benefits for local communities.

- 20.7 The development of renewable sources of energy can make a valuable contribution to tackling the rate of climate change and they will be encouraged. The proposals map identifies potential areas of search for renewable electricity generation which includes commercial wind and hydro. It is based on the potential capacity for renewable electricity identified in the *Renewable Energy Strategic Viability Study (2010)*. This study identified the areas of greatest potential taking into account an assessment of natural resources and constraints.
- 20.8 To assist in the assessment of proposals the Council will encourage applicants to use *Managing Landscape Change: Renewable & Low Carbon Energy Developments – A Sensitivity Framework of North Yorkshire and York' (2012)* in preparing their planning applications for renewable electricity and heat production installations. Commercial scale proposals for low carbon and renewable energy schemes that respond favourably to the opportunities and sensitivities identified in these documents and which meet the Spatial Principles, will be encouraged and supported.
- 20.9 The above policy only focuses on stand alone renewable technologies and does not include district heating and combined heat and power networks. This is because District Heat Networks and Combined Heat and Power are seen as being an integral part of creating sustainable new developments and this is dealt with in the following policy.

Policy CC2: Sustainable Design and Construction

All new development will be expected to make carbon savings through reducing energy demand, using energy and other resources efficiently and by generating low carbon / renewable energy in accordance with the energy hierarchy. The key areas the Council will seek to address this through the Local Plan are:

A. Sustainable Design and Construction of New Development

- i. All new development will be required to produce a Sustainability and Sustainable Energy Statement to demonstrate that the following minimum standards of

construction (or other equivalent standard) are achieved, unless it can be demonstrated that it is not feasible or viable:

- *New Build Residential Developments: Code for Sustainable Homes Level 4****;*
- *Conversions of existing buildings and changes of use to residential, to achieve BREEAM Eco-Homes 'Very Good';*
- *Minor Non-residential Developments: BREEAM 'Very Good'; and*
- *Major Non-residential Developments: BREEAM 'Excellent'.*

- ii. All major development shall make provision of and connection of infrastructure to a network for an existing or proposed Combined Heat and Power Station or District Heating Network unless it is demonstrated that a better alternative for reducing carbon emissions for the development can be achieved or it is not technically possible.
- iii. If "Allowable Solutions" are introduced, the Council will require developers to achieve zero carbon standards through energy efficiency and carbon compliance on site. Where this is not feasible, developers will be expected to explore with the Council local off-site solutions to meet zero carbon standards.

B. Consequential Improvements to Existing dwellings.

When applications are made to extend dwellings the Council will seek to secure reasonable and proportionate improvements to the energy performance of the dwelling. This will be in addition to the requirements under Part L of the Building Regulations for the changes for which planning permission is sought.

C. District Heating and Combined Heat and Power Networks

For all allocated new development and residential development of 10 dwellings or more, and non residential development (of 1000m² or more) gross external floor space the Sustainable Energy Statement will also be required to integrate Combined Heat and Power and district/block heating networks or cooling infrastructure, and uses reasonable endeavours to provide the necessary infrastructure to:

- i. Establish and provide a new network on site; and
- ii. Connect to existing networks where available; and
- iv. Provide development designed to provide for future connection.

Unless it is technically not feasible or viable.

Sustainable Design and Construction of New Development

- 20.10 Policy CC2 aims to ensure that all new development in the City of York achieves high standards of sustainable design and construction, both in relation to carbon savings and also for wider sustainability goals of reuse of materials and prudent use of natural resources. A Sustainability Statement (including a Sustainable Energy Statement) will be required for all new residential and non-residential applications. It will need to demonstrate that the development will be of a high standard of sustainable design and construction using techniques to ensure building design,

including orientation and layout (for passive solar benefits), provide clear sustainable energy strategy and calculations to meet energy efficiency and carbon compliance targets, an account of how renewable energy generation has been considered for the site, respond to site characteristics, orientation and environmental constraints.

- 20.11 A Sustainable Design and Construction SPD will be developed to support and help achieve the requirements of this chapter covering renewable energy generation, sustainable design and construction, climate resilience good practice and also consequential improvements and other relevant issues to ensure that the local plan meets the challenges of climate change.
- 20.12 The policy requires all development to achieve national standards (or other equivalent standard) of construction to ensure the highest standards of sustainable design and construction are achieved as part of an essential part of the climate change mix in order for the City of York Council to reduce its eco and carbon footprint. These measures align with the aims of the Council's Climate Change Framework and are justified by the Carbon Modelling which indicated that, without positive intervention to reduce emissions CO₂, emissions will have risen by around 31% by 2050¹ and highlights the substantial role that renewable energy and energy efficiency measures in both the domestic and non-domestic development will need to play if the city is to meet the ambitious targets it has set by 2020 and 2050.
- 20.13 The Code for Sustainable Homes sets out a national rating system to assess the sustainability of new residential development covers nine sustainability criteria including CO₂ reduction, ecology, waste, materials, and pollution which align with the wider objectives of the Local Plan. To achieve a full code rating, a range of sustainability issues will have to be incorporated into the building and site design. An industry report Code for Sustainable Homes: A Cost Review (produced for Department for Communities Local Government by Davis Langdon, March 2010), on the Cost Implications of the Code for Sustainable Homes shows that costs associated with meeting the Code are relatively modest for most elements. A significant proportion of the costs of delivering Code levels is in meeting the standards for CO₂ emissions, which will become necessary for meeting Building Regulations anyway. The percentage uplift in build costs associated with Code requirements not related to the energy and CO₂ requirement is around 3% for flats and around 6% for houses for Code Level 4. Code level 4 is therefore considered a viable standard for new development for York.
- 20.14 While build cost estimates for BREEAM 2011 are not yet available, figures are available for the percentage increase on the base build cost to deliver Very Good, Excellent, and Outstanding ratings under BREEAM Offices (2008) (Reference Target Zero (2011) Guidance on the Design and Construction of Sustainable Low Carbon Office Buildings). The evidence shows that the cost uplift for applying BREEAM Very Good 2008 to offices was less than 1% over base construction cost, and less than 3% for Excellent. Major development is defined as 10 or more dwellings and 1,000m² or more of non residential floorspace. Minor development is all development below these thresholds.

¹ Carbon descent 2010: Carbon modelling study for York.

Consequential Improvements

- 20.15 It is estimated that 80% of buildings in the UK will still be in use by 2050. As such, it is important that these buildings use energy in the most efficient way. Of the total number of planning applications received in York, almost 50% of them are for householder development. In the year to November 2012 there were 761 out of a total of 1,556.
- 20.16 In York private dwellings are of mixed origin but predominantly of post Second World War construction. 45,741 dwellings (64.0%) were constructed Post-1944. Within this group, 20,813 dwellings (29.1%) were constructed post-1981. Pre-war construction remains significant with 25,731 dwellings (36.0%) constructed pre-1945. The pre-1919 sector comprises 12,814 dwellings or 17.9%, with 12,917 dwellings (18.1%) constructed in the inter-war period. The proportion of pre-war housing locally is below the national average for private housing (43.3%).
- 20.17 The Committee of Climate Change's *How local authorities can reduce emissions and manage climate risk (2012)* stresses the importance of local planning authorities enforcing energy efficiency standards in new buildings and building extensions. The report recommends that there is scope for local planning authorities to require energy efficiency improvement in return for granting planning permission.
- 20.18 As such, the Council as Planning Authority will support and encourage consequential improvements when applications for extensions to dwellings are made to help improve energy efficiency. Since consequential improvements for nondomestic buildings are required for the Building Regulations this policy focuses solely on housing. The Council will support homeowners in delivering efficiency improvements by identifying financial support initiatives that are applicable to the proposed energy efficiency measures. A flexible approach will be applied when dealing with listed buildings or buildings in conservation areas where it may measures that would help safeguard the asset from harm arising as a result of climate change will also be considered. Ensuring the safeguarding of older dwellings can often be a more sustainable option than allowing their demolition and rebuilding of new dwellings to modern standards due to the CO₂ emissions that would result from the demolition/construction process.
- 20.19 The Council will seek to make the most of straightforward opportunities for improvement such as loft and cavity wall insulation, draught proofing, improved heating controls and replacement boilers. The measures sought by the Council will be reasonable and proportionate to the costs of the extension/development proposed. The Council will set out the procedure for Consequential Improvements in a Supplementary Planning Document, and this part of Policy CC2 will not be implemented until that SPD has been completed.

District Heating and Combined Heat and Power Networks

- 20.20 *The Yorkshire and Humber Low Carbon and Renewable Energy Capacity Study (2011)* and the *Renewable Energy Strategic Viability Study (2010)* both identify the important potential contribution to renewable District Heating and Combined Heat and Power (CHP) networks for the City of York.

- 20.21 The Renewable Energy Strategic Viability Study advises that CHP and District Heating should be explored on several of York's key development opportunities. These included Terry's, Hungate, Nestle, York Central and at the University of York's Heslington East campus as a consequence of high/stable heat loads. The allocations proposed in the Local Plan (including the above sites) are all of sufficient scale to potentially have viable heat loads for either CHP or District Heating. Other sites such as the Former North Selby Mine Site which contains a significant 12 MW connection to the electricity grid also provide opportunities for renewable/low carbon energy development. The emerging City of York Lower Output Area Heat Map will identify suitable locations and sites with potential for low carbon district heat networks and will identify areas of existing development with existing high heat demand neighbouring or close by allocations.
- 20.22 Evidence has shown² that with the avoided costs for carbon compliance, the net cost for a District Heat Network can be negative for flats (ie a net saving is made), and for high density housing biomass heating almost breaks even now. The Local Plan viability work includes assumptions for CHP/District Heating costs at current prices. As with the microgeneration market, the technology is constantly evolving and costs are expected to reduce over the lifetime of the plan.
- 20.23 York's opportunities for generating renewable electricity and heat are challenging because of the historic setting and character of the city. Therefore the Local Plan needs a positive strategy to encourage the opportunities to pursue CHP on all major development sites, subject to technical and financial viability.

Allowable Solutions

- 20.24 Once a developer has met carbon compliance requirements on-site, the current definition of zero carbon requires that they deal with the remaining carbon emissions through other activities known as "Allowable Solutions" which may be "off-site" or "near site". The Council will produce further policy to ensure that Allowable Solutions are assessed and coordinated to ensure that they align with the Local Plan and *Climate Change Framework and Action Plan (2010)*.

Policy Links

- Section 8 'Economy'
- Section 10 'Housing Growth and Distribution'
- Section 14 'Education, Skills and Training'
- Section 21 'Environmental Quality'
- Section 23 'Transport'
- Section 25 'Infrastructure and Developer Contributions'

²Chapter 8 Richmondshire Low Carbon and Renewable Energy Potential Study (Aecom, 2012) and the Potential Costs of District Heating Networks (Poyry, Faber Maunsell, Aecom, 2009)

Alternatives

Renewable and Low Carbon Energy Development

1. Restrict renewable and low carbon energy development
2. Rely on the National Planning Framework to guide renewable and low carbon energy development
3. **Provide generic local criteria/locations to guide for renewable and low carbon energy development (this is our preferred approach)**
4. Provide detailed local criteria/identify sites to guide renewable and low carbon energy development

Code for Sustainable Homes

1. Set targets at Code for Sustainable Homes (CSH) Level 1-3 or equivalent (do nothing option)
2. **Set targets at CSH Level 4 or equivalent, higher standards may not be achieved unless developer led (this is our preferred approach)**
3. Set targets at CSH Level 5-6 or equivalent (zero carbon option)
4. Set targets at CSH Level 5-6 or equivalent for only major developments

Building Regulations

1. **Rely on 2010 Building Regulations for carbon savings (until proposed 2013 Building Regulations are implemented) (this is our preferred approach)**
2. Require that major development achieves an additional 10% reduction in excess of building regulations.
3. Require that all development achieves an additional 10% reduction in excess of building regulations

Question 20.1 This is our preferred approach to Climate Change do you think this is appropriate or should one of the alternatives or a different approach be taken?

Question 20.2 For Residential Developers The requirements in Policy CC2 refer to nationally described standards consistent with the Government's zero carbon policy. The Policy proposes that Code for Sustainable Homes level 4 is used as this will align with Building Regulations 2013 therefore the additional cost is unlikely to be substantial.

However in order to ensure the Local Plan is doing all it can to meet the challenge of Climate Change and work towards zero carbon the Policy additionally requires that major developments (10 or more dwellings) achieve an additional 10% CO₂ savings on top of this.

- a) Do you consider the +10% saving should be applied to major developments?

- b) Do you think it would be easier for developers to implement if the Council required Code for Sustainable Homes Level 5 for Major development instead of the +10%?

Question 20.3 For Commercial Developers The requirements in Policy CC2 refer to nationally described standards consistent with the Government's zero carbon policy. The Policy proposes that BREEAM Very Good is used for minor commercial development and Excellent for Major. Major development is all non residential development exceeding 1000m². Minor is all that below 1000m².

Evidence shows that the additional costs of meeting the BREEAM Excellent standard are only 3% more than normal build costs, and only +1% for BREEAM Very Good. Most commercial development in York is for schemes of less than 1000m².

Do you think that all development should have to meet BREEAM Very Good or BREEAM Excellent?

Question 20.4 For Homeowners In order to ensure we are doing everything we can to reduce our carbon footprint, Policy CC2 contains a section called "Consequential Improvements". This part of the policy applies to applications for extensions or alterations to existing residential dwellings. It would require that home owners undertake some improvements to the energy efficiency of the existing house as part of the planning permissions. In all cases they would be limited to modest and proportionate works.

- a) Do you think this is reasonable?
- b) Do you think the method for calculating the extent of works the homeowner has to undertake would be fairest if it is:
- defined as a % of the total build cost – for example no more than 10% or
 - defined as an improvement in the Energy Performance Certificate level; for example to improve 2 levels.
- c) In terms of additional work and costs if you were applying for an extension to your home would you rather:
- Undertake your own assessment and calculations and have a visit and 'sign off' from building inspectors, or

- Have a professional complete an Energy Performance Certificate (unless you have one that is less than 10 years old) for a fee but save yourself the work.

Section 21: Environmental Quality

National Planning Policy Framework

National Guidance says that:

- planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings (Paragraph 17);
- the planning system should contribute to and enhance the natural and local environment by: preventing both new and existing developments from contributing to or being put at unacceptable risk from soil, air, water or noise pollution or land instability; and remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate (Paragraph 109);
- to prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account (Paragraph 120);
- where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner. (Paragraph 120);
- planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas (Paragraph 124);
- developments should be located and designed where practical to incorporate facilities for charging plug in and other ultra low emission vehicles (Paragraph 35);
- planning policies and decisions should aim to:
 - avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;
 - mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions;
 - recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established;
 - identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason (Paragraph 123);and
- by encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation (Paragraph 125).

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you told us that:

- the previous approach to air quality did not go far enough, and a stronger or more radical position needed to be taken;
- some low carbon technologies are detrimental to air quality;
- an holistic and city wide approach to air quality was important, with the relationship with both spatial and transport planning highlighted as key;
- there is a perception that there is more and more street lights/sports centre lights etc. increasing light pollution;
- development should ensure that there is not unacceptable levels of noise and light pollution or odours; and
- the issue of land that is contaminated should be considered in policy development.

Key Evidence Base

- 2012 Air Quality Updating and Screening Assessment for City of York Council: In Fulfilment of Part IV of the Environment Act 1995 Local Air Quality Management (2012)
- Low Emission Strategy (2012)
- Your Premises, A Guide to Controlling Noise from Pubs, Small Licensed Venues and Clubs (2011)
- Contaminated Land Strategy (2001, revised 2010)
- Noise Policy Statement for England (2010)
- Your Building Site: A Developer's Guide to Controlling Pollution and Noise from Building, Construction and Demolition Sites (2010)
- Guidance for Development on Land Affected by Contamination (2012)
- 2011 Air Quality Progress Report for City of York Council: In Fulfilment of Part IV of the Environment Act 1995 Local Air Quality Management (2011)
- Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems (2005)
- Air Quality Action Plan 2 (2006)
- Guidelines on Community Noise (1999)

Local Context

Air Quality

Reducing emissions and improving air quality are key delivery mechanisms for achieving two of the main priorities in the Council Plan: the protection of vulnerable people and protection of the environment. Furthermore, the Council has a legal requirement under the *Environment Act (1995)* to review and assess local air quality and declare Air Quality Management Areas (AQMAs) where national health based objectives are not met. In York there are currently three AQMAs. Local air pollutants are those that have a direct impact on public health, especially that of the young and old, and those with respiratory and circulatory problems. The main air pollutants of concern in York are Nitrogen Dioxide (NO₂) and particulates (PM). These have been linked to lung diseases (asthma, bronchitis, and emphysema), heart conditions and

cancer. Based on national estimates, pro rata between 94 and 163 people die prematurely in York each year due to the impacts of poor air quality. This is more than the estimated combined impact of obesity and road accidents together. Poor air quality puts the health of York's residents at risk, creates an unpleasant environment for visitors, may damage historic buildings and places an additional financial burden on local health service providers.

In 2002 City of York Council declared an AQMA around the inner ring road where concentrations of NO₂ were above health based objective levels. Concentrations of NO₂ within the city centre AQMA, after some initial decline, have continued to increase year on year since 2006 despite the introduction of two Air Quality Action Plans (AQAPs). The health based annual average NO₂ objective continues to be exceeded at many locations around the inner ring road and more recently further air quality issues have been identified in suburban locations. A second AQMA was declared in Fulford in April 2010 and, a third on Salisbury Terrace in April 2012. In addition, the city centre AQMA has recently been amended to reflect further breaches of the annual and hourly mean NO₂ objectives.

The AQAPs developed to date have focused primarily on encouraging 'modal shift' with an emphasis on encouraging walking, cycling and public transport use. Whilst reducing the number of journeys undertaken by car remains an important aspect of air quality management in York, modal shift alone is not delivering a great enough improvement in air quality.

It is recognised that to tackle poor air quality a more holistic approach to carbon and local air quality management is needed to ensure all emissions to air are minimised as far as possible. An overarching *Low Emission Strategy (2012)* is now in place to address these issues which aims to transform York into the UK's first low emission city. Improving local air quality is essential to the future well being of the city and its residents, but this has to take into account how we deliver opportunities for economic growth, new development and the ability of residents and visitors to travel freely around the city.

Given that air is not static and pollutants are generated across the city as people travel between places, emissions to air must be considered in a city wide context to address cumulative air quality impacts. The Low Emission Strategy highlights the roles that the planning system can have in controlling and reducing emissions of local air pollutants.

Managing Environmental Quality

Control of development through the planning process is one of the key delivery mechanisms by which potential adverse environmental impacts or adverse human health effects can be controlled, helping to achieve two of the Council's corporate priorities: the protection of vulnerable people and protection of the environment.

Some development can cause pollution and pose a risk to the environment. A rigorous approach to such development is needed in order to protect ecological systems, cultural assets and amenity and to improve people's quality of life and health.

Land Contamination

Part 2A of the Environmental Protection Act 1990 establishes a legal framework for dealing with land contamination in England. In addition, land contamination is a material planning consideration under the Town and Country Planning Act 1990. The Council's Contaminated Land Strategy (2001, revised 2010) outlines its strategic approach for carrying out its statutory inspection duties and for securing remedial action. The strategy was reviewed and updated in 2005 and 2010, and is next due to be reviewed in 2013.

To date, the Council have not determined any sites as contaminated land under Part 2A of the Environmental Protection Act 1990. Consequently, there are currently no entries on our contaminated land register. However, the Council has identified 3,669 potentially contaminated sites within the city (see Figure 20.3). All of the potentially contaminated sites have a past industrial use or have been used for waste disposal activities. High levels of contaminants in the ground can cause significant harm to human health i.e. disease, serious injury. The Council will protect health by ensuring that development sites are safe and suitable for their proposed use.

Preferred Approach**Policy EQ1: Air Quality**

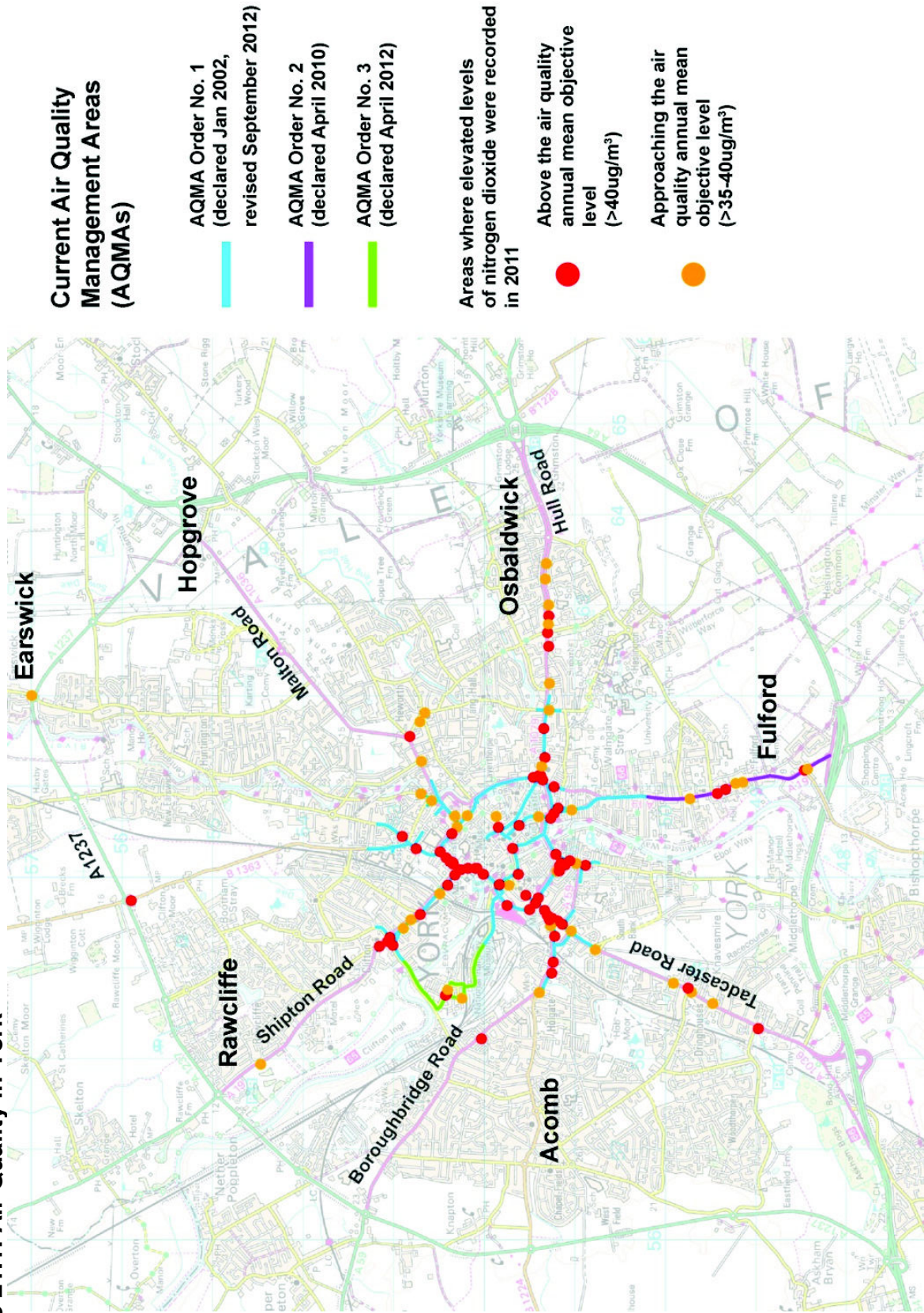
Development will only be permitted if the impact on air quality is acceptable and mechanisms are in place to mitigate adverse impacts and reduce further exposure to poor air quality. This will help to protect human health.

To establish whether air quality impacts are acceptable all minor and major planning applications are required to identify sources of emissions to air from the development and submit an Emissions Statement identifying how these emissions will be minimised and mitigated against. For major developments a more detailed Emissions Assessment may be required to fully assess and quantify total site emissions in terms of potential damage costs to both health and the environment both with and without mitigation measures in place. Further guidance will be made available to assist applicants with this process. For major developments with significant air quality impacts, a full Air Quality Impact Assessment should be undertaken to establish the resultant impact on local air quality (in terms of change in ambient concentration of air pollutants).

The Council will review the significance of the air quality impacts in line with national guidance. The exercise of professional judgement by both the organisation preparing the air quality assessment and the local authority officers when they evaluate the findings is an important part of the assessment of significance. Evaluation of air quality impacts will take into account factors such as the number of people affected, the absolute levels and the predicted magnitude of the changes in pollutant concentrations. The evaluation will also take account of how the impacts relate to the requirements of local air quality principles.

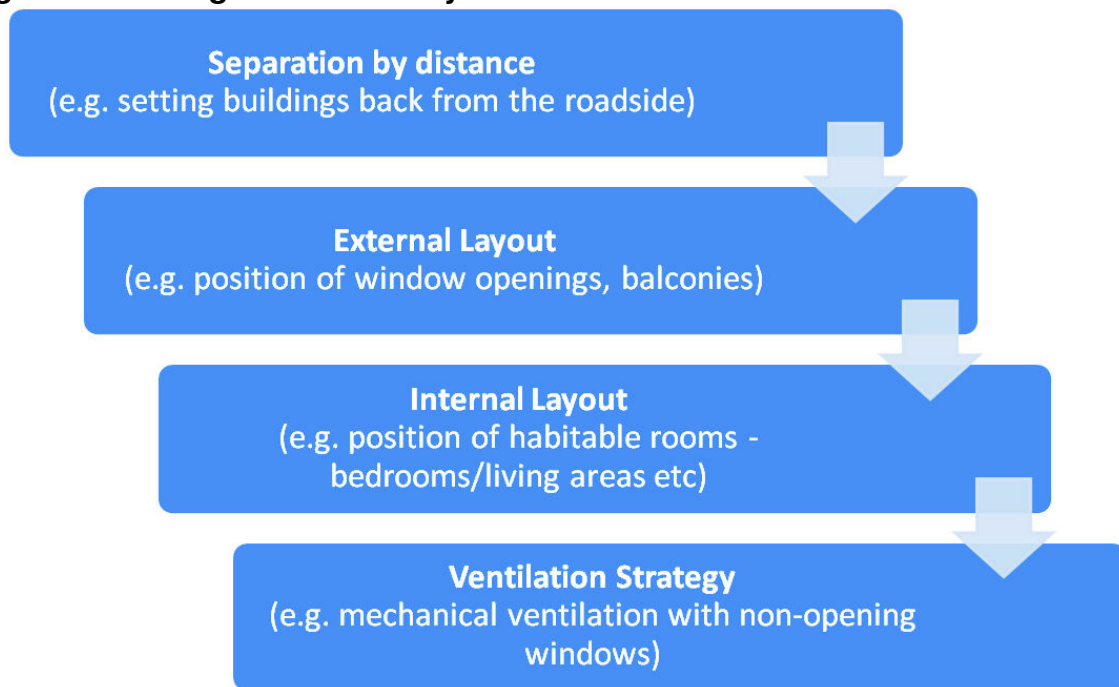
- 21.1 Figure 21.1 overleaf shows York's current AQMAs and areas where elevated levels of NO₂ have been recorded. During the lifetime of the plan, areas of air quality concern may change and further AQMAs may need to be declared in the future.

Figure 21.1: Air Quality in York



- 21.2 In order to reduce emissions to air and improve air quality the impact of development on air quality must be acceptable. The significance of the air quality impacts will depend on the context of the development. Air quality is likely to be a high priority consideration where the development leads to a breach, or significant worsening of a breach of an Air Quality Objective, in an AQMA for example, or indeed where the development introduces new exposure into an exceedance area. Mechanisms must be put in place to prevent (or reduce as far as practically possible) further human exposure to poor air quality. This is applicable to both new developments and on existing sites that can be affected by new development. Development which includes 'relevant' locations in areas where air quality is known to be above or approaching air quality objective values must seek to reduce exposure according to the design mitigation hierarchy set out at Figure 21.2 below. Relevant locations can be defined as outdoor, non-occupational locations (e.g. schools, care homes, hospitals and residential properties) where members of the public are likely to be regularly exposed to pollutants over the averaging time of the air quality objectives.

Figure 21.2: Mitigation Hierarchy



- 21.3 Applicants must use 'best endeavours' to minimise total emissions from their sites, including transport to and from them. This will include requirements to promote and incentivise the use of low emission vehicles and fuels and in some cases the provision of, or financial contribution towards the cost of low emission vehicles and associated infrastructure. Examples include the provision of on-site electric vehicle recharging infrastructure and/or financial support for the provision low emission public transport services such as public transport and waste collection. The actual measures required will be site specific depending on the scale and location of the development and the connecting transport routes. A Low Emission Supplementary Planning Document (SPD) will be prepared which will set out how the Council will consider and how applicants should approach, planning applications that could have an impact on air quality. The SPD will include an Emissions Statement pro forma, to

accompany all minor planning applications (proposals for 9 or less dwellings/up to 1,000sqm commercial floorspace) and major planning applications (proposals for 10 or more dwellings/over 1,000sqm commercial floorspace).

21.4 A detailed Emissions Assessment and/or a full Air Quality Impact Assessment are likely to be required for major planning applications that:

- generate or increase traffic congestion;
- give rise to significant change in traffic volumes i.e. +/- 5% change in annual average daily traffic (AADT) or peak hour flows within AQMAs or +/- 10% outside AQMAs;
- give rise to significant change in vehicle speeds i.e. more than +/- 10 kilometres per hour on a road with more than 10,000 AADT (or 5,000 AADT where it is narrow and congested);
- significantly alter the traffic composition on local roads, for example, increase the number of heavy duty vehicles by 200 movements or more per day;
- include significant new car parking, which may be taken to be more than 100 spaces outside an AQMA or 50 spaces inside an AQMA. This also includes proposals for new coach or lorry parks;
- introduce new exposure close to existing sources of air pollutants, including road traffic, industrial operations, agricultural operations;
- include biomass boilers or biomass fuelled Combined Heat and Power (CHP) plant (considerations should also be given to the impacts of centralised boilers or CHP plant burning other fuels within or close to an AQMA);
- could give rise to potentially significant impacts during construction for nearby sensitive locations (e.g. residential areas, areas with parked cars and commercial operations that may be sensitive to dust); and/or
- will result in large, long-term construction sites that would generate large HGV flows (>200 movements per day) over a period of a year or more.

21.5 Clear guidance in the form of a comprehensive schedule of the development triggers for what level of air quality assessment will be set out in the forthcoming Low Emission SPD, to ensure a clear and consistent approach. Information will also be provided on recommended low emission vehicle technologies and fuels that should be implemented to mitigate emissions. Mitigation measures are likely to include priority and parking incentives for low emission vehicles, the provision of electric charging points in new developments and car free developments. The potential of using developer contributions to fund low emission infrastructure and mitigate against emissions will also be explored.

Policy EQ2: Managing Environmental Quality

Development will not be permitted where future occupiers would be subject to significant adverse environmental impacts due to noise, vibration, odour, fumes/emissions, dust and light pollution without effective mitigation measures. Evidence must be submitted to demonstrate that environmental quality is to the satisfaction of the Council.

Development proposals for uses that are likely to have an environmental impact on the amenity of the surrounding area must be accompanied by evidence that the impacts have been evaluated and the proposal will not result in loss of amenity or damage to human health, to either existing or new communities. This includes assessing the construction and operational phases of development.

Where proposals are acceptable in principle, planning permission may be granted subject to conditions.

For proposals which involve development with common party walls a verification report must be submitted to confirm the agreed mitigation works have been carried out.

- 21.6 Impacts on environmental quality are most likely to occur when a development is built in an inappropriate location. This may occur due to the existing environment making the site unsuitable or because a development and/or its use introduces new environmental impacts which result in loss of amenity. Environmental impacts may result in damage to the environment and affect people's quality of life. As such, the Council will give considerable weight to ensuring that development proposals do not give rise to unacceptable environmental impacts or human health impacts.
- 21.7 It is essential that any negative impacts on environmental quality arising from development proposals are fully assessed, including during the construction phase, and that steps are taken to reduce those impacts to an acceptable level. Development should avoid causing detrimental impacts on the environment, however where an impact cannot be avoided mitigation measures should be incorporated into the proposals so that any impacts can be reduced to an acceptable level or controlled.
- 21.8 Evidence submitted in support of a planning application should consider:
- the existing environmental conditions of the development site, such as the background and ambient noise, vibration, odour, fumes/emissions, dust and light levels;
 - how these existing environmental conditions will affect the proposed development;
 - how the proposed development will affect the existing environmental conditions; and
 - how the construction phase of the development will affect the existing environmental conditions, temporary or permanent, and also the proposed development itself.
- 21.9 The nature of the assessment required will be dependent on the scale and type of the proposed development. Further guidance is set out in national standards such as British Standard 5228-2: Code of practice for noise and vibration control on construction and open sites. Vibration (2009), British Standard 6472-1: Guide to evaluation of human exposure to vibration in buildings. Vibration sources other than blasting' (2008), British Standard 4142: Method for rating industrial noise affecting mixed residential and industrial areas (1990), British Standard 8233: Sound insulation and noise reduction for buildings Code of practice (1999) and British

Standard 5228-1: Code of practice for noise and vibration control on construction and open sites Noise (2009), alongside the institute of Lighting Professionals, Guidance Notes for the Reduction of Obtrusive Light GN01 (2011). Locally specific local guidance will be provided in a Supplementary Planning Document.

21.10 Where the outcome of any assessment identifies that the either the location or the proposed end use is unsuitable, mitigation measure may be possible to enable the development to proceed without adverse effect. The mitigation measures required for each site will need to be determined on a site by site basis in consultation with the Council's Environmental Protection Unit. Potential mitigation measure are set out below, however this is not an exhaustive list of measure which could be implemented:

- redesigning the layout of the development;
- re-orientating a property to ensure that noise sensitive rooms are sited away from the noise source;
- providing increased sound attenuation to a facade or window;
- providing a noise barrier; and/or
- limiting hours of operation or use.

21.11 Where mitigation measures have been identified, planning conditions may be used to secure the protection required and maintenance needed in the future to ensure continued benefit. In some case mitigation measures may still not be sufficient to prevent loss of amenity or to protect human health from environmental impacts. In such cases planning permission will not be granted.

Noise and Vibration

21.12 Noise and vibration present in the existing environment or from the proposed development itself must be considered as part of a planning application. Problems can arise where noise sources or noise generating uses are located near noise sensitive uses. Noise or vibration may occur due to road and rail traffic, industrial or commercial premises, recreation and leisure facilities (including pubs and clubs in particular), hot food takeaways and restaurants and plant/machinery/equipment.

Odour and Fumes/Emissions

21.13 Introducing developments into areas where there is a risk of adverse effect due to odour, or introducing sensitive receptors into areas where there is a risk of adverse effect due to odour, fumes and emissions should be avoided wherever possible. Sources of odour and fumes/emissions may include industrial or commercial operations, plant/ machinery/ equipment, boilers, smoking shelters, kitchen extraction units, nail bars, etc.

21.14 Overall emissions to air from developments sites need to be considered. Please see Policy EQ1: Air Quality above.

Dust

21.15 Emissions of dust from sites are most likely to occur during the construction phases of development but may also occur during the operational phases of a development. Excessive dust emissions may result in loss of amenity to neighbours and must therefore be adequately controlled.

Lighting

21.16 Lighting can have a significant impact on the environment and people. Flood lighting is important for security and safety and has other important uses such as lighting key buildings. However, poorly designed or badly directed lighting can cause loss of sleep, illness, discomfort and loss of privacy and obscure the night sky. Lighting can also have a significant and detrimental impact on wildlife through affecting the annual and diurnal rhythms of plants and animals and act as a significant barrier to some species.

21.17 Common sources of complaint about artificial light include:

- domestic security lights;
- industrial and commercial security lights;
- sports lighting;
- car parks; and
- commercial advertising.

21.18 Lighting in itself is not a problem; it only becomes a problem where it is excessive, poorly designed, badly installed or poorly maintained. Unnecessary light also causes excessive CO₂, contributing to air pollution and poor air quality. All forms of exterior lighting can result in light pollution. Light pollution can be defined as artificial light which shines outside the areas it is intended to illuminate, including light which is directed into the night sky, creating 'skyglow'. Policy EQ2 will safeguard against excessive, inefficient and irresponsibly situated lighting, preserving and restoring 'dark skies' and limiting the impact from light pollution on local amenity, intrinsically dark landscapes, and nature conservation.

Policy EQ3: Land Contamination

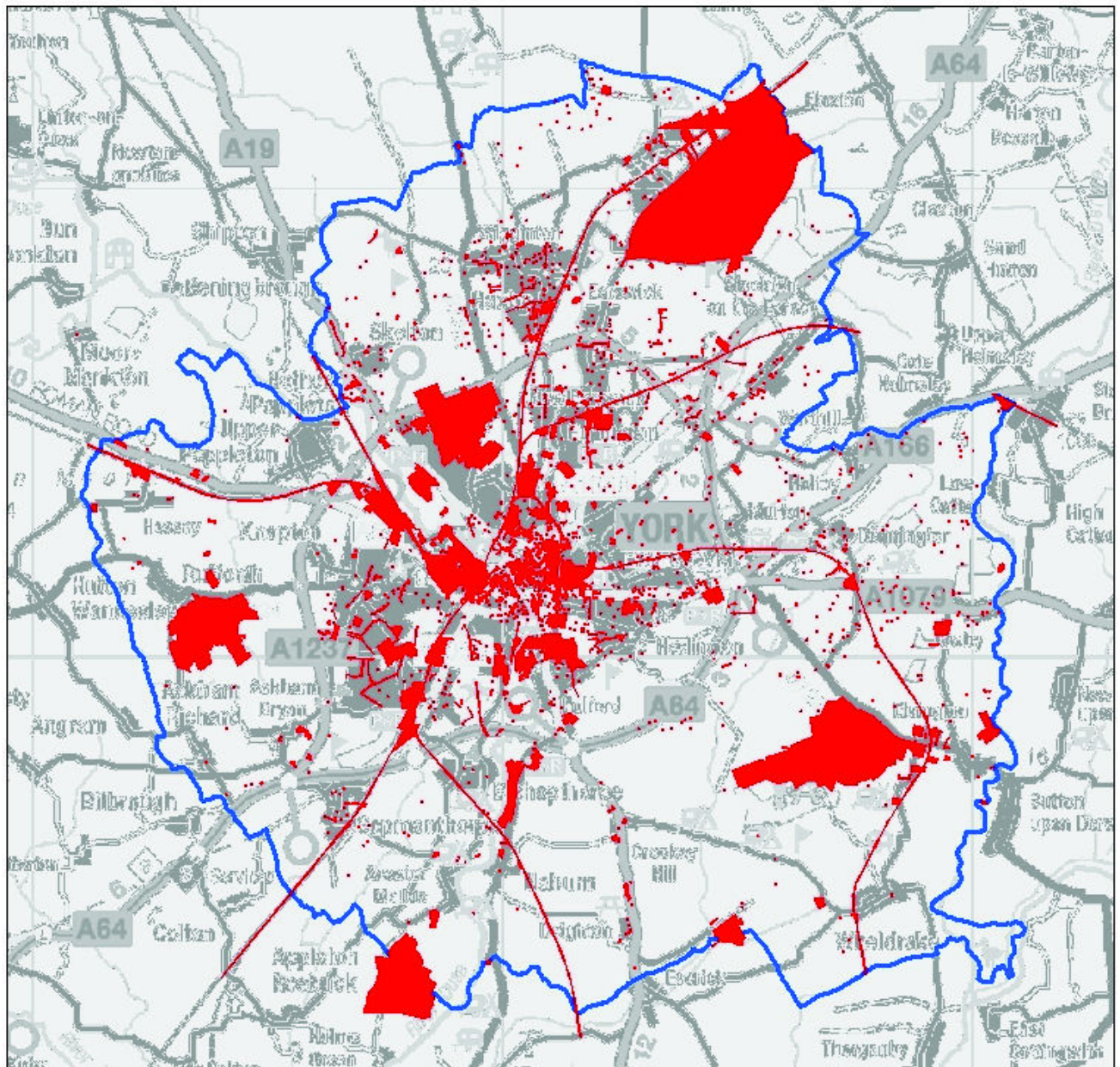
Where there is evidence that a site may be affected by contamination as indicated at Figure 21.3 or the proposed use would be particularly vulnerable to the presence of contamination (e.g. housing with gardens), planning applications must be accompanied by an appropriate contamination assessment.

Development will not be permitted where a contamination assessment does not fully assess the possible contamination risks, or where the proposed remedial measures will not deal effectively with the levels of contamination. Where proposals are acceptable in principle, planning permission will be granted subject to conditions.

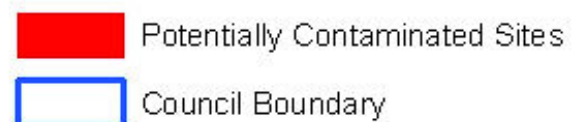
Where remedial measures are required to deal effectively with contamination, a verification report must be submitted to confirm that the agreed remedial works have been carried out.

- 21.19 A site may be contaminated if hazardous substances are present in, on or under the land. Land contamination is often associated with historical industrial activities or former landfill sites. Following a review of historic maps, trade directories, photographs and other records the Council has identified sites which have a past industrial use or have been used for waste disposal. The Council has a duty under Part 2a of the Environment Protection Act (1990) to investigate these potentially contaminated sites. Potentially contaminated sites within the city are indicated at Figure 21.3 overleaf. It should be noted that the potentially contaminated sites are based on information currently available to City of York Council and additional potentially contaminated sites may exist. Please contact the Integrated Strategy Unit if you would like to see a larger scale version of Figure 21.3.

Figure 21.3: Potentially Contaminated Sites in York



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21.20 Developers must submit an appropriate contamination assessment for sites that are identified as potentially contaminated land or for sites where the proposed use would be particularly vulnerable to contamination such as housing with gardens. The level of detail required in the assessment will be dependent on the contamination identified. As a minimum, a contamination assessment should include a Phase 1 investigation – which consists of a desk study, a site walkover and a conceptual site model. However, if contamination is known or suspected to an extent which may adversely affect the development, a Phase 2 investigation may be required to support the application. Guidance on undertaking a contamination assessment can

be found in British Standard 10175, Investigation of Potentially Contaminated Sites (2011) and Model Procedures for the Management of Land Contamination (CLR11) (2004). The *Yorkshire and Humberside Pollution Advisory Council's Development on Land Affected by Contamination (2011)* is updated annually and also provides technical guidance for developers, landowners and consultants to promote good practice for development on land affected by contamination.

- 21.21 It is the responsibility of the developer to find out the nature, degree and extent of any harmful materials on their site by carrying out site investigations and to come up with proposals for dealing with any contamination. The developer must be able to demonstrate that a site can and will be made suitable for its proposed use. They should be able to prove that there are no unacceptable short or long term risks to human health, the environment, property and/or controlled waters. All aspects of investigations into possible land contamination should follow current best practice and should be carried out by competent persons with recognised relevant qualifications and sufficient experience.
- 21.22 If there is potential for contamination to influence the site, planning conditions will be imposed to ensure that the site will be safe and suitable for the proposed use. Conditions may require a full site investigation and risk assessment to be carried out before the development begins or for remedial measures to be incorporated that are necessary to protect human health and the wider environment.

Policy Links

- Section 17 'Green Infrastructure'
- Section 20 'Climate Change'
- Section 23 'Transport'
- Section 25 'Infrastructure and Developer Contributions'

Alternatives

Environmental Quality

1. Rely on National Planning Policy Framework to provide environmental quality
2. **Provide city-wide generic criteria in relation to environmental quality (this is our preferred approach)**
3. Provide detailed, locationally specific criteria (such as, AQMAs) in relation to environmental quality

Question 21.1 This is our preferred approach to environmental quality do you think this is appropriate or should one of the alternatives or a different approach be taken?

Section 22: Waste and Minerals

National Planning Policy Framework

National Guidance on minerals says that in preparing Local Plans Local Planning Authorities should:

- identify and include policies for extraction of mineral resource of local and national importance in their area (Paragraph 143);
- take account of the contribution that substitute or secondary and recycled materials and mineral waste would make to supply before considering extraction of primary materials (Paragraph 143);
- define Mineral Safeguarding Areas (MSAs) and adopt policies to avoid sterilisation of resources by non-mineral development, and define Mineral Consultation Areas based on the MSAs (Paragraph 143);
- safeguard rail heads, rail links to quarries, wharfage and associated storage, handling and processing facilities and sites for concrete batching and the handling, processing and distribution of recycled aggregates (Paragraph 143);
- set out policies for the prior extraction of minerals if it is necessary for non-mineral development to take place (Paragraph 143);
- set out environmental criteria against which planning applications can be assessed (Paragraph 143);
- develop noise limits for mineral operations (Paragraph 143);
- put in place policies to ensure worked land is reclaimed at the earliest opportunity and that high quality restoration and aftercare takes place (Paragraph 143);
- plan for a steady and adequate supply of aggregates by making provision for the land-won and other elements of their Local Aggregate Assessment (Paragraph 145);
- plan for a steady and adequate supply of industrial minerals such as brick clay, silica sand, chalk and shale (Paragraph 146);
- plan for on-shore oil and gas development (Paragraph 147);
- indicate any areas where coal extraction may be acceptable (Paragraph 147);
- encourage capture and use of methane from coal mines in active and abandoned coalfield areas (Paragraph 147); and
- work with other relevant organisations to use the best available information to develop and maintain an understanding of the extent and location of mineral resource in their areas and assess the projected demand for their use, taking full account of opportunities to use materials from secondary and other sources which could provide suitable alternatives to primary materials (Paragraph 163).

The National Planning Policy Framework (NPPF) does not contain specific waste policies, since national waste planning policy will be published as part of the National Waste Management Plan for England which is not expected before late 2013. Planning Policy Statement 10 'Planning for Sustainable Waste Management' (July 2005) therefore remains in force and says that waste planning authorities in their development plan documents should:

- identify sites and areas suitable for new or enhanced waste management facilities for the waste management needs of the area (Paragraph 17);

- identify the type or types of waste management facility that would be appropriately located on the allocated site or area taking care to avoid stifling innovation in line with the waste hierarchy (Paragraph 18);
- avoid unrealistic assumptions on the prospects for the development of waste management facilities, sites or areas (Paragraph 18);
- consider a broad range of locations including industrial sites, looking for opportunities to co-locate facilities together and with complementary activities (Paragraph 20; and
- in deciding which sites and areas to identify, assess their suitability against a range of locational criteria (Paragraph 21 and Annex E).

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- the location of new waste management facilities is a key issue;
- the Council should consider the expansion of existing waste facilities before the development of new ones and co-location of facilities is supported;
- the Waste Hierarchy is supported and should be applied to all waste streams;
- local waste targets should exceed government targets;
- minerals are present in the York area and policy should allow for their development;
- Mineral Safeguarding Areas should be identified in line with national policy;
- to safeguard York's outstanding heritage, extraction should only be allowed when there is a national shortfall;
- the management and restoration of mineral sites is a key issue; and
- the principle of reducing the dependency on primary extraction is supported and could be achieved by requiring all developments to demonstrate good practice in the use, re-use, recycling and disposal of construction materials, including the re-use of secondary aggregates on site wherever possible.

Key Evidence Base

Waste

- Report of the Director of Neighbourhood Services to Council Executive. Waste Management Strategy 2008-2014 (23 September 2008).
- Let's Talk Less Rubbish. Headline Strategy. A Municipal Waste Management Strategy for the City of York and North Yorkshire 2006-2026 (York and North Yorkshire Waste Partnership June 2006).
- Report of the Director of Commercial Services, Director of Resources and Deputy Chief Executive to Council's Executive. Waste Management Strategy 2002-2020 (reviewed and amended 9 November 2004).

Minerals

- Local Aggregate Assessment for the North Yorkshire Sub-Region (North Yorkshire County Council, City of York Council, Yorkshire Dales National Park Authority and North York Moors National Park Authority January 2013).
- Coal Bed Methane Licensing Maps (The Coal Authority June 2010).

- West Yorkshire sand and gravel resources. Investigating the potential for an increased sub-regional apportionment (British Geological Survey 2009).
- National and regional guidelines for aggregates provision in England 2005-2020 (CLG June 2009).
- Phase 2 Sand and Gravel Study for Yorkshire and Humber appraisal of environmental options (Land Use Consultants for Yorkshire and Humber Regional Assembly November 2007).
- Yorkshire and the Humber Region: Sand and gravel resources and environmental assets (British Geological Survey 2005).

Local Context

Waste

The strategy document *Let's Talk Less Rubbish. Headline Strategy. A Municipal Waste Management Strategy for the City of York and North Yorkshire 2006-2026 (2006)*, sets out the aspirations of the York and North Yorkshire Partnership for the reduction of waste disposal to landfill and increases in recycling rates. This document and the City of York's Waste Management Strategy 2002-2020 highlight the importance of developing waste management schemes and services which will enable York to meet the local, sub-regional and national recovery and recycling targets in a cost effective manner. The Council's Strategy was refreshed in 2008 and the key aim of the Waste Management Strategy 2008-2014 is to reduce waste going to landfill through various initiatives such as the provision of a full kerbside recycling service for all households including terraced properties and flats.

City of York is making good progress in sustainable waste management. The tonnage of total municipal and hazardous waste arisings dealt with by the Council fell from 122,380 in 2006/07 to 101,070 in 2011/12. Over the same period the tonnage disposed to landfill fell from 74,210 to 53,490 and the recycling rate increased from 39.9% to 46.4%. It is projected that the amount of municipal and hazardous waste arisings dealt with by the Council will increase during the plan period to 117,712 tonnes in 2029/30, mainly from new households. The residual waste tonnage is projected to increase from 48,320 in 2011/12 to 59,464 tonnes in 2029/30. These projections will be reviewed as new information becomes available.

Whilst information on other waste streams exists for the Yorkshire and Humber Region, information for individual local authority areas, including City of York, is limited. As stated in the Preferred Approach section below, information on non-municipal waste streams will be obtained from the studies being carried out for the joint Waste and Minerals Local Plan.

Minerals

The British Geological Survey's document *Yorkshire and the Humber Region: Sand and Gravel Resources and Environmental Assets (2005)* identified areas within York offering potential resources of sand and gravel. The *Phase 2 Sand and Gravel Study for Yorkshire and Humber appraisal of environmental options (2007)* carried out by Land Use Consultants developed and appraised spatial options for revised sub-regional apportionments but these were not accepted by either the industry or the local authorities. Similarly the National and Regional Guidelines have not been

subject to sub-regional apportionment. In accordance with the NPPF, a Local Aggregate Assessment for the North Yorkshire sub-region has been prepared. The *Local Aggregate Assessment for the North Yorkshire Sub-Region (2013)* confirms that no sand and gravel sites have been worked in the City of York during the last 10 years, there are currently no reserves with planning permission and states in Paragraph 92 that: 'in the current absence of knowledge of the existence of potentially viable resources of sand and gravel (and the known absence of resources of crushed rock) in the City of York area, it would not be appropriate to seek to identify separately any potential future requirements for sand and gravel, to be provided specifically by City of York'.

There are currently no active mineral workings in City of York. The only other mineral resources that may have potential for extraction are brick clay, deep coal, oil and gas and coal-bed methane. Whilst the minerals are known to exist it is not known whether they could be extracted economically. Also there has been no interest expressed by the minerals industry in working any of these minerals during the preparation of the plan.

Preferred Approach

- 22.1 City of York Council, North Yorkshire County Council and North York Moors National Park Authority are preparing a joint Waste and Minerals Local Plan. Waste and minerals are specialist topics and it is usual for such plans to cover a larger geographical area than that covered by the City of York. There are also strong functional links for many aspects of waste and minerals especially between City of York and North Yorkshire. The joint plan is expected to be adopted by the end of 2015.
- 22.2 The joint plan will provide a mechanism for formally addressing strategic cross-boundary issues and it will also contain detailed policies for waste and minerals. It is not appropriate therefore to duplicate these policies in the City of York Local Plan. However, it is necessary to provide the strategic context for these policies in the City of York Local Plan and the preferred approach is set out below.
- 22.3 A number of specialist studies will be carried out for the joint plan to expand the existing evidence base for both waste and minerals. The studies currently in progress or planned include a study to identify non-municipal waste arisings and projected future arisings, a waste capacity study and a study to identify the distribution of mineral resources and Mineral Safeguarding Areas. Whilst these studies will provide information that will primarily be of benefit for the detailed policies and proposals in the joint plan, the results will also be available in time to support the justification for policies in the City of York Local Plan before it is submitted to the Secretary of State. Because the waste and minerals policies in this Local Plan are set at a strategic level, it is not considered that the new research findings will lead to significant changes in these policies being necessary. However, the position will be carefully monitored as new information becomes available.

Waste

Policy WM1: Sustainable Waste Management

Sustainable waste management will be promoted by encouraging waste prevention, reuse, recycling, composting and energy recovery in accordance with the Waste Hierarchy and effectively managing all of York's waste streams and their associated waste arisings. This will be achieved in the following ways:

- i. working jointly with North Yorkshire County Council to develop facilities to manage residual municipal waste through mechanical treatment, anaerobic digestion and energy from waste;
- ii. safeguarding existing facilities as shown on the key diagram and the proposals map including Harewood Whin and the household waste recycling centres at Hazel Court and Towthorpe;
- iii. identifying through the Joint City of York, North Yorkshire and North York Moors Waste and Minerals Local Plan, suitable alternative facilities for municipal waste and suitable facilities for all other waste streams, as may be required during the lifetime of the plan. This will be in conformity with Spatial Principle 2 and meet the operational requirements of any facility. Priority in identifying facilities will be given to:
 - existing waste sites;
 - established and proposed industrial estates, particularly where there is the opportunity to co-locate with complementary activities, reflecting the concept of 'resource recovery parks';
 - previously developed land; and
 - redundant agricultural and forestry buildings including their cartilages, if suitably accessible for purpose.
- iv. requiring the integration of facilities for waste prevention, re-use, recycling, composting and recovery in association with the planning, construction and occupation of new development for housing, retail and other commercial sites;
- v. promoting opportunities for on-site management of waste where it arises at retail, industrial and commercial locations, particularly in the main urban area; and
- vi. granting planning permissions for waste facilities in appropriate sustainable locations only where they would not give rise to significant adverse impacts on the amenity of local communities and the historic and natural environment, in accordance with other relevant policies in the plan.

- 22.4 Waste was formerly viewed as a by-product of living and was disposed of by the cheapest possible method, direct to landfill without pre-treatment. In the drive to achieve sustainable development this is no longer possible. It is essential that greater emphasis is placed on avoiding waste production and managing the waste

produced in the most sustainable way, making use of waste as a resource and only disposing of the residue that has no current value. National legislative, fiscal and policy measures have all contributed to driving waste up the Waste Hierarchy which aims first to reduce the generation of waste, followed by reuse, recycling and energy recovery. Waste should only be disposed to landfill if none of these options are viable.

- 22.5 For municipal waste City of York Council works closely with North Yorkshire County Council through an Inter-Authority Agreement. The councils are currently working jointly to secure a waste treatment facility to divert biodegradable municipal waste from landfill. In 2007 the councils received a provisional allocation of £65 million of Private Finance Initiative credits from DEFRA. The preferred bidder for the contract to design, build manage and operate the new facility is AmeyCespa. In 2012 North Yorkshire County Council resolved to grant planning permission for a new mechanical treatment, anaerobic digester, energy from waste and incinerator bottom ash plant at the Allerton aggregates quarry and landfill site. The new facility would reduce the amount of waste going to landfill by over 90%. The Secretary of State has reviewed the application and declined to 'call in' so planning permission has effectively been granted. If this facility is delivered no other sites will be required for the treatment of municipal waste in the City of York Council area in the plan period.
- 22.6 On 21 February 2013 the Government withdrew the provisional allocation of Waste Infrastructure Credits following an assessment of the amount of residual waste treatment infrastructure required nationally to meet the national obligation to reduce the amount of biodegradable waste that is sent to landfill. The two councils are currently considering the implications of this decision for waste management provision.
- 22.7 It is likely, however, that other facilities including waste transfer stations, material recycling stations and composting sites will be required in the City of York area. Yorwaste have recently submitted a planning application to expand the waste facilities at their Harewood Whin site. A decision on this application is expected later in 2013. This site contains the only landfill site within the City of York area and has planning permission until 2017 to accept up to 300,000 tonnes of waste per annum. However, reduced volumes of waste are being disposed to landfill; which may allow the planning permission for the site to be extended beyond 2017. The Council also operates two household waste recycling centres at Hazel Court and Towthorpe. These and the Harewood Whin site will be safeguarded during the plan period.
- 22.8 The Joint City of York, North Yorkshire and North York Moors Waste and Minerals Local Plan will identify suitable alternative facilities for municipal waste and suitable facilities for all other waste streams, as may be required during the lifetime of the plan. The priority to be given to the range of possible sites is set out in the policy. From a strategic viewpoint it will also be important that facilities for waste prevention, re-use, recycling, composting and recovery are integrated in association with the planning, construction and occupation of new development for housing, retail and other commercial sites. Similarly it is vital in the interests of sustainable development that opportunities for on-site management of waste where it arises at retail, industrial and commercial locations, particularly in the main urban area are promoted.

- 22.9 Waste management facilities should be well designed so that they contribute positively to the character and quality of the area in which they are located. This is especially the case in an area such as City of York where the overall quality of the built and natural environment is high. The impacts of certain major waste management facilities are such that acceptable sites within City of York are likely to be very limited.

Minerals

Policy WM2: Safeguarding Mineral Resources and Local Amenity

Mineral resources will be safeguarded, the consumption of non-renewable mineral resources will be reduced by encouraging re-use and recycling of construction and demolition waste and any new provision of mineral resource will be carefully controlled. This will be achieved in the following ways:

- i. minimising the consumption of non-renewable mineral resources in major developments by requiring developers to demonstrate good practice in the use, reuse, recycling and disposal of construction materials;
- ii. identifying, if appropriate, through the Joint City of York, North Yorkshire and North York Moors Waste and Minerals Local Plan, Mineral Safeguarding Areas (MSAs) and policies to avoid sterilisation of resource by non-mineral development;
- iii. safeguarding, if appropriate, through the Joint City of York, North Yorkshire and North York Moors Waste and Minerals Local Plan, any existing and potential facilities for the storage, handling, processing and bulk transport of primary minerals and secondary and recycled materials; and
- iv. identifying, if a proven need exists, through the Joint City of York, North Yorkshire and North York Moors Waste and Minerals Local Plan, sites of sufficient quality for mineral extraction, in line with any agreed apportionments and guidelines. The allocation of any future sites for mineral extraction will only be considered and any planning applications will only be permitted where it is ensured that:
 - York's heritage and environmental assets are conserved and enhanced;
 - sites are accessible to sustainable modes of transport;
 - unacceptable levels of congestion, pollution and/or air and water quality are prevented;
 - flood risk is not increased and is appropriately managed;
 - proposals do not result in unacceptable adverse impacts on the historic or natural environment or the amenities of occupiers and users of nearby dwellings and buildings;
 - it is ensured that once extraction has ceased, high standards of restoration and beneficial after-uses of the site are achieved.; and
 - climate change impacts are acceptable.

- 22.10 The NPPF recognises that minerals are essential to support economic growth and our quality of life and it is important therefore that there is a sufficient supply of material to provide the infrastructure, buildings, energy and goods that the country needs. However, since minerals are a finite resource and can only be worked where they are found, it is important also to make best use of them to secure their long-term conservation.
- 22.11 This can be achieved by adopting a hierarchical approach to minerals supply which aims firstly to reduce as far as practicable the quantity of material used and waste generated, then to use as much recycled and secondary material as possible, before finally securing the remainder of material needed through new primary extraction.
- 22.12 Mineral Safeguarding Areas are areas of known mineral resources that are of sufficient economic or conservation value to warrant protection for generations to come. The Joint City of York, North Yorkshire and North York Moors Waste and Minerals Local Plan will identify Mineral Safeguarding Areas and set out policies to avoid sterilisation of such resources by non-mineral development. It is possible that MSAs will be identified for sand and gravel and coal bed methane. Similarly the joint plan will safeguard any facilities required for the storage, handling, processing and bulk transport of primary minerals and secondary and recycled materials, in line with the NPPF.
- 22.13 There are no existing mineral sites in York, the Local Aggregates Assessment does not apportion any of the sub-region's requirement to the York area and to date there has been no interest expressed in exploring for coal-bed methane or any other potential resource. However, the Joint City of York, North Yorkshire and North York Moors Waste and Minerals Local Plan will examine the need for any provision in detail and any allocation of future sites will only be considered and any planning applications will only be permitted where they meet the criteria set out in the policy.

Policy Links

- Section 10 'Housing Growth and Distribution'
- Section 18 'Green Belt'
- Section 20 'Climate Change'
- Section 25 'Infrastructure and Developer Contributions'

Alternatives

Waste and Minerals

1. Restrict waste development and/or minerals extraction
2. Rely on the National Planning Policy Framework to guide waste and minerals development
- 3. Provide high-level local criteria to guide waste and minerals development (defer details to Joint Local Plan) (this is our preferred approach)**
4. Provide detailed local criteria/identify sites to guide waste and minerals development

Question 22.1 This is our preferred approach to waste and minerals do you think this is appropriate or should one of the alternatives or a different approach be taken?

Question 22.2 Do you think that our preferred approach of including strategic policies in the City of York Local Plan and more detailed policies in the Joint City of York, North Yorkshire and North Yorkshire Moors Waste and Minerals Local Plan is appropriate?

Question 22.3 Do you think that the waste management and mineral policies provide the appropriate strategic direction for the more detailed policies which will be included in the Joint City of York, North Yorkshire and North Yorkshire Moors Waste and Minerals Local Plan?



This section looks at reducing the need to travel by promoting sustainable connectivity through ensuring new development has access to high quality public transport, cycling and walking networks.

GET YORK MOVING

Section 23: Transport

National Planning Policy Framework

National Guidance says that:

- Local Authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas (Paragraph 31);
- all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment and required to provide a Travel Plan. (Paragraph 32 and 36);
- plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. (Paragraph 34);
- plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. (Paragraph 35);
- if setting local parking standards for residential and non-residential development, Local Planning Authorities should take into account:
 - the accessibility of the development;
 - the type, mix and use of development;
 - the availability of and opportunities for public transport;
 - local car ownership levels; and
 - an overall need to reduce the use of high-emission vehicles (Paragraph 39);
- Local Planning Authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice (Paragraph 41); and
- Local Planning Authorities should work with other authorities and providers to:
 - assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
 - take account of the need for strategic infrastructure including nationally significant infrastructure within their areas (Paragraph 162).

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- prioritisation of sustainable modes of transport is broadly supported;
- the need for high quality public transport was widely acknowledged, with particular support for rail improvements (including high speed rail) and better bus services;
- there is a broad view that a high quality public transport service would allow businesses and travellers to accept reduced availability of private travel options;
- building out additional highway capacity is viewed by some as undermining wider aspirations for travel behaviour change;
- the need for private travel for rural commuters and those with accessibility issues should be emphasised;

- there are concerns over the demonstrable ability of key infrastructure, including the A64 and A1237 Outer Ring Road, to accommodate existing and planned traffic demand;
- businesses in the Clifton Moor area struggle to attract and retain its workforce, which could be due to congestion problems on the A1237 Outer Ring Road and poor perceptions of strategic infrastructure capacity;
- there is a high level of commuting into the city from the east;
- York is cycle-friendly but more improvements, such as increased cycle only off road routes and additional cycle hubs with changing facilities, are necessary;
- provision of strategic walking and cycling linkages at major developments is important;
- opinions on demand management measures are mixed. There is support, but parking availability is seen as key to economic performance by some. It is considered important not to pre-determine any requirement for access restrictions without credible robust evidence. Some respondents proposed restricting private vehicle access/ priority in just the city centre;
- if the Local Plan got public transport right businesses will accept other [access] restrictions;
- it is important that the Local Plan recognises the core principle that York needs to make radical improvements to bus services, particularly in improving the efficiency of service;
- some people believe a series of small, but nonetheless significant improvements are needed, whereas others believe a series of radical measures in the city (including road and congestion charging) might be the only way forward (road pricing could be a way of encouraging people to change modes);
- transport hubs such as Park & Ride need to provide other key services to cut down on multiple journeys;
- separate space within the city needs to be allocated for cyclists;
- the role of an electric bus service should be explored;
- the Local Plan can identify suitable sites for locating outward-facing freight [consolidation] hubs at Park & Ride sites. Development of a freight transshipment facility (freight consolidation centre) was also proposed;
- the Local Plan should recognise the importance of the railway station in terms of the physical link to London, the initial impression the building makes on visitor and its role in dispersing people to further gateways;
- more stations on a line (e.g. a new station at Haxby on the York-Scarborough line) improves access to the rail network but increases overall journey times, and
- continuing the approach included in the previous Core Strategy is widely supported.

Key Evidence Base

- Topic Paper 1. Transport Impacts of Local Plan (existing Topic paper on the transport implications of the LDF reviewed and updated) (2013)
- York Station Conservation Development Strategy, Final Draft (2012)
- 2011 Census, Vehicle Ownership and Travel Data (2012)
- City of York Low Emission Strategy (2012)
- City of York Council Local Transport Plan 3 2011-2031 (2011)

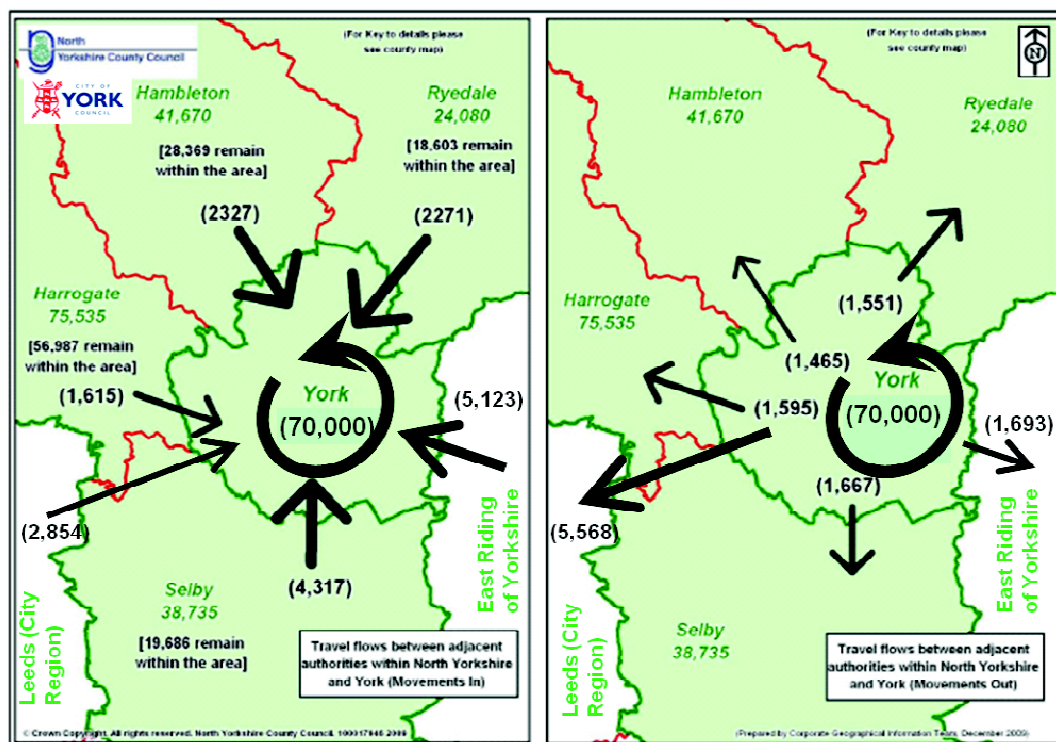
- City of York Council Local Transport Plan 2011-2031, Background Document – Evidence (2011)

Local Context

The York Sub-Area is an important and successful part of the economy of the north of England, with York as the main economic driver, the principal retail and services hub and the centre of the area’s commuting patterns and transport network.

Travel to work areas, housing markets, markets for business space, linkages between businesses, the influence of universities, retail catchments, and infrastructure networks do not stop at local authority boundaries. Analysis of the Yorkshire and Humber region’s commuting patterns shows that the vast majority of commuting trips are within York and that York is a net importer of journeys to work, principally from the East Riding of Yorkshire, and the southernmost districts in North Yorkshire (Selby and Ryedale). There is also a significant outward commute to Leeds. This is shown in Figure 23.1

Figure 23.1: Travel to work movements in/out of York in AM peak



The continued dominance of the private car, often at the expense of other modes, presents a major challenge to the objective of sustainable development. However, the city is fortunate in having many advantages, such as a compact urban area and flat terrain, for enabling sustainable travel to be a realistic option for a large proportion of its residents. The city is surrounded by a large rural hinterland with dispersed population centres, rail options from the south east of the city are particularly poor and demand on some services exceeds capacity. Even with these advantages, the city has a number of challenges and constraints that hinder

sustainable movement. The rivers, railways, strays, City Walls and historic street layout all affect movement patterns, concentrating journeys onto a relatively small number of key locations and restricting options for improvement.

- The high traffic flows on the strategic road network, particularly the A1237 Outer Ring Road, leads to severe delays and redistribution of trips onto residential routes.
- Congestion on the Inner Ring Road and main radial routes deters cycling, creates a barrier for pedestrian movement and causes bus services to be slowed. Levels of pollution from vehicle emissions have led to Air Quality Management Areas being declared for much of the city centre and the approaches to it, on Fulford Road and on Salisbury Road.

York benefits significantly from being in a strategic location on the UK's rail network and having fast rail connectivity to London, the North East and Edinburgh. It also has a direct rail link to Manchester Airport. There is strong support for improving rail as part of general improvement to public transport to and within York, including taking advantages of the Intercity Express programme and HS2 in due course.

York faces many different challenges and opportunities for transport over the lifetime of the Local Plan and beyond. Key issues that will have a significant influence on transport relate to: Climate Change and Air Quality, Growth and Development and its impact on traffic levels, Changing Population, Health and Inequalities.

Preferred Approach

Policy T1: Location and Layout of Development

New development (including the provision of new pedestrian and cycle routes) will only be permitted where:

- i. It is in a location and has an internal layout that gives priority to the needs of pedestrians, cyclists and users of public transport, or through obligations, conditions and other provision, can give such priority. In particular the development should provide safe, convenient, direct and appropriately signed (and where feasible, overlooked) access to new or existing strategic or local transport services and routes, or local facilities including:
 - a. high quality and frequent accessible public transport services;
 - b. pedestrian routes;
 - c. cycle routes, including cycle routes on the local highway network;
 - d. the Public Rights of Way (PRoW) network, and
 - e. accessible local services and facilities.
- ii. It is in a location that is well served by accessible high quality public transport, or through obligations, conditions and other means, can provide accessible high quality public transport.
- iii. It is within reasonable distance of an existing or proposed cycle route.

- iv. It provides appropriate, well designed, convenient, safe and secure parking for vehicles and cycles. Cycle parking should also be covered or otherwise weather-protected and secure. Where the provision of all such facilities within the development is not practicable the Council shall seek commuted payments for off-site facilities within practical walking distance elsewhere.
- v. It is in a location and has an internal layout that gives high quality access for people with mobility impairments enabling a similar or better level of access to travel which existed before the development commenced.
- vi. Existing public rights of way (PRoW) are retained (and enhanced where required) in the development, fully integrated within any required landscaping condition, or diverted/extinguished, provided the Council is satisfied that it is necessary to divert/extinguish the PRoW in order to enable development to be carried out. Any retained (and enhanced) or diverted PRoW shall provide at least an equivalent level of convenience, safety and amenity to the existing PRoW. An extinguishment will only be considered where a diversion is deemed not feasible.
- vii. It retains (and enhances where required) existing strategic or local cycle and pedestrian links, that are not shown on any of the authority's highway records (List of Streets maintainable at the public expense/Definitive Map and Statement of Public Rights of Way) within the development, and ensure that they are fully integrated within any required landscaping condition, or are otherwise provided to at least an equivalent level of convenience, safety and amenity within the development.
- viii. It has direct access to the adopted highway network or, through obligations, conditions and other means, will have such direct access provided.

For public transport to be classed as 'accessible' it should meet the following criteria:

1. In city centre/urban locations and major employment, retail, leisure destinations:
 - i. 400m maximum safe walking distance to bus stop on frequent bus route(s) (every 15 mins. or more frequent).
 - ii. A railway station within a 10 minute walk time (nominally 800m).
 - iii. A railway station within a 15 minute cycle time (nominally 1.5km)
2. In sub-urban locations and villages:
 - i. 400m maximum safe walking distance to bus stop on other bus route(s) operating at least every hour.
 - iii A railway station within a 15 minute cycle time (nominally 1.5km).

These criteria apply to all parts of the development.

For public transport to be classed as 'high quality' the following criteria shall be met:

1. vehicles shall, as a minimum, meet Euro IV emission standards
2. bus stops shall have:
 - a. Bus stop pole and flag showing service number(s).
 - b. visibility impaired readable timetable, illuminated at night time.
 - c. shelter (with seating)
 - d. proprietary bus-boarding kerbs
 - e. passenger transport information screen (real-time display)

For the distance to an existing or proposed cycle route to be classed as 'reasonable' the following criteria shall apply:

1. In city centre/urban locations, be up to 50m
2. In other locations, be within or partly within 50m

For local services and facilities to be classified as 'accessible' they should be within a 5 minute safe walk time (nominally 400m). This criterion applies to all parts of the development.

In applying this policy it is recognised that in some circumstances developments will not be able to achieve these criteria (for example, in heart of foot streets area), so they can, subject to sufficient justification of effective accessibility (including taxis) being submitted by a developer, be relaxed. Also some developments may be of a sufficient size to warrant a higher degree of accessibility than would otherwise be required for its location.

- 23.1 Careful choice of location and layout of new development, combined with appropriate, design and management measures including adequate provision for pedestrians, cyclists and users of public transport in all new development can help to reduce the dependence upon private cars, providing a safer, and more sustainable (and in the case of walking and cycling, a more healthy) alternative means of travel for most members of the community either for leisure or more functional purposes.
- 23.2 The frequency criteria for public transport shall generally apply for the peak-hours of movement to and from the development and, for non-residential development, the main hours of operation of the resulting use. Outside of these peak periods a reduced frequency may be supported, subject to suitable levels of access being maintained. In terms of public transport accessibility, appropriate contributions for off site improvements to ensure safe and convenient access to bus stops will be required as necessary.
- 23.3 All development should be fully accessible to all groups within the community. However, people with mobility impairments (including sensory impairment), are often precluded from playing a full and independent role in society by the inaccessibility of land, buildings, transport and other facilities. The 'hierarchy of transport users', as contained in the *City of York's Local transport Plan 2011-2031*, therefore, gives highest priority to pedestrians with mobility impairments. With careful location, layout, design and use of materials, sites and premises can be constructed to allow for the sensitive and discreet integration of facilities for the benefit of people with special needs and those carrying small children and baggage, who are also often hindered by poor access.
- 23.4 Lack of sufficient safe storage space for cycles in new development can deter people from owning and using a cycle. To overcome this, convenient, secure, and covered cycle storage should be provided within the curtilage of new buildings, particularly dwellings.

- 23.5 With regard to the retention, diversion or extinguishment of PRowWs, and the retention or provision of other existing strategic or local cycle and pedestrian links developers should be aware that:
- Planning permission for development of land over which there is a public right of way does not itself constitute authority for interference with the right of way or its closure or diversion.
 - It is not sufficient that the making of an Order to divert/extinguish a public right of way, would facilitate the carrying out of the development. The Order must be necessary in the sense that without the Order development could not be carried out.
 - Development on the line of a public right of way must not be substantially complete before the legal process to divert or extinguish the path has been completed.
 - The successful diversion/extinguishment of a right of way cannot be guaranteed by the Council, if objections or representations are received to the proposal and not withdrawn.
 - Some existing strategic or local cycle pedestrian links which are not shown on any of the authority's highway records may be considered to be unrecorded public rights of way. Routes such as these should be treated as PRowW and should be subject to the same provisions as for their alteration.
- 23.6 The design of new car parks should take full account of the requirements of people with limited mobility. In particular, disabled parking bays should be located as close as possible to either the facility concerned or the principal pedestrian route from the car park, and sufficiently generous space must be provided at these bays to accommodate wheelchair users. Further details will be contained in the Council's emerging Car Parking Strategy, which will include parking standards.

Policy T2: Strategic Public Transport Improvements

The Plan will support the implementation of strategic public transport infrastructure, as listed below, and as identified on the Proposals Map (unless otherwise indicated), in accordance with the timescales shown and in association with service improvements to encourage modal shift away from private motor vehicle use to more use of public transport. The broad timescales for the delivery of these schemes shall match the anticipated growth in population and demand for travel in York over the plan period. The list identifies the principal strategic schemes that need to be delivered, but many more smaller projects with more local impacts will also be required, either individually or as part of larger projects. More detail is contained in the Infrastructure Delivery Plan (2013). York Railway Station is not included in this list as it is subject to a separate specific policy (T3).

Short-term (2013-19)

- i. Access York Phase 1, consisting of:
 - provision of a new Park & Ride site at Poppleton Bar (A59), with associated improvements to the A1237/A59 junction and its approaches (incorporating

- improved pedestrian/cycle crossing of the A1237 Outer Ring Road) and bus priority measures on the A59, and
 - the relocation and expansion of the Park & Ride site at Askham Bar.
- ii. Provision of a new railway station at Haxby.
- iii. Enhancement of the following junctions and other highway enhancements to improve public transport reliability, principally through the Better Bus Area Fund (BBAF) programme:
 - Clarence St/Gillygate/Lord Mayor's Walk bus/cycle priority measures;
 - Improve bus routing and waiting facilities adjacent to the memorial gardens in Leeman Road;
 - improved bus waiting and interchange facilities at Museum Street, St Leonard's Place, Stonebow, Pavement, and Rougier Street;
 - A19 Bus Lanes and Designer Outlet Park & Ride access improvements (non-BBAF programme), and
 - Other targeted (non-BBAF programme) junction, highway or public transport infrastructure enhancements as set out in the Local Transport Plan 2011-2031 (LTP3) and subsequent investment programmes (not shown on the Proposals Map).

Medium-to Term (2019-24)

- iv. Provision of a new Park & Ride site at Clifton Moor (B1363 Wigginton Road) with associated bus priority measures on Wigginton Road (as identified on the Proposals Map).
- v. Enhancement of the following junctions and other highway enhancements to improve public transport reliability:
 - Manor Lane / Hurricane Way link, Clifton and
 - Other targeted junction, highway or public transport infrastructure enhancements as set out in the *Local Transport Plan 2011-2031 (LTP3)* and subsequent investment programmes (not shown on the Proposals Map).

The Plan will also pursue in the long-term (2024-30) the following interventions:

- New railway stations / halts for heavy or light rail services (e.g. Strensall, the White Rose (York) Business Park, where a reserved site exists, (or, alternatively, the former British Sugar / Manor School site) and York Central).
- Further expansion of Park & Ride services in the city (e.g. relocation and expansion of the 'Designer Outlet' Park & Ride facility).
- Implementation of further junction improvements and other highway enhancements to improve public transport reliability as, and additional to, those set out in the *Local Transport Plan 2011-2031 (LTP3)* and subsequent investment programmes (not shown on the Proposals Map) .
- The introduction of tram/train technology or other technology applications on appropriate rail routes (as shown on the Proposals Map)

- 23.7 Preliminary transport modelling work undertaken using the City of York's strategic transport model (STM) predicts that the number of trips undertaken on the highway network overall could increase by approximately 2.5% per year, on average, over the Local Plan period. This is higher than predicted in national transport models,

reflecting York's ambition for growth. This level of traffic growth could lead to significant delays being experienced on the radial routes into York, the outer ring road (A64 and A1237) and all routes within the outer ring road

- 23.8 The development of new and improved public transport services and facilities, such as Park & Ride, rail stations and routes and bus services (including, priority measures, interchange and waiting facilities), can offer enhanced access for all members of the community to jobs, services and leisure opportunities. This can reduce reliance on private motorised transport for travel and hence minimise the increase in traffic levels arising from new development. To be most effective they should provide direct links between main areas of population, and retail and employment centres, and should be fully accessible to all people regardless of their mobility. They should facilitate transfers between different modes of transport and services. However, such proposals will still need to satisfy policies throughout the plan in terms of protecting the built and natural environment and replacing amenities that may be otherwise removed by development.
- 23.9 For new Park & Ride sites, location is an important factor in ensuring its effective operation. Sites should ideally be:
- well signed;
 - adjacent to a major radial approach route;
 - on the edge of the built up area;
 - safe and easy to access;
 - outside any congested area to maximise the advantages of bus priority, and
 - adjacent to trip attractors if there is a desire to attract non Park & Ride traffic to the bus service.
- 23.10 Improvements or new facilities should include sufficient car parking for persons with disabilities, cycle parking and facilities for buses, taxis and where appropriate, coaches. Provision of car parking (other than for people with disabilities) should be determined through a transport assessment and travel plan. New or improved facilities should also incorporate suitable signage and traffic management measures to reduce potential conflicts.
- 23.11 The Council will welcome development proposals which bring about the improvement of existing railway stations and facilities or the provision of new, or bring about some other improvement which will be beneficial to the operation of the line. At new or improved rail stations the 'station environment' must provide safe and convenient movement to and between platforms and include other facilities, such as sheltered waiting and ticketing facilities, public transport information and sensitive lighting and landscaping.
- 23.12 Many of the strategic public transport improvements listed in Policy T2 due to be implemented in the short-term have either secured funding (for example, BBAF schemes and Access York Phase I), or are awaiting a decision on funding (from external sources) on funding bids submitted (for example, the new rail station at Haxby). Funding for the transport improvements programmed for the medium-term has not yet been secured, the council is reasonably confident that this can be pursued and secured to meet the anticipated timescales for delivery.

- 23.13 The strategic public transport improvements in the longer-term are vital to widen the transport choices available to people who live in, work in or visit York as the larger residential and employment sites come on-stream. However, the funding for their implementation is less certain than for improvements in the short-to-medium term. The Council, will, therefore, work with other agencies and organisations, including developers, to enable the necessary substantial improvements in public transport to be delivered to minimise the increase in traffic arising from new developments in the longer-term.

Policy T3: York Railway Station and Associated Operational Facilities

The Plan will support any proposals that increase the railway capacity at York Station (see Proposals Map) to meet changing demands on and capacity in the rail network, over the duration of the Local Plan period and beyond. More detailed information relating to timescales and funding sources etc. is contained in the Infrastructure Delivery Plan, such as increasing passenger numbers, high speed rail (HS2) and infrastructure and service improvements on the York-Leeds-Harrogate line (including a potential re-routing in to the station via the Freight Avoiding Line (FAL), a new chord and a new Platform 12).

Short term public transport interchange improvements at the station will be implemented through the current BBAF programme. The Plan will also support proposals to provide a new public transport turn around and interchange facility as part of a general package of measures to improve access at York Station in the medium-to-long-term.

The Plan will support any proposals to consolidate public car parks and maintain an appropriate level of long-stay and short stay parking at the York Station, which is currently provided at several locations.

The Plan will support any proposals to improve pedestrian access to, within and through the station. This could include, but not be limited to:

- links to the new interchange with further links from this to the south-western quadrant of the city centre;
- links to the York Central site through the station (including pedestrian crossings of the lines);
- links between the York Central site and the north-west quadrant of the city centre (including a new bridge over the River Ouse, east of Scarborough Bridge);
- reduced pedestrian / vehicular conflict in Queen Street;
- creation of public space at Tea Room Square; and
- improved wayfinding and signage;

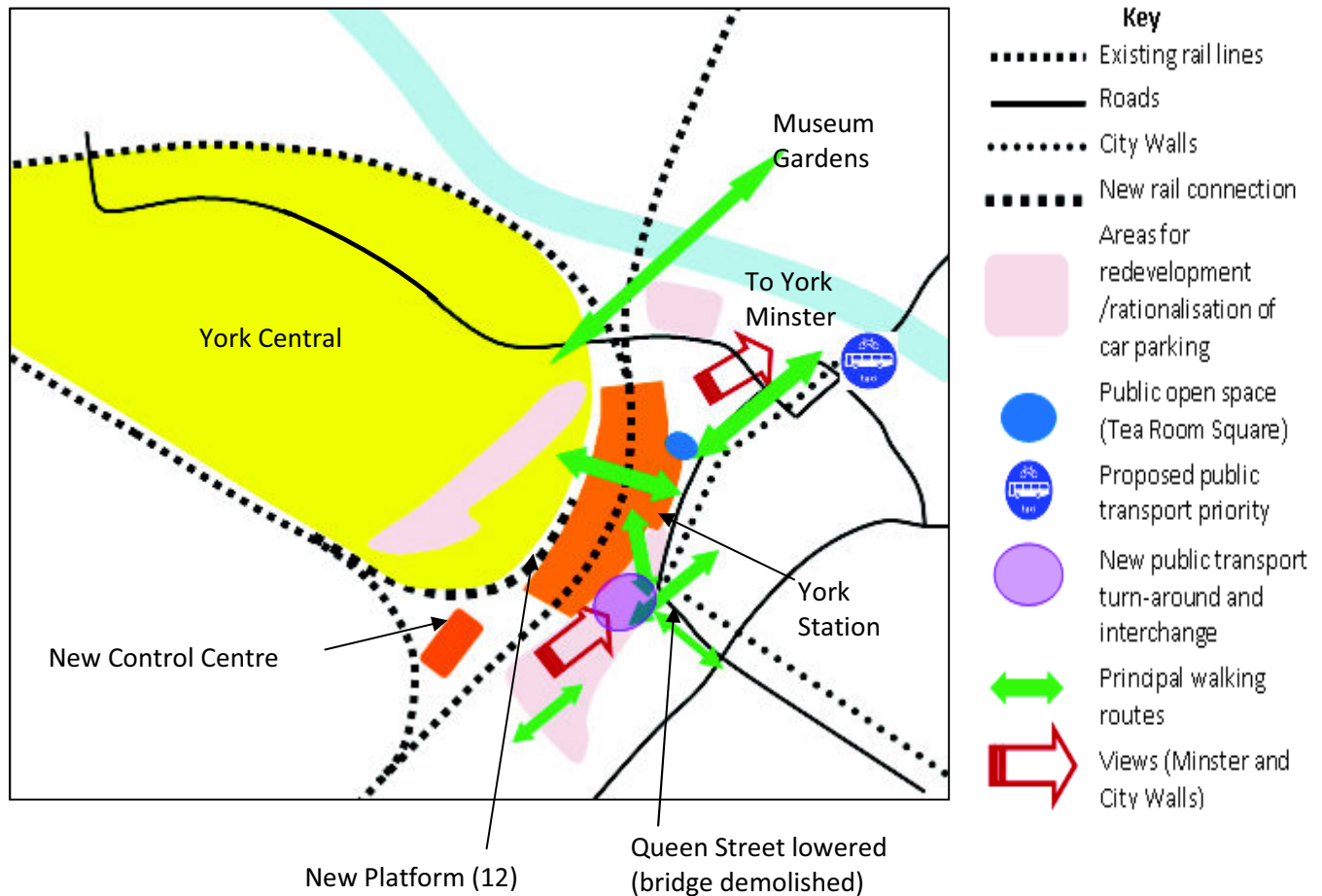
The Plan will support any proposals that enhance the Listed Grade II* station and its setting that conserve and enhance its historic and natural environment, particularly those that improve the visual amenity at the station and its environs, to meet the demands of the modern rail customer.

- 23.14 York benefits significantly from being in a strategic location on the UK's rail network. It was known as a railway city due to its long history with the railway (and hosts the major attraction of the National Railway Museum). It has access to several high quality long distance networks and operations that serve the rest of the country. York is in a good central position being approximately midway between London and Edinburgh, with journeys to both cities taking around two hours and two-and-a-half hours respectively. Direct trains are available to many cities in the north of England e.g. Leeds, Manchester, Liverpool, and Sheffield, and Birmingham in the Midlands.
- 23.15 By virtue of its short journey time to London via the East Coast Main Line, and easy interchange between King's Cross and St. Pancras, York is also well connected to mainland Europe by rail. The rail link to Manchester Airport enables it to also be linked to longer distance international travel by air. The importance of York's position on the rail network is evidenced by annual passenger flows of nearly 1 million between York and London and over 1.1m between York and Leeds.
- 23.16 York is the second busiest station in Yorkshire and Humber (after Leeds) with 8% of the total trips. It is the busiest station in the North Yorkshire and York Sub-Region, with over 7.9 million footfall p.a.¹ (1.1 million being visitors), emphasising its role as a 'gateway' to Yorkshire.
- 23.17 Network Rail's 'Yorkshire and Humber Route Utilisation Strategy, 2009' forecast the future passenger demand levels and overall growth levels for the key markets. It predicted that the total number of passengers travelling to York will increase by 41% over the next 12 years (from 2009).
- 23.18 The national government has determined that the necessary capacity and quality improvements for future long distance north/south movements will be provided by a new high speed rail system, HS2. The proposed network would be Y-shaped up to Leeds and Manchester with onward links to the existing East and West Coast mainlines. When complete in 2033 it will provide a much faster connection to London and the continent for travellers from the Leeds City Region and the north of England. York will have a direct link with the new high speed line and sufficient capacity is required at the station to accommodate HS2 trains calling at it. Prior to the implementation of HS2, the Intercity Express Programme (to replace ageing Inter-City 125 HST train sets on the ECML) is expected to start in 2018.
- 23.19 York Rail Station is one of the main interchange points in York, allowing bus-to-bus and bus-to-rail changes. However, bus stops in the vicinity of the station are amongst the most congested in the city centre in terms of vehicle arrivals per hour. There is currently no suitable place for buses approaching from the east to terminate and turn around for return journeys.
- 23.20 York station, will therefore, need to be upgraded in terms of capacity and facilities to meet the demands from these new services and anticipated growth. It also needs to have high quality access to it, within it and through it. The approach for this is shown in Figure 23.2.

¹ Office of the Rail Regulator Station Usage Data 2010/11

23.21 The current station Listed Grade II* was built by the North Eastern Railway to designs by Thomas Prosser (with the station layout planned by the Engineer Thomas Elliot Harrison) in 1877 to replace the original G.T. Andrews terminus station within the City Walls. It is described by Gordon Biddle in *The Railway Heritage of Britain* as follows “York provides one of England’s most dramatic iron station vistas. The effect of its arched roof curving away into the distance is best seen on a day when shafts of sunlight slant down through the glass”. York Station also serves as a major gateway to the historic city and is often the visitor’s first introduction to the City of York.

Figure 23.2 York Station Access Concept Plan



23.22 Although any development proposals for the station must give due consideration to Listed Grade II* status, it is acknowledged that in any operating station changes have to take place to enable it to meet the demands of the modern customer, and therefore, it should not prevent proposals that are sympathetic to heritage of the station being put forward.

23.23 A Siemens Transpennine Express depot is currently located within the existing operational railway land to the north of Leeman Road and north-west of York Station (i.e. within the York Central site, see Section 6). The electrification of the Transpennine Line, due to be completed by 2018, may result in more rolling stock being maintained at the depot. Therefore, the Plan will support proposals that safeguard land within the York Central site or in the operational railway land or

adjacent to the York Central site for expanding the Siemens Trans Pennine Express depot.

Policy T4: Strategic Highway Network Capacity Improvements

Strategic highway capacity improvements, as listed below and as shown on the Proposals Map, will be implemented in accordance with the timescales shown:

Short-term (2013-19)

- i. James Street Link Road Phase II
- ii. Improvements to the following junctions (including approaches) on the A1237
 - Haxby Road
 - Great North Way
 - Clifton Moor Gate
 - Strensall Road

Medium-Term (2015-24)

- iii. Improvements to the following junctions (including approaches) on the A1237
 - B1363 Wigginton Road
 - Monks Cross
 - B1224 Wetherby Road

The Plan will also pursue in the long-term (2024-30) further carriageway and junction capacity enhancements to the A1237 to improve traffic flow and journey time reliability along it. These enhancements are to consist of upgrading the most congested sections of the A1237 (B1224 Wetherby Road to Haxby Road) to dual-carriageway standard with grade separated junctions.

The plan will also support the construction of accesses to major development sites to a suitable standard to form part of the City's Strategic highway network as appropriate (for example, new access off the A64 to serve the Holme Hills site).

23.24 Improvements to the A1237 junctions will encourage the transfer of cross-city private motor vehicle journeys away from radial routes through the city centre and its immediate surrounding area, to principal roads around the edge of the urban area. Further enhancements to the A1237 can improve traffic flow and journey time reliability along it and draw more cross-city traffic away from the radial routes and inner urban routes.

23.25 James Street Link Road Phase II will improve traffic flow on the Inner Ring Road (IRR) in the Foss Islands area to reduce congestion and improve local air quality and the street environment on this section of the IRR.

Policy T5: Strategic Cycle and Pedestrian Network Links and Improvements

Strategic cycle and pedestrian network links and improvements, as listed below and shown on the Proposals Map, will be implemented in accordance with the timescales shown, to encourage modal shift away from private motor vehicle use to more active and sustainable modes of transport:

Short-term (2013-19)

- i. Pedestrian / cycle link from the former British Sugar site to York Central via Water End (see also Section 6 'York Central')

Medium-Term (2015-24)

- ii. Pedestrian / cycle bridges across the York-Harrogate-Leeds rail line and the East Coast Main Line to facilitate movement between the former British Sugar site, York Business Park and the west bank of the River Ouse (including a potential tram-train halt in the vicinity of the York Business Park).

Long-Term (2024-29)

- iii. Pedestrian / cycle bridge across the River Ouse between Lendal Bridge and Scarborough Bridge, linking the York Central development site with the north bank of the River Ouse.
- iv. Pedestrian / cycle bridge across the River Ouse south of Lendal Bridge connecting Tanner Row with the north side of the River Ouse in between the Guildhall and City Screen.
- v. Pedestrian / cycle bridges across the River Foss (as part of the re-development of the Castle / Piccadilly area).

Throughout the plan period

- vi Other individual strategic cycle schemes as shown on the Proposals Map

Routes not included in the Proposals Map will be classed as local routes.

23.26 The Council has and is continuing to develop a comprehensive network of safe and accessible strategic cycle and pedestrian routes, principally to connect residential areas with employment areas and retail areas as well as other facilities and services. The strategic cycle route improvements are shown in the Proposals Map for delivery over the short-term and medium term. These have also been prioritised within the Council's capital programme and detailed further in the Infrastructure Delivery Plan.

23.27 Delivery of the strategic cycle and pedestrian network in the longer-term is expected to be through contributions or obligations associated with the realisation of larger development opportunities toward the end of the Local Plan period.

- 23.27. Local routes will be retained and enhanced, as appropriate, within or as part of new development in accordance with Policy T1 vi) and vii).

Policy T6: Development at or Near Public Transport Corridors, Interchanges and Facilities

The sustainable access policies have been established to address the city's transport challenges and deliver transport infrastructure, services and other measures which ensure sustainable economic growth and development through:

- i. New development will not be permitted where it prejudices the reuse of disused public transport corridors or facilities, and where there is a reasonable prospect of:
- the reopening of the transport corridor or facility for either heavy rail or light rail (e.g. tram-train) operation, or other form of 'guided' public rapid transport service; or
 - the re-opening of a heavy rail/light rail (tram-train) station or halt; or
 - the provision of a rail head/freight facility; or
 - the continued use or future use of the transport corridor as a walking or cycling route or as a route for horse-riding; or
 - the transport corridor either functioning or being able to function as a wildlife corridor; or
 - the transport corridor being reclaimed for use as a linear park.

Disused public transport corridors or facilities that have been identified (in part) as having reasonable prospects for reuse for any of the purposes stated in Policy T6 i) are the former York-Beverley line, the former York-Selby line (Trans Pennine Trail / National Cycle Network Route 66) and the former Derwent Valley (Foss Islands) line (National Cycle Network Routes 658 / 66).

- ii. Higher density, mixed-use development will be permitted in locations close to existing or proposed public transport interchanges or facilities provided that the development:
- does not lead to a loss of amenity at the interchange or facility; or
 - does not have a detrimental impact on the interchange or facility or the surrounding area, such that the long-term viability of services would be adversely affected; or
 - does not prejudice the existing or future expansion of the interchange or facility to accommodate more services or modes (e.g. freight); or
 - does not generate a demand for travel by private motorised vehicles that is likely to be unsustainable either in the location of the development or on the wider highway network; or
 - does not have an adverse impact on the character, historic and natural environment and amenity of the area in the vicinity of the development.

- 23.28 The first part of this policy aims to protect disused public transport corridors to allow for the possibility of returning them to their former use, or for new uses such as footpaths, cycleways, bridleways or wildlife corridors because once such a resource has been lost it is unlikely to ever be recovered. Any planning applications for development on or affecting a disused public transport corridor should be accompanied by an assessment in order to establish whether there is any reasonable prospect of the corridor being brought back into use.
- 23.29 Even in their disused state, former public transport corridors perform a valuable function as wildlife corridors and habitats. Any new development should be carefully designed to minimise harm to these newly established habitats.

Policy T7: Demand Management

To improve the overall flow of traffic in and around York City Centre, improve road safety, and provide an environment more conducive to walking and cycling the following will be pursued:

- i. A reduction in the number of long-stay (i.e. more than 4 hours parking) commuter car parking spaces in and around the city centre.
- ii. The incorporation of general (fee-based) public car parking at existing car parks at retail sites) to increase the availability of short-stay parking on the perimeter of the city centre, and similarly other high trip-generating locations as required
- iii. A more flexible approach to the requirements for parking (including cycle parking) in new development, covering, but not limited to:
 - number of spaces;
 - general design and layout, and
 - safety, security and weather protection.
- iv. Positive consideration of vehicular access restrictions and changes to carriageway widths, alignments and surfacing materials, junction layouts, footway widths and materials and hard / soft landscaping in selected location locations to reduce congestion, improve public transport journeys, ease pedestrian /cycle access across it and improve its streetscape.

- 23.30 The management and control of car parking spaces are essential components of an effective transport strategy. Parking control by both capacity and price has historically been, and will continue to be, used in York, where City Centre charges are used to encourage long-stay parking at Park & Ride sites or other more peripheral car parks and to support the local bus services. The Council will continue to support affordable access for short-term business and personal trips that are essential to the economy of the city. At the same time further work will be initiated to provide more designated spaces for lower emission vehicles in City Centre car parks, to try and improve air quality in the heart of York.

- 23.31 Previous national planning policy guidance (PPG13) advocated the use of policies in development plans to set maximum levels of parking for broad classes of development. The National Planning Policy Framework (which replaces PPG13) does not have such a direction. Instead it sets out a range of issues that should be taken into account for setting local parking standards. The council will seek to set

appropriate parking standards that will allow some flexibility in relation to a development's location, proximity to high quality accessible public transport, pedestrian and cycle routes and services and facilities.

- 23.32 The city centre movement and access study recommended access restrictions on some of the city centre bridges. Opportunity will be taken to trial and permanently implement as appropriate measures that improve public transport services and reliability, and to remove other appropriate through traffic movement, reduce congestion and improve air quality and the public realm.
- 23.33 Measures which help to change people's decisions about when they travel, where they go and the mode of travel they use have been pursued in York to complement capacity improvements and demand management measures. Many 'smarter choice' ideas have been implemented locally and nationally over the last decade or so to encourage changes in travel behaviour, providing very high benefits compared to costs, and this approach will continue into the future.

Policy T8: Minimising and Accommodating Generated Trips

All major development proposals that can be reasonably expected to have an impact on the transport network must be supported by a Transport Statement or by a Transport Assessment and Travel Plan, as appropriate, depending on the scope and scale of the development. Large-scale Major Development will require the submission of a Transport Assessment and Travel Plan. The Transport Statement, Transport Assessment and Travel Plan should demonstrate:

- i. the number and distribution of trips by each mode likely to be generated by the development, particularly by private motorised vehicles, without mitigation measures;
- ii. the mitigation, or other measures to be put into place to reduce the number of trips generated by the development, particularly by private motorised vehicles; and
- iii. that any resultant new traffic (principally private car traffic) generated by new development can be safely accommodated on the local and strategic highway network, or can be made safe by appropriate transport infrastructure and service improvements.
- iv. appropriate future monitoring arrangements to demonstrate the effectiveness and an ability to increase mitigation measures if required to achieve requirements of the travel plan.

Major Development (Small-scale Major Development) means development involving any one or more of the following:

- (a) the winning and working of minerals or the use of land for mineral-working deposits;
- (b) waste development;
- (c) the provision of dwelling-houses where:
 - (i) the number of dwelling-houses to be provided is 10 or more; or

- (ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within paragraph (c)(i);
- (d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or
- (e) development carried out on a site having an area of 1 hectare or more;
- (f) developments that are likely to result in 'in-use' employment for 30 employees or more

Large-scale Major Development is:

- (a) 200 or more dwellings or the site area for residential development is 4 hectares or more, or
- (b) Development of 10,000 m² or more, or
- (c) Where site is 2 hectares or more

23.34 A Transport Assessment (TA) is a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, principally through the implementation of a Travel Plan (TP). In some cases, the transport issues arising out of development proposals may not require a full TA to inform the process adequately and identify suitable mitigation. In these instances, a simplified report in the form of a Transport Statement (TS) may be submitted.

23.35 The coverage and content of a TS, TA or TP will vary significantly depending on the size and type of development they are required to support. Small scale development may require only a short and simple TS/TP, or even no formal assessment, whereas major developments will require the submission of a comprehensive TA and TP. Further guidance is included in the Department for Transport's 'Guidance on transport assessment'. Plans must also demonstrate how they are to be monitored and how mitigation measures can be increased if the plan falls short of its objectives.

Policy T9: Access Restrictions to More Polluting Vehicles

The Plan will support proposals that restrict motor-vehicular access, to improve air quality within the air quality management areas, particularly those in and adjacent to the City Centre.

23.36 York's first Low Emission Strategy (LES) was adopted by the Council in October 2012. The LES aims to tackle the ongoing air quality issues in the city and help deliver carbon reduction targets. The main focus of the LES is reducing emissions from transport, mainly through improved driving techniques, better vehicle maintenance and the use of low emission vehicles and fuels.

23.37 Objective 6 of the LES seeks to maximise sustainable transport and reduce localised air quality breaches through traffic demand management, smart travel planning and

potentially regulatory control. The main purpose of this objective is to deliver a series of additional LES measures targeted specifically at reducing emissions within the city's existing Air Quality Management Areas (AQMAs) and other areas of the city where air quality is of particular concern. The measures detailed under this objective include:

- Assessing the feasibility study of only allowing buses of a specified emission standard to enter a proposed low emission bus corridor in the city centre;
- implementing the recommendations of the city centre access and movement study including Low Emission Zone (LEZ) measures for buses if considered necessary / appropriate, and
- investigating the potential for a wider LEZ incorporating a wider range of vehicles.

Policy T10: Protection for Residential Areas

The Plan will, where there is a strong case and local agreement, support proposals that restrict vehicular access, except for emergency vehicles, local buses, taxis, private hire vehicles and traffic with an origin or destination in the residential area where the restrictions apply to enhance the streetscape, general environment and safety of residential areas that would otherwise suffer loss of amenity due to increases in traffic arising from development near to the residential areas affected. In particular such measures will be supported in the following locations:

- a) Acomb / Holgate / Westfield areas bounded by the A59, the B1224 and Beckfield Lane (subject to trip generation and transport assessment outcomes from York Northwest).

23.38 The area known as York Northwest, located immediately to the north and west of York City Centre, contains two major brownfield development areas - the 'York Central' and the 'Former British Sugar/Manor School' sites. These sites could provide a combined developable area of around 79 hectares and development of this size will generate a significant amount of new traffic. The location of the sites, close to the existing residential areas of Acomb, Holgate and Westfield, could, unless suitable measures are put into place, result in much of this traffic utilising residential streets to gain access to and from the York Northwest area and, thereby, be detrimental to the general environment of Acomb, Holgate and Westfield.

23.39 Restricting through traffic in these areas will protect them against this and could lead them experiencing an improvement in their general environment.

Policy T11: City Centre Accessibility

The Plan will support any proposals, including but not limited to those listed below, to reduce congestion, improve the journey time reliability of public transport and conserve and enhance the historic and natural environment, streetscape, safety and general environment of the City Centre:

- i. extending the coverage of the Footstreets to include Fossgate; and
- ii. selective measures for Micklegate

23.40 Two recent studies *York New City Beautiful: Towards an Economic Vision (2010)* and *York City Centre Movement and Accessibility Framework (2011)* considered how York needed to redefine its transportation infrastructure and promote higher quality places and spaces, particularly in the city centre, in order 'to create a more attractive and accessible city'. Both studies made a series of statements or recommendations for improving the public realm in the City Centre, including:

- the city's major development opportunities must be shaped by a new understanding of the elements that define York: the city rivers; the City Walls and gateways; the city's streets, places and spaces; the city as park; the Great Street; and York Central.
- promote a continuous walking and cycling edge along both rivers in the city centre, and opportunities for new and enhanced spaces and squares.
- design public realm that can facilitate a range of civic and cultural activities.
- transform the inner ring road into a network of local streets, parkways and grand avenues.
- enhance the pedestrian and cycle priority between the railway station and the city centre.
- expand the network of footstreets to embody the historic core.
- priority traffic routes allowing restricted access through the 'heart' [of the city] for buses, taxis and cyclists (and service vehicles outside footstreet operational hours). These streets should be reformatted to clearly signal that they are for restricted traffic only.

23.41 Many of the statements and recommendations contained in these studies have been taken forward in Policy T7 and T11.

22.42 The Reinvigorate York initiative identifies schemes for turning Fossgate into a footstreet and intermediate improvements for Micklegate.

Policy T12: Safeguarded Routes and Sites

The following sites not otherwise stated in Policies T2, T3, T4 and T5, will be safeguarded for future transport infrastructure:

- options for potential freight consolidation centre(s) - Designer outlet, or Elvington;
- Crighton Avenue/Wigginton Road junction;

- Piccadilly/Castle Mills Bridge junction;
- freight sidings at Hessay;
- Sterling Road (widening for cycling facilities); and
- Extending the A1237 enhancements (see also Policy T4) along the full length of the A1237 (including grade separated junctions and cycle separated junctions)

23.43 Although transport infrastructure and other measures to be implemented has been identified in policies T2, T3, T4, T5 and T12, land will need to be safeguarded for them, in order to protect them from other development that would otherwise prevent their delivery.

Policy Links

- Section 6 'York City Centre'
- Section 7 'York Central'
- Section 8 'Economy'
- Section 10 'Housing Growth and Distribution'
- Section 13 'Community Facilities'
- Section 15 'Universities'
- Section 18 'Green Belt'
- Section 20 'Climate Change'
- Section 21 'Environmental Quality'
- Section 25 'Infrastructure and Developer Contributions'

Alternatives

Location, layout and accessibility

1. Rely on National Planning Policy Framework (NPPF) to guide accessibility in relation to location/layout of new development
2. Provide generic local criteria to guide accessibility in relation to location / layout of new development
3. **Provide detailed local criteria to guide accessibility in relation to location / layout of new development (this is our preferred approach)**

Sustainable modes of transport

1. Local policies for new development to give priority to car-based transport
2. Local policies for new development to give equal priority to car-based and more sustainable forms of transport, such as public transport, walking and cycling
3. **Local policies for new development to give priority to more sustainable forms of transport, such as public transport, walking and cycling (this is our preferred approach)**

Providing transport capacity to accommodate growth

1. Increase existing road capacity to accommodate traffic generated by proposed level of growth
2. Provide new road capacity to accommodate traffic generated by new development (e.g. new roads)

3. Increase existing capacity for more sustainable modes of transport (walking cycling and public transport) to support proposed level of growth
4. Provide new infrastructure for sustainable modes of transport (walking cycling and public transport) to support new development (e.g. new rail stations, and strategic cycle routes)
5. **Increase existing road capacity, provide new road capacity, increase existing capacity for more sustainable modes of transport and provide new infrastructure for sustainable modes of transport to support new development (this is our preferred approach)**

Determining areas for development and associated transport needs.

1. Rely on NPPF policies to guide transport related development
2. Provide generic local criteria/site allocations to guide transport related development
3. **Provide detailed local criteria/site allocations to guide transport related development (this is our preferred approach)**

Demand management - car parking

1. Adopt a maximum level of car parking provision and apply them rigorously
2. **Adopt another appropriate standards for parking provision and apply them with due regard to the size and nature of the development and local circumstances. (this is our preferred approach)**

Demand management – travel planning

1. Require all new developments to consider demand management (e.g. travel plans)
2. **Require only major development to consider demand management (e.g. travel plans) (this is our preferred approach)**

Transport infrastructure to mitigate local impacts of development

1. Require all new developments to contribute to off-site transport infrastructure to mitigate the impacts of the development
2. **Require only major development developments to contribute to off-site transport infrastructure to mitigate the impacts of the development (this is our preferred approach)**

Question 23.1 This is our preferred approach to sustainable transport do you think this is appropriate or should one of the alternatives or a different approach be taken?

Question 23.2 Do you think the higher degree of transport infrastructure investment in the longer term over and above that already committed or programmed is required or should more low cost 'soft measures' be pursued?

Question 23.3 If you think the higher degree of transport infrastructure investment in the longer term

over and above that already committed or programmed is required do you think it is deliverable and if so how can other agencies and organisations (e.g. scheme promoters or developers) work with the council to deliver it?

Section 24: Communications Infrastructure

National Planning Policy Framework

National Guidance says that:

- advanced, high quality communications infrastructure is essential for sustainable economic growth and that the development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services (Paragraph 42);
- Local Planning Authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband, aiming to keep the numbers of radio and telecommunications masts and the sites for such installations to a minimum consistent with the efficient operation of the network. Existing masts, buildings and other structures should be used, unless the need for a new site has been justified. Where new sites are required, equipment should be sympathetically designed and camouflaged where appropriate (Paragraph 43);
- applications for telecommunications development should be supported by the necessary evidence to justify the proposed development. For a new mast or base station, evidence should be submitted to show that the applicant has explored the possibility of erecting antennas on an existing building, mast or other structure (Paragraph 45); and
- Local Planning Authorities must determine applications on planning grounds and should not seek to prevent competition between different operators, question the need for the telecommunications system, or determine health safeguards if the proposal meets International Commission guidelines for public exposure (Paragraph 46).

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- suitably screened mobile phone masts should be acceptable in Green Belt close to communities they serve and that a strategy for the location of mobile phone masts should be developed taking account of avoiding sensitive locations; and
- advances in communication technology will allow more people to work from home rather than travelling to the office.

Key Evidence Base

- Infrastructure Delivery Plan (2013)

Local Context

The City of York Council is a member of two Local Enterprise Partnerships (LEP): York and North Yorkshire LEP and also the Leeds City Region LEP. The York and North Yorkshire LEP has decided that broadband implementation is a key priority and is setting up a task and finish group to develop opportunities for collaboration.

The Leeds City Region LEP has agreed to develop a broadband strategy for its area, which will include York. £17.8m Broadband Delivery UK funding has been allocated to North Yorkshire and York to provide broadband coverage to those areas not attractive to the open market. City of York Council is taking the appropriate steps to facilitate a collaborative and effective working relationship during (and post) the active York and North Yorkshire procurement process, to optimise the roll-out of broadband provision.

The continued growth in information and communication technologies has the potential to bring economic, social and environmental benefits to York. *The Council Plan 2011 – 2015 (2011)* identifies that high speed broadband coverage is a national objective, assisting businesses to increase the speed and security of information transfer and providing the opportunity for businesses to innovate. In meeting this challenge the Council will work with private sector providers to seek to achieve implementation of a high speed digital network.

The Infrastructure Development Plan (2013) identifies that there are two main fixed-line networks that provide telecommunications access to homes and businesses in York: Openreach (the main access network owned by BT); and Virgin Media (the cable television network). Most residential customers and small businesses access telephone and broadband services via the Openreach network, even if their services are purchased through another provider.

It is noted that telecommunications and broadband coverage in the urban areas of York is generally good and Openreach advise that network capacity will not generally be an issue that shapes or constrains the spatial options for development. Developments in technology (fibre cables), together with extensive ongoing investment in the core of the main networks mean that the capacity and capability of the networks continues to improve in response to demand.

In some instances, telecommunications infrastructure, particularly masts, can have a negative impact on its surrounding environment, such as the visually intrusive masts on the BT Hungate and Cedar Court hotel buildings. This highlights the importance of having planning policy in place to guide telecommunications development.

Preferred Approach

Policy CI1: Communications Infrastructure

Proposals for high quality communications infrastructure will be supported where:

- i. mobile communications infrastructure is located at an existing mast or transmission site, where it is technically and operationally feasible, unless it is particularly visually intrusive ;
- ii. the development is of an appropriate scale and it is sited and designed to not have any adverse impact on safety and security of people and properties and minimise its impact on visual amenity;
- iii. it will be available for use as a shared facility where possible; and

- iv. there are no significant or demonstrable adverse impacts that outweigh the benefits of the scheme, particularly in areas of sensitivity including the Green Belt, strays, green wedges, sites of nature conservation value, conservation areas, listed buildings and their setting and areas of visual importance including key views.

In the interest of visual amenity and improvements to public realm, consideration should be given to the removal of communications infrastructure, including street facilities (equipment cabinets etc), when it ceases to be of operational benefit. In particular the Council will seek the removal and relocation of any visually intrusive masts particularly in the City Centre, as and when the opportunity arises.

Where proposals fall under permitted developments rights, operators are encouraged to notify the Council of any communications infrastructure installations, such as mobile phone antennas.

- 24.1 With the development of new and advanced services the demand for new infrastructure is continuing to grow. The Council supports the enhancement of communications infrastructure whilst at the same time seeking to ensure that the visual and environmental impacts are minimised. Given the special character of York the siting, appearance and visual impact of any telecommunications infrastructure is key and is particularly important for any applications for prior notification of proposed development in respect of permitted development rights, for which criterion ii) and iv) will be applied. It should be noted that not all permitted development requires prior approval. This can range in some cases from the installation of additional antennas on an existing radio mast, to the development of a whole base station on a building, including equipment cabinets and a set of antennas. Whilst there is no longer a statutory requirement to carry out 'licence notifications', operators are encouraged to continue to notify the Council of the installation of mobile phone antennas.
- 24.2 Preference and encouragement will normally be given to mast and site sharing where this is technically possible. However the cumulative impact of additional infrastructure being added to an existing site will need to be taken into account as part of the planning application process. In the interest of visual amenity for example a balanced view may need to be taken between the visual intrusions of adding to existing facilities compared to a new site.
- 24.3 Where new equipment is proposed, which cannot be located on an existing mast or site, at its preferred location, due to technical and operational constraints, operators will be required to provide evidence that they have explored the possibility of utilising alternative existing sites. This is of particular importance where the site falls within an area of sensitivity, such as the Green Belt strays, green wedges, sites of nature conservation value, conservation areas and areas of visual importance including key views, where developers will be requested to submit a feasibility study, carried out by a suitably qualified and independent professional, to justify the provision and location of the new facility. Proposals will be approved wherever possible unless the adverse impacts on the special character of York significantly and demonstrably outweigh the benefits.

- 24.4 Planning obligations may be used to ensure that new sites are available for future mast sharing subject to technical and operational constraints. The rapid pace of technological change within the industry means that fewer installations may be required in the future and so it is important that redundant installations are removed and the site fully restored (including aftercare). Such obligations may also be used to require the expeditious removal of equipment and installations once they cease to be operational. In particular the Council will seek the removal of the visually intrusive masts in the City Centre, such as those masts on the BT Hungate and Cedar Court Hotel buildings as when the opportunity arises. These masts currently have a detrimental visual impact on the York Central Historic Core Conservation Area and former North East Railway Headquarters which is a Grade II* Listed Building.

Policy Links

- Section 16 'Design and the Historic Environment'
- Section 25 'Infrastructure and Developer Contributions'

Alternatives

Communications Infrastructure

1. Rely on the National Planning Policy Framework to guide communications development
2. **Provide a local policy to guide communications development (this is our preferred approach)**

Question 24.1 This is our preferred approach to communications infrastructure do you think this is appropriate or should one of the alternatives or a different approach be taken?



This section looks at how the Council will make sure that developers build the right type of building in the right place whilst making sure that important parts of the environment aren't damaged. It also sets out how the Council can check whether the rules set out in this document are used and whether they work towards making York a better place.

Section 25: Infrastructure and Developer contributions

National Planning Policy Framework

National Guidance says that:

- investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing. In drawing up Local Plans, local planning authorities should:
 - identify priority areas for economic regeneration, infrastructure provision and environmental enhancement (Paragraph 21);
- Local Authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities..... (Paragraph 31);
- plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up, depending on the nature and location of the site, to reduce the need for major transport infrastructure (Paragraph 32);
- Supplementary Planning Documents should be used where they can help applicants make successful applications or aid infrastructure delivery, and should not be used to add unnecessarily to the financial burdens on development (Paragraph 153);
- Local Plans should:
 - plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of this Framework (Paragraph 157);
- Local Planning Authorities should work with other authorities and providers to:
 - assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
 - take account of the need for strategic infrastructure including nationally significant infrastructure within their areas (Paragraph 162);
- to ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable (Paragraph 173);
- the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive

returns to a willing land owner and willing developer to enable the development to be deliverable (Paragraph 174);

- where practical, Community Infrastructure Levy (CIL) charges should be worked up and tested alongside the Local Plan. The CIL should support and incentivise new development, particularly by placing control over a meaningful proportion of the funds raised with the neighbourhoods where development takes place (Paragraph 175);
- it is important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. To facilitate this, it is important that local planning authorities understand district-wide development costs at the time Local Plans are drawn up. For this reason, infrastructure and development policies should be planned at the same time, in the Local Plan. Any affordable housing or local standards requirements that may be applied to development should be assessed at the plan-making stage, where possible, and kept under review (Paragraph 177);
- Local Planning Authorities should work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly co-ordinated and clearly reflected in individual Local Plans. As part of this process, they should consider producing joint planning policies on strategic matters and informal strategies such as joint infrastructure and investment plans (Paragraph 179); and
- Local Planning Authorities will be expected to demonstrate evidence of having effectively cooperated to plan for issues with cross-boundary impacts when their Local Plans are submitted for examination. Cooperation should be a continuous process of engagement from initial thinking through to implementation, resulting in a final position where plans are in place to provide the land and infrastructure necessary to support current and projected future levels of development (Paragraph 181).

You Told Us

Through the Local Development Framework process and Local Plan visioning workshops you've told us that:

- there is a need for a flexible approach to planning gain, that gives greater consideration to financial viability in the level and timing of payments;
- there is support for the clarity, certainty and wider applicability of CIL however others favoured retaining a s106 based approach, expressing concerns over potential delays in delivery associated with pooled monies and difficulties in delivering localised infrastructure. National biodiversity offsetting pilots were also mentioned by a consultee as a potential alternative to Section 106 and/or CIL;
- a number of specific infrastructure types are advocated, including road, rail and bus related, green energy, skills and education related and low emission / air quality related. More specifically some queries were raised as to what schemes would be put into place to improve local facilities and infrastructure. The ability to set local targets and standards was highlighted, and some Parish Council expressed a desire to administrate an element of expenditure in their respective areas;
- the Council should be realistic in what it can gain from Section 106 monies to ensure that development is viable. It was suggested that affordable housing is

what is most important for the city. However, a contrary view put forward is that affordable housing requirements are stifling housing construction;

- Parish Councils rely on S106 monies to improve local facilities and improvement schemes;
- infrastructure, housing and employment all need to be interlinked, and
- a view put forward by some is that Section 106 contributions are totally unaffordable and negotiation is too costly and time consuming with little chance of success. S106 payments and requirements need to be back end loaded.

Key Evidence Base

- Topic Paper 1: Transport Impacts of Local Plan (existing Topic paper on the transport implications of the LDF reviewed and updated) (2013)
- City of York Local Plan Area Wide Viability Study (2013)
- City of York Playing Pitch Strategy (2013)
- City of York Local Transport Plan 2011-2031 (2011)
- 2010 Sub-National Population Projections

Local Context

For York to fulfil its role as a sub-regional economic centre and be a key part of the Leeds City Region it will need to generate approximately 16,100 additional jobs between 2012 and 2030. The housing target for the Plan period (Policy H1) is to provide at least 1,090 dwellings per annum – this minimum target would be commensurate with the level of employment growth forecast in the Plan period, addresses the current shortfall and represents an integrated approach to housing and employment growth. This would equate to a population growth of approx 40,000 people over the Plan period which equates to an annual growth of 2,300 people per annum. The effect of this growth will be to impose increasing demands on York's already highly constrained transport network to take it beyond its current capacity.

As well as providing the necessary infrastructure for a rise in the overall population, increased demand for community facilities and services linked to demographic change, such as an ageing population, means that in planning for our communities it is essential that the Local Plan helps to ensure that the community infrastructure needs of each neighbourhood and the cumulative infrastructure needs are met. These include: utilities (e.g. energy and water), healthcare, emergency services and other facilities.

This infrastructure will be delivered by a wide range of providers, including statutory providers (e.g. utility companies), the local authority, developers and other partner organisations. Up until recently the Council has sought (and pooled) contributions from developers, through Agreement under S106 of the Town and Country Planning Act 1990 to fund necessary local and wider infrastructure associated with development. However, changes to legislation, such the Part 11 of the Planning Act 2008 and the Community Infrastructure Regulations, 2010 relating to Community Infrastructure Levy (CIL) now require a very clear statement to be made regarding the contributions required (from developers) for strategic infrastructure and the contributions required to mitigate the direct local impacts of development.

The mechanisms for securing funding for strategic infrastructure (including the role of S106 contributions and CIL) are set out in a supporting Infrastructure Delivery Plan (IDP).

Preferred Approach

Policy IDC1: Infrastructure and Developer Contributions

New development will be supported by appropriate physical, social and economic infrastructure provision. New development will not be permitted unless:

- the infrastructure required to service the development is available, and
- the necessary infrastructure to meet the local and wider (strategic) demand generated by the development can be provided and coordinated.

The Council will seek contributions from developers to ensure that the necessary infrastructure is in place to support future development in York. Contributions will be sought to fund strategic infrastructure that helps to deliver the Vision, Spatial Strategy and Objectives of the Local Plan, as well as specific infrastructure that is necessary to deliver an individual site.

The required strategic infrastructure, the timescale for its delivery and the anticipated funding streams for its provision (including the role of S106 contributions and CIL) are set out in a supporting Infrastructure Delivery Plan.

- 25.1 This policy is concerned with ensuring that the physical, social and green infrastructure needed to support the amount and distribution of development proposed is delivered. It is critical that new development is supported by appropriate infrastructure to ensure the creation of sustainable communities. The Council is committed to the comprehensive delivery of the Local Plan and the National Planning Policy Framework. A key element of delivery will be to ensure that the infrastructure needed to support development is provided and funded.
- 25.2 Infrastructure will be funded from a mix of sources including Council budgets, national Government funding, funding from other public bodies and agencies, as well as developer contributions. Developers will be required to contribute to the provision of infrastructure necessary to mitigate the local impacts of their development and ensure their development achieves wider objectives of the Local Plan, in line with the principles of sustainable development. The Council will prepare a further planning document which will set out the mechanism through which developer contributions will be sought.
- 25.3 Planning obligations (including contributions) will be sought in accordance with Government policy. Recent legislation has resulted in some reforms to restrict the use of planning obligations coming into effect and others that will take effect from April 2014. For example, Part 11 of the Planning Act 2008 provided for the introduction of the Community Infrastructure Levy (CIL) and the Community

Infrastructure Regulations, 2010 set out the detail of how CIL will be used to pool contributions from a variety of new developments to fund infrastructure. The Council will consider whether it is appropriate to collect contributions on a city-wide or area basis in order to help fund certain elements of strategic infrastructure that will be required to deliver all future development or the development of a particular area of the City. However under the CIL regulations, the Council's ability to pool S106 contributions will be limited, post April 2014.

- 25.4 The implementation of the Local Plan will be supported by the Infrastructure Delivery Plan (IDP). The IDP identifies future infrastructure requirements in more detail and sets out when and how they will be delivered, as well as how they will be funded. The IDP also sets out the type and amount of developer contributions required toward, but not limited to, the provision of the types of site specific and strategic infrastructure listed below, with a principal focus on strategic infrastructure:

Create Jobs and Grow the Economy

- low emission improvement measures

Get York Moving

- sustainable transport – including pedestrian, cycle and public transport schemes;
- transport infrastructure schemes; travel behavioural change measures; travel plans; and appropriate parking provision;

Build Strong Communities/Get York Building

- affordable housing
- community facilities
- education
- sports pitches
- CCTV
- healthcare facilities
- emergency services
- utilities
- public realm improvements
- protection and improvement of the historic environment
- public art

Protect the Environment

- green infrastructure including public open space (including sports pitches)
- drainage and flood protection measures
- renewable energy schemes
- waste facilities
- land contamination
- environmental improvements.

- 25.5 For the 'Get York Moving' elements, preliminary transport modelling predicts that the number of trips undertaken on the highway network overall could increase by approximately 2.5% per year, on average, over the Local Plan period and could lead to significant increases in delay on it. The council will, therefore, work with developers and other organisations to deliver higher levels of investment in transport infrastructure and services, over and above that which is:
- committed or programmed;
 - required to access development, or
 - required to mitigate the direct local impacts of development.
- 25.6 Strong emphasis will be placed on providing improvements to public transport and more active forms of transport, particularly as access to these forms of transport were key considerations in determining the accessibility of sites for their allocation within the plan. However, it is also acknowledged that major enhancements to the highway network will also be necessary.
- 25.7 Much of the infrastructure will be delivered in accordance with other policies in the Local Plan, for example Policy CF1 'Community Facilities', Policy ST2 'Strategic Public Transport Improvements,' and Policy GI5 'New Open Space', and relevant Supplementary Planning Documents (SPDs).
- 25.8 It is recognised that contributions should not prejudice the delivery of sustainable development that supports the Local Plan. If it is claimed that a development is unable to support the costs of contributions (other than those essential to allow the development to proceed) then this would be the subject of negotiations (see also Section 5). In such cases, the developer will have to demonstrate non-viability via an 'open book' approach. Normal development costs and the costs of high quality materials and urban design considerations are universally applicable and will not be allowed for in negotiations to reduce contributions.
- 25.9 Section 26 'Delivery and Monitoring' identifies the key delivery agencies and mechanisms for implementing the Local Plan policies. Delivery will be monitored throughout the plan period via the Annual Monitoring Report.

Alternatives

Infrastructure

1. Do not require physical, social and economic infrastructure to be in place prior to development
2. **Require physical, social and economic infrastructure be in place prior to development (this is our preferred approach)**

Developer Contributions

1. Do not require developers to contribute to strategic infrastructure development, use existing obligations method
2. **Require developers to contribute to strategic infrastructure development on the basis of development type city-wide (this is our preferred approach to strategic infrastructure)**

- 3. Require developers to contribute to strategic infrastructure development on the basis of development type by location (this is our preferred approach to specific infrastructure)**

Question 25.1 This is our preferred approach to infrastructure and Developer contributions do you think this is appropriate or should one of the alternatives or a different approach be taken?

Section 26: Delivery and Monitoring

Delivery

- 26.1 York's Local Plan has been prepared by the Council but it is the spatial expression of the Without Walls Partnership's Strategy for York (SfY). The Local Plan will help to deliver the aims and objectives of the SfY and it will be critical to work with the Without Walls partners to deliver these common objectives. As well as reflecting the SfY objectives the Local Plan will have been prepared with the involvement of the public and a wide range of other stakeholders at various stages in its production. The stakeholders include statutory consultees such as Natural England and the Environment Agency; local community groups and organisations; developers and landowners; and public sector bodies and agencies. The delivery of the Local Plan will be dependent on the involvement of many of these organisations. The key ways of delivering the strategy are as follows.

Further Policy Development

- 26.2 For some Local Plan policies further detail will need to be set out in other supporting documents, such as supplementary planning documents (SPDs). The Council will prepare these documents with the involvement of key stakeholders and the wider public in accordance with the *Statement of Community Involvement (2007)*.

Private Developers

- 26.3 Most of the Local Plan objectives will be delivered through new private sector development. The Council will work with the private sector to ensure that development comes forward which fits with the vision and objectives of the Local Plan and to balance policy requirements with site viability.

Planning Applications

- 26.4 The Council will have a role in delivering the SfY through many of its Council functions such as education, leisure and waste. However, a key role will be as the local Planning Authority for the determination of planning applications. Planning decisions will be made by the Council in accordance with the vision, objectives and policies set out in the Local Plan and other supporting documents (e.g. the Strategic Flood Risk Assessment and SPDs). The public will have the opportunity to comment on applications in line with the processes set out in the *Statement of Community Involvement (2007)*.

Service Delivery

- 26.5 In preparing the Local Plan, the Council has considered the requirements of other public service providers. Delivering many of these services will be critical to delivering the Local Plan objectives. The Council will continue to work with these service providers in delivering the Local Plan. In some cases this will be done through the Without Walls Partnership.

Essential Infrastructure

- 26.6 An essential element of delivering the Local Plan will be the implementation of key pieces of infrastructure. Developers will, in addition to providing the infrastructure to service their development and mitigate their direct local impacts, be required to contribute to the provision of infrastructure necessary to ensure their development achieves wider Local Plan objectives, and is in line with the principles of sustainable development. Some elements of strategic infrastructure are considered to be essential to address the cumulative impacts of development across the city as a whole and, therefore, relate to every development that comes forward in the plan period. It may, therefore, be appropriate to collect contributions (or a levy) on a city-wide or area basis in order to help fund infrastructure that will be required to deliver all future development or all development in a particular area of the city, subject to the requirements and limitations of legislation
- 26.7 It will not be possible to fund, and hence deliver all essential infrastructure, particularly major schemes such as strategic transport projects, through developer contributions alone. Therefore, in addition to developer contributions some infrastructure will be delivered by the infrastructure provider through securing either public sector funding or private finance.
- 26.8 It is likely that all development will require a certain level of new infrastructure provision. However, certain elements of strategic infrastructure are considered to be essential to deliver the overall level, location and type of development identified in York's Local Plan. Essential strategic infrastructure is anticipated to fall within the following broad categories:
- transport;
 - utilities;
 - health facilities;
 - emergency services;
 - affordable housing;
 - flood mitigation;
 - waste facilities;
 - education;
 - green infrastructure including open space; and
 - community facilities.
- 26.9 In consultation with infrastructure providers the Infrastructure Delivery Plan (IDP) will identify the essential infrastructure required to support the Local Plan and outline how this will be funded. Where developer contributions are required these will be sought in accordance with Policy IDC1 of this Plan. Further details on the level and type of contribution will be set out in a future planning document on infrastructure and contributions.

Monitoring

- 26.10 Preparation of the Local Plan is part of an ongoing process that must involve monitoring the success and progress of its policies to make sure it is achieving its

objectives and making necessary adjustments to the plan if the monitoring process reveals that changes are needed. This enables the Local Plan to maintain sufficient flexibility to adapt to changing circumstances.

26.11 It is essential that the Local Plan allows mechanisms to:

- monitor the strategy's preparation and outcomes by reviewing its performance, effectiveness and relevance; and
- manage its implementation by taking early action to overcome barriers to delivery, or reviewing the strategy to meet changing circumstances.

26.12 The Plan's general objectives are outlined in Section 3 'Vision' of the Local Plan. These inform a series of targets, on which the individual policies are based. The targets are shown at Table 26.1 below. Additionally, as the Local Plan has been developed, the policies and proposals have been assessed against key objectives and targets included in the Sustainability Appraisal, to assess their contribution towards promoting sustainable development.

26.13 A key requirement of the Planning and Compulsory Purchase Act 2004 was the production of an Annual Monitoring Report (AMR) which sets out the progress in moving towards a Local Plan (formerly Local Development Framework) and the implementation of policies. However, the Localism Act 2011 removed the requirement for local authorities to prepare and submit an AMR to Government, although local authorities still retain the overall duty to monitor issues relevant to the development and implementation of planning policies. Therefore, the AMR approach will still form the basis of the monitoring process for the Local Plan.

26.14 Since the withdrawal of guidance on local plan monitoring and the subsequent changes through the Localism Act, it is a matter for each planning authority to decide what to include in their monitoring reports, whilst ensuring that they are prepared in accordance with relevant UK and EU legislation. The Council is no longer required to report the former National Core Output Indicators, although it is important to ensure that data on key issues such as housing and employment can be reported on a consistent basis to enable comparison at regional and national level. Authority Reports (AR's) replace AMRs, which focus on what is most appropriate to the communities, in the interests of transparency.

26.15 Table 26.1 at the end of this section outlines indicators for each policy, showing how progress against the objectives and targets will be measured. The table also indicates how each policy will be implemented and the partners involved in its delivery. It is centred on the monitoring undertaken through the Council's AR and its requirement to undertake monitoring of its policies.

Risks and Contingencies

- 26.16 In considering the delivery and monitoring of policies it is important to identify any risks that might impact on delivery and to consider what contingencies could be introduced to respond to these risks. The key risks are considered to be:
- non-delivery of key development sites: this could be due to a lack of developer or landowner interest in developing a site for a particular use or issues with site viability or available funding;
 - delays in production of supporting planning documents: the implementation of some policies might be prevented if various SPDs and other studies are not prepared and adopted;
 - lack of sufficient funding: the delivery of the Local Plan is dependent on funding being available from both the private sector and public bodies;
 - non-delivery of essential infrastructure: this might occur as a result of funding not being available at the time the infrastructure is required. The IDP will consider the potential risks and contingencies associated with each type of essential infrastructure; and
 - failure to meet key targets: issues with funding and site viability may also mean that it is not possible to achieve Local Plan targets, for example on renewable energy or emissions. It may also be caused by the Submission of low quality information, such as poor sustainability statements, by applicants.
- 26.17 In response to non-delivery of specific sites, the Council would seek further engagement with landowners and developers to identify why development is not coming forward and to develop ways of overcoming any obstacles. At a more strategic level this could involve working with partners to consider further measures to make sites or areas more attractive to investors. Delays in the production of key planning documents might necessitate certain documents or studies to be prioritised. With regard to funding and the non-delivery of infrastructure, it may be necessary to explore alternative funding sources and ultimately to review the IDP. Failure to meet key targets, for example on sustainable design and construction, Green Infrastructure or urban design could be addressed through further engagement with key organisations such as English Heritage and the Environment Agency and through the development of further guidance such as SPDs.
- 26.18 The availability and delivery of sites will be monitored annually. This will enable allocations to be reviewed if targets are not being met. For example, the re-phasing of sites could bring sites forward or push them back in housing trajectory, as necessary, to ensure a continuous 5 year supply. If issues with delivering policies cannot be overcome through these measures then it would be necessary to review the Local Plan policies and the development levels contained within them. This would be primarily informed by the comprehensive monitoring information provided through the AMR.

Table 26.1 Delivery and Monitoring

Policy	Targets	Indicators (Local Indicators unless shown otherwise)	Key delivery partners	How will the policy be implemented?	Which Sustainability Appraisal objectives this policy meets <i>(additional SA objectives may be met dependant on how each policy is implemented)</i>
<p>Section 4: Sustainable Development</p> <p>SD1:Sustainable Development</p>	<ul style="list-style-type: none"> • Development to reflect the presumption in favour of sustainable development, as set out in the NPPF; • Development to be in line with the sustainability statements set out in Policy SD1, which are further considered in subsequent chapters of the plan. 	<p>As Section 4 (Sustainable Development) sets the overarching approach to development, the indicators for the other policies will be used to judge the success of the approach used to ensure sustainable development.</p>	<ul style="list-style-type: none"> • City of York; • Council (CYC) • Developers; • Landowners. 	<ul style="list-style-type: none"> • Through all Local Plan policies. 	<p>1 to 15 inclusive</p>

<p>Section 5: Spatial Strategy</p> <p>SS1:York Sub Area</p> <p>SS2:Delivering Sustainable Growth for York</p> <p>SS3:Spatial Distribution</p> <p>SS4:Strategic Sites Development Principles</p>	<p>Proposals to adhere to the criteria set out in these chapters in order to be deemed sustainable.</p> <ul style="list-style-type: none"> All future development to be in conformity with spatial strategy; No development to prejudice the potential longer term development needs on the identified sites. 	<p>As Section 5 (Spatial Strategy) sets the overarching approach to development, the indicators for the other policies will be used to judge the success of the Spatial Strategy.</p>	<ul style="list-style-type: none"> CYC; Neighbouring Local Authorities; Infrastructure Delivery Partners; Developers; Landowners. 	<ul style="list-style-type: none"> Through all Local Plan policies; Planning applications; Developer contributions; Supplementary Planning Documents for Strategic Sites. 	<p>1 to 15 inclusive</p>
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SS5: The Role of York's Green Belt						
SS6: Safeguarded Land						
Section 6: York City Centre						
YCC1: York City Centre	<ul style="list-style-type: none"> Provision of 12,000sq m office floorspace (B1a) at Hungate; Provision of up to 25,000sq m net retail (A1) at Castle Piccadilly. 	<ul style="list-style-type: none"> Amount of completed office floorspace at Hungate; Amount of completed retail floorspace at Castle Piccadilly. 	<ul style="list-style-type: none"> CYC; Developers; Infrastructure Delivery Partners. 	<ul style="list-style-type: none"> Planning applications; Developer contributions. 	3, 4, 5, 6, 7 and 9	
Section 7: York Central						
YC1: York Central Special Policy Area	<ul style="list-style-type: none"> Provision of around 450 dwellings; Provision of up to 80,000sq m of office (B1a). 	<ul style="list-style-type: none"> Number of dwellings completed on York Central; Amount of employment floorspace completed on York Central. 	<ul style="list-style-type: none"> CYC; Developers; York Central landowners; Infrastructure delivery partners. 	<ul style="list-style-type: none"> Planning applications; Developer contributions. 	1, 2, 3, 4, 5, 6, 7, 9, 12, 14 and 15	
Section 8: Economy						
EMP1: Strategic Employment	<ul style="list-style-type: none"> Provision of sufficient employment land and development to provide 16,169 additional jobs; Delivery of 	<ul style="list-style-type: none"> Total amount of additional employment floorspace by type (gross and net); Employment land 	<ul style="list-style-type: none"> CYC; Developers; Landowners; Inward investors; Inward Investment 	<ul style="list-style-type: none"> Planning applications; Developer contributions. 	2, 3, 4, 6, and 9	

<p>Locations</p>	<p>employment development in the strategic locations identified in Policies EMP1 & EMP2;</p> <ul style="list-style-type: none"> • Delivery of economic growth in the health and social care sectors; • No loss of employment land that does not meet the requirements of the policy; • The number of business and industrial premises within residential areas which have a harmful impact is reduced. 	<p>available by type (in hectares);</p> <ul style="list-style-type: none"> • Amount of additional employment land (hectares) developed for B1, B2 and B8; • Losses of employment land in i) employment areas and ii) local authority area; • Number of jobs created per annum; • Number of knowledge based jobs and % increase on previous monitoring year; • Number of jobs in health and social care sectors; • Number of incidences of reported issues. 	<p>Board;</p> <ul style="list-style-type: none"> • Higher and Further education establishments; • Infrastructure delivery partners; • Businesses. 		
<p>EMP2:Provision of Employment Land</p>					
<p>EMP3: Economic Growth in the Health and Social Care Sectors</p>					
<p>EMP4:Loss of Employment Land</p>					
<p>EMP5:Business and Industrial Uses within Residential Areas</p>					
<p>Section 9: Retail</p>	<ul style="list-style-type: none"> • To maintain or improve the performance of the 	<ul style="list-style-type: none"> • Amount of completed retail, office and leisure 	<ul style="list-style-type: none"> • CYC; • Developers; • Landowners; 	<ul style="list-style-type: none"> • Planning applications. 	<p>2, 3, 4, 5, 6, 9, 13, 14 and 15</p>

<p>R1:Retail Hierarchy</p> <p>R2:District Centres, Local Centres and Neighbourhood Parades</p> <p>R3:York City Centre Retail</p> <p>R4:Out of Centre Retailing</p>	<p>City Centre, District Centres and local centres on key retail health check indicators year on year these will include vacancy rates, comparison goods floorspace, turnover, market share and retail rates);</p> <ul style="list-style-type: none"> • Increase in retail floorspace in the primary shopping area and in key edge of centre locations identified in the policy; • No large scale (over 200sqm) retail development permitted in out of centre locations. 	<p>development in the City Centre;</p> <ul style="list-style-type: none"> • Amount of completed A1 (Food and non food) floorspace (gross and net) by location; • Amount of completed A2-A5 floorspace (gross and net) by location; • Town Centre Health Check Indicators to be monitored through the AMR where data is available – to include: <ul style="list-style-type: none"> • Diversity of main town centre uses (by number, type and amount of floorspace) • Shopping rents (pattern of movements in Zone A rents within primary shopping areas) 	<ul style="list-style-type: none"> • Retailers. 	
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<p>Section 10: Housing Growth and Distribution</p> <p>H1:The Scale of Housing Growth</p> <p>H2:Existing Housing Commitments</p> <p>H3:Housing</p>	<ul style="list-style-type: none"> • Delivery of at least 21,936 dwellings in the period 1st October 2012 to 31st March 2030; • Delivery of 1,250 dwellings per annum; • Maintaining a supply of deliverable housing sites to meet housing targets; • Achieve the density standards set out in the policy. 	<ul style="list-style-type: none"> • Proportion of vacant street level property and length of time properties have been vacant • Pedestrian flows (footfall) and • Customer and residents views and behaviour. • Net additional homes provided; • Supply of ready to develop housing sites; • % of new houses completed at densities in the policy 	<ul style="list-style-type: none"> • CYC; • Developers; • Landowners. 	<ul style="list-style-type: none"> • Planning application; • Supplementary Planning Documents for Strategic sites; • Developer contributions. 	<p>1, 2, 5, 6, 9, 10, 12, 14 and 15</p>
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<p>Allocations</p> <p>H4:Density of Residential Development</p>					
<p>Section 11: Aiding Choice in the Housing Market</p>	<ul style="list-style-type: none"> At least 70% of homes delivered over the plan period will be houses rather than flats; Delivery of sites for 53 additional permanent gypsy and traveller pitches by 2024/25; Delivery of sites to accommodate 21 permanent plots for showpeople by 2024/25; 100% of new homes built to Lifetime Homes standard; Maintain concentrations of HMO's at no more than 20% at the neighbourhood level and 10% at the 	<ul style="list-style-type: none"> % split of houses / flats; Net additional gypsy, traveller and showpeople's pitches; Proportion of new homes meeting Lifetime Homes Standard; Number and location of new houses in multiple occupation; Number of new specialist housing schemes. 	<ul style="list-style-type: none"> CYC; Developers; Housing Associations; Registered Social Landlords; Landowners; Travelling community; Further and Higher education establishments. 	<ul style="list-style-type: none"> Planning applications; Developer contributions. 	<p>1, 2, 5, 7 and 9</p>
<p>ACHM1:Balancing the Housing Market</p>					
<p>ACHM2:Housing Mix</p>					
<p>ACHM3:Gypsy, Traveller and Showpeople Allocations</p>					

<p>ACHM4: Sites for Gypsies, Travellers and Showpeople</p> <p>ACHM5: Student Housing</p> <p>ACHM6: Houses in Multiple Occupation</p>	<p>street level;</p> <ul style="list-style-type: none"> Increase in the provision of specialist housing schemes such as accommodation for those with severe learning disabilities, physical disabilities and dementia; Increase in purpose built student accommodation. 				
<p>Section 12: Affordable Housing</p> <p>AH1: Affordable Housing</p>	<ul style="list-style-type: none"> Percentage of schemes achieving the dynamic target, and number of affordable homes provided; Delivery of Affordable Housing Supplementary Planning Document (SPD); Annual update of Dynamic Viability Model; 	<ul style="list-style-type: none"> Number of affordable homes delivered (gross); Gross affordable Housing Completions; Affordable housing mix broken down by 1, 2, 3 and 4+ beds; % of schemes delivering affordable 	<ul style="list-style-type: none"> CYC; Developers; Housing Associations; Registered Social Landlords; Landowners. 	<ul style="list-style-type: none"> Affordable Housing SPD; Annual Review of the Dynamic Viability Model; Use of planning obligations or conditions to secure affordable housing; Planning applications. 	<p>1, 2 and 5</p>

	<ul style="list-style-type: none"> Percentage of schemes delivering more affordable housing than the required dynamic targets; Maintain an up to date and appropriate assessment of local housing need. 	<p>housing that meets the target set out in the Dynamic Viability Model.</p>			
<p>Section 13: Community Facilities</p> <p>CF1:Community Facilities</p> <p>CF2:Built Sports Facilities</p> <p>CF3:Childcare provision</p>	<ul style="list-style-type: none"> All new community facilities to be in locations that are accessible by walking and cycling and a maximum of five minutes (400m) walk away from a bus route offering a 15 minute frequency; No planning applications to result in the overall loss of community facilities for which there is an established need; Maintain an up to date Built Sports Facilities Strategy 	<ul style="list-style-type: none"> % of new facilities within 400m of a bus route; Loss of community facilities; Date of Built Sports Facilities Strategy and Action Plan. 	<ul style="list-style-type: none"> CYC; Developers; Infrastructure Delivery Partners; Community Groups. 	<ul style="list-style-type: none"> Developer contributions. 	<p>2, 5, 6, 7 and 9</p>

<p>CF4:Healthcare and Emergency Services</p>	<p>and Action Plan to identify community sports provision needs.</p>	<ul style="list-style-type: none"> • Meet the identified education, skills and training needs of children and young people, adults, families, communities and employers in modern education facilities; • Reduce the number of primary and secondary schools with a deficiency in playing fields and pitches; • Increase in those staying in further education and training up to 18 years; • Reduce the number of 16 to 18 year olds who are not in education, employment or 	<ul style="list-style-type: none"> • Number of 16-18 year olds in education or employment or training; • Number of educational facilities that are available for use by the wider community. 	<ul style="list-style-type: none"> • CYC; • Education providers; • Developers. 	<ul style="list-style-type: none"> • Sustainable Design and Construction SPD; • Planning applications; • Developer contributions. 	<p>2, 3, 4, 5 and 6</p>
<p>Section 14: Education, Skills and Training</p> <p>EST1:Preschool, Primary and Secondary Education</p>	<p>and Action Plan to identify community sports provision needs.</p>	<ul style="list-style-type: none"> • Meet the identified education, skills and training needs of children and young people, adults, families, communities and employers in modern education facilities; • Reduce the number of primary and secondary schools with a deficiency in playing fields and pitches; • Increase in those staying in further education and training up to 18 years; • Reduce the number of 16 to 18 year olds who are not in education, employment or 	<ul style="list-style-type: none"> • Number of 16-18 year olds in education or employment or training; • Number of educational facilities that are available for use by the wider community. 	<ul style="list-style-type: none"> • CYC; • Education providers; • Developers. 	<ul style="list-style-type: none"> • Sustainable Design and Construction SPD; • Planning applications; • Developer contributions. 	<p>2, 3, 4, 5 and 6</p>
<p>EST2:Further and Higher Education</p>	<p>and Action Plan to identify community sports provision needs.</p>	<ul style="list-style-type: none"> • Meet the identified education, skills and training needs of children and young people, adults, families, communities and employers in modern education facilities; • Reduce the number of primary and secondary schools with a deficiency in playing fields and pitches; • Increase in those staying in further education and training up to 18 years; • Reduce the number of 16 to 18 year olds who are not in education, employment or 	<ul style="list-style-type: none"> • Number of 16-18 year olds in education or employment or training; • Number of educational facilities that are available for use by the wider community. 	<ul style="list-style-type: none"> • CYC; • Education providers; • Developers. 	<ul style="list-style-type: none"> • Sustainable Design and Construction SPD; • Planning applications; • Developer contributions. 	<p>2, 3, 4, 5 and 6</p>
<p>EST3:Community Access to Sports and Cultural Facilities on Education Sites</p>	<p>and Action Plan to identify community sports provision needs.</p>	<ul style="list-style-type: none"> • Meet the identified education, skills and training needs of children and young people, adults, families, communities and employers in modern education facilities; • Reduce the number of primary and secondary schools with a deficiency in playing fields and pitches; • Increase in those staying in further education and training up to 18 years; • Reduce the number of 16 to 18 year olds who are not in education, employment or 	<ul style="list-style-type: none"> • Number of 16-18 year olds in education or employment or training; • Number of educational facilities that are available for use by the wider community. 	<ul style="list-style-type: none"> • CYC; • Education providers; • Developers. 	<ul style="list-style-type: none"> • Sustainable Design and Construction SPD; • Planning applications; • Developer contributions. 	<p>2, 3, 4, 5 and 6</p>

<p>EST4: Targeted Recruitment and Training</p>	<p>training;</p> <ul style="list-style-type: none"> • Increase the number of training opportunities for the existing workforce; • Increase in the number of facilities on educational premises that are available for use by the wider community. 				
<p>Section 15: Universities</p> <p>U1: University of York Campuses</p> <p>U2: Heslington West</p> <p>U3: Heslington East</p>	<ul style="list-style-type: none"> • Increase in on-campus purpose built student accommodation bedspaces. 	<ul style="list-style-type: none"> • Number of new on-campus bed spaces. 	<ul style="list-style-type: none"> • CYC; • Higher education establishments; • Developers. 	<ul style="list-style-type: none"> • Planning applications. 	<p>1 to 15 inclusive</p>

U4:Lord Mayor's Walk					
U5:York St. John University Allocations					
Section 16: Design and the Historic Environment					2, 5, 8, 9, 13, 14 and 15
DHE1:Design and Historic Environment	<ul style="list-style-type: none"> Review of York's archaeological resource, updating 'The York Development And Archaeology Study (1991)' undertaken by Arup and the University of York; Delivery of a Local Heritage List for York Supplementary Planning Document; Delivery of the Historic Environment Characterisation Project; All proposals for strategic allocations to be accompanied by detailed 	<ul style="list-style-type: none"> Progress on the preparation of characterisation studies for key strategic sites; Progress on the preparation of Conservation Area Appraisal for the Central Historic Core; Progress of the City Centre Area Action Plan to be monitored; Number of planning applications referred to English Heritage; Number of 	<ul style="list-style-type: none"> CYC; Developers; English Heritage. 	<ul style="list-style-type: none"> York Streetscape Strategy and Guidance; Local Heritage List Supplementary Planning Document; Conservation Area Appraisals; Heritage Statements; Historic Environment Record; Developer contributions. 	
DHE2:Heritage Assets					
DHE3:Landscape and Setting					

<p>DHE4:Building Heights and Views</p>	<p>masterplanning, the use of design briefs and/or design codes;</p> <ul style="list-style-type: none"> Ongoing programme of Conservation Area Character Appraisal and review of the City's Conservation Areas; Ongoing development of the York Historic Environment Record. 	<p>planning applications approved despite sustained objection from English Heritage;</p> <ul style="list-style-type: none"> Number of buildings on the At Risk Register; Stock of Grade 1, 2 & 2* listed buildings; Number of Scheduled Ancient Monuments and the Number at risk; Number of Conservation Areas in York; % of Conservation Areas with an up to date character appraisal; % of Conservation Areas with published management proposals. 			
<p>DHE5:Streets and Spaces</p>					
<p>DHE6:Conservation Areas</p>					
<p>DHE7:Listed Buildings</p>					
<p>DHE8:Shopfronts in Historic Locations</p>					
<p>DHE9:Advertisem ents in Historic Locations</p>					

<p>DHE10:Security Shutters in Historic Locations</p> <p>DHE11:York City Walls and St Mary's Abbey ('York Walls')</p> <p>DHE12:Archaeology</p> <p>DHE13:Historic Parks and Gardens</p> <p>DHE14:City of York Historic Environment Record</p> <p>Section 17:</p>					
	<ul style="list-style-type: none"> • Work towards 	<ul style="list-style-type: none"> • Proportion of 	<ul style="list-style-type: none"> • CYC 	<ul style="list-style-type: none"> • Green 	<ul style="list-style-type: none"> 2, 6, 8, 9, 13, 14

<p>Green Infrastructure</p>	<p>achieving the open space standards set out in current evidence base;</p> <ul style="list-style-type: none"> No loss of recreational open space provision for which there is identified need, and overall increase in provision of recreational open space; Increase in the percentage of Sites of Special Scientific Interests (SSSIs) in favourable condition, or unfavourable but recovering; Increase in the number and percentage of Sites of Importance for Nature Conservation (SINC) in favourable or improving condition; No loss of ancient woodland or veteran trees outside 	<p>Local Sites where positive conservation management has been or is being implemented;</p> <ul style="list-style-type: none"> Change in areas and population of biodiversity importance, including: loss and addition of priority habitats and species (by type); and change in areas designated for their intrinsic environmental value including sites of international, national, regional, sub regional or local significance; Amount of eligible open spaces managed to Green Flag award status; % of recognised 	<ul style="list-style-type: none"> Developers; Natural England; Sport England; Community Groups. 	<p>Infrastructure Strategy;</p> <ul style="list-style-type: none"> Tree Strategy Planning Applications; Developer contributions. 	<p>and 15</p>
<p>G11:Green Infrastructure</p>					
<p>G12:Biodiversity</p>					
<p>G13:Trees</p>					
<p>G14:Open Space and Playing Pitches</p>					
<p>G15:New Open Space</p>					
<p>G16:Green Corridors</p>					

<p>GI7: Access to Nature</p>	<p>protected areas, and no net loss of trees overall;</p> <ul style="list-style-type: none"> • Increase in the number and extent of recognised green corridors; • Annual increase in trees and heritage woodland; • Increase in number of Local Authority managed parks and open spaces with current Green Flag award. 	<p>wildlife sites in favourable condition in current Local Biodiversity Audit;</p> <ul style="list-style-type: none"> • % of population with 20+ha of accessible woodland and semi natural green space within 4k of their homes; • % of population with 2ha+ area of accessible woodland and semi natural green space within 500m of their homes; • Condition of RAMSAR, SPA, SAC, SSSI and LNR's; • Annual increase in woodland (ha); • Amount of new accessible open space provided as part of 			
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		<p>residential developments (ha);</p> <ul style="list-style-type: none"> • Amount of new accessible open space provided in areas of deficiency; • Open space monitoring in line with Open Space, Sport and Recreation Study and distances to open space types; • Number and extent of recognised green corridors; 			
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<p>Section 18: Green Belt</p>	<ul style="list-style-type: none"> To avoid inappropriate development which would be seen as harmful to the Green Belt; To preserve the setting and special character of York. 	<ul style="list-style-type: none"> % of applications approved in the Green Belt that are compliant with Green Belt policy. 	<ul style="list-style-type: none"> CYC; Developers; Landowners; Housing Associations; Registered Social Landlords. 	<ul style="list-style-type: none"> Local Housing Needs Assessments; Planning applications. 	<p>2, 14 and 15</p>
<p>GB1:Development in the Green Belt</p>					
<p>GB2:Development in Settlements “Washed Over” by the Green Belt</p>					
<p>GB3:Reuse of Buildings</p>					
<p>GB4:”Exception” Sites for Affordable Housing in the Green Belt</p>					
<p>GB5:Major Developed Sites in</p>					

<p>the Green Belt</p>					
<p>Section 19: Flood Risk Management</p> <p>FR1:Flood Risk</p> <p>FR2:Surface Water Management</p> <p>FR3:Ground Water Management</p>	<ul style="list-style-type: none"> No development permitted in flood risk areas against Environment Agency advice; All development to have sustainable drainage systems; Surface water flows from new development restricted to 70% existing (Brownfield), 100% existing (Greenfield); No new development to have ground water or land drainage connected to public sewers. 	<ul style="list-style-type: none"> Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds; % of new dwellings in flood risk zones 2, 3a and 3b; % of new development incorporating SUDS (Sustainable Drainage Systems); Number of developments (Brownfield and Greenfield) achieving the targets for run off rates; No. of developments where ground 	<ul style="list-style-type: none"> CYC; Developers; Environment Agency. 	<ul style="list-style-type: none"> Planning applications; Sustainable Design and Construction SPD; Developer contributions; Flood Risk Assessments. 	<p>9, 10, 13, 14 and 15</p>

<p>Section 20: Climate Change</p> <p>CC1:Supporting Renewable Energy and Low Carbon Energy Generation</p> <p>CC2:Sustainable Design and Construction</p>	<ul style="list-style-type: none"> To increase the amount of renewable energy generation (wind and hydro) in York in line with Renewable Energy Strategic Viability Study for York 2010; To increase the number of Sustainability and Sustainable Energy Statements produced by applicants; All new development to achieve the following; <ul style="list-style-type: none"> New Build Residential Development: Code for Sustainable Homes Level 4; Conversions of existing buildings and changes of use to residential, to achieve BREEAM 	<p>water or land drainage is connected to public sewers.</p> <ul style="list-style-type: none"> Renewable energy capacity installed by type; CO₂ reduction from local authority operations; Per capita reduction in CO₂ emissions in the LA area; Planning to adapt to climate change. 	<ul style="list-style-type: none"> CYC; Developers; Renewable Energy developers. 	<ul style="list-style-type: none"> Sustainable Design and Construction SPD; Sustainability Statements; Sustainable Energy Statements; Planning applications. 	<p>2, 7 and 11</p>
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	<p>Eco-Homes 'Very Good';</p> <ul style="list-style-type: none"> Minor Non-residential Developments: BREEAM 'Very Good' and Major Non-residential Developments: BREEAM 'Excellent'; <ul style="list-style-type: none"> All development proposals of 10 dwellings or more or non-residential schemes over 1000m² to integrate Combined Heat and Power and district / block heating networks. 				
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<p>Section 21: Environmental Quality</p> <p>EQ1: Air Quality</p> <p>EQ2: Managing Environmental Quality</p> <p>EQ3: Land Contamination</p>	<ul style="list-style-type: none"> • Meet national annual mean NO₂ legal requirement at all relevant locations in the City; • Meet national annual mean PM₁₀ legal requirement at all relevant locations in the City; • Improvements in air quality at relevant locations within Air Quality Management Areas (based on five year averages), ultimately leading to the revocation of all Air Quality Management Areas in the City. 	<ul style="list-style-type: none"> • Amount of reduction in Annual Mean NO₂ concentrations; • Amount of reduction in annual mean PM₁₀ concentrations; • % above / below legal requirements for NO₂ and PM₁₀; • Number of Air Quality Management Areas in the City. 	<ul style="list-style-type: none"> • CYC; • Developers. 	<ul style="list-style-type: none"> • Emissions Assessments/St atements; • Air Quality Impact Assessments; • Low Emission SPD • Contamination Assessments; • Planning applications. 	<p>2, 8, 9, 10, 12, 13, 14 and 15</p>
<p>Section 22: Waste and Minerals</p> <p>Waste:</p> <p>WM1: Sustainable Waste Management</p>	<p>Waste:</p> <ul style="list-style-type: none"> • The amount of waste reused, recycled, composted and recovered in line with the targets set out in City of York Council Waste Management Strategy and Waste Strategy for England 	<p>Waste:</p> <ul style="list-style-type: none"> • Capacity of new waste management facilities by waste planning authority; • Amount of municipal waste arising and managed by 	<ul style="list-style-type: none"> • CYC; • North Yorkshire County Council; • Waste Service Providers; • Environment Agency. 	<ul style="list-style-type: none"> • Joint Waste and Minerals Local Plan; • Sustainable Design and Construction SPD; • Planning applications. 	<p>9 and 11</p>

<p>Minerals: WM2:Safeguarding Mineral Resources and Local Amenity</p>	<p>2007;</p> <ul style="list-style-type: none"> To meet the European Landfill Directive targets for the amount of biodegradable municipal waste (BMW) diverted from Landfill; If required, identify sites for waste management facilities through the Joint City of York, North Yorkshire and North York Moors Waste and Minerals Local Plan; <p>Minerals:</p> <ul style="list-style-type: none"> All major developments to demonstrate good practice in the use, reuse and recycling and disposal of construction materials in line with national guidance; No development to 	<ul style="list-style-type: none"> Managed type, and the percentage each managed type represents of the waste managed; Residual household waste per household (kg); Percentage of household waste sent for reuse, recycling and composting; Percentage of municipal waste land filled; The number of waste sites that are allocated and subsequently developed within York; % of households resident in York served by kerbside collection of at least one recyclable; % of households 			
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	<p>compromise the future extraction of proven economically workable mineral resources, as identified in the Joint City of York, North Yorkshire and North York Moors Waste and Minerals Local Plan;</p> <ul style="list-style-type: none"> If required, identify sites for mineral extraction through the Joint City of York, North Yorkshire and North York Moors Waste and Minerals Local Plan. 	<p>in York served by kerbside collection of at least two recyclables.</p> <p>Minerals:</p> <ul style="list-style-type: none"> Production of primary won aggregates by minerals planning authority; Production of secondary and recycled aggregates by mineral planning authority. 			<p>2, 3, 4, 5, 6, 7, 12, 14 and 15</p>
<p>Section 23: Transport</p>					

<p>T1: Location and Layout of Development</p>	<ul style="list-style-type: none"> All new development to meet the requirements of Policy T1. 	<ul style="list-style-type: none"> Percentage of new developments in city centre/urban locations meeting the requirements of Policy T1. Percentage of new developments in city sub-urban locations and villages meeting the requirements of Policy T1. 	<ul style="list-style-type: none"> Developers Public Transport Providers CYC 	<ul style="list-style-type: none"> Transport Statements Transport Assessments Travel Plans Planning applications Developer contributions Public transport operator investment
<p>T2: Strategic Public Transport Improvements</p>	<ul style="list-style-type: none"> All strategic public transport improvements listed implemented by target timescales. 	<ul style="list-style-type: none"> Delivery of strategic public transport improvements. 	<ul style="list-style-type: none"> CYC Public transport operators Network Rail 	<ul style="list-style-type: none"> Local Plan policies Local Transport Plan CYC Capital Programme
<p>T3: York Railway Station and Associated Operational Facilities</p>	<ul style="list-style-type: none"> Short –term public transport interchange improvements implemented by target timescales. 	<ul style="list-style-type: none"> Delivery of interchange improvements 	<ul style="list-style-type: none"> CYC Network Rail Public transport providers 	<ul style="list-style-type: none"> Local Plan policies Local Transport Plan Better Bus Area Fund Programme
<p>T4: Strategic Highway Network Capacity</p>	<ul style="list-style-type: none"> All strategic highway network capacity improvements listed 	<ul style="list-style-type: none"> Delivery of highway network capacity 	<ul style="list-style-type: none"> CYC DfT Developers 	<ul style="list-style-type: none"> Local Plan policies Local Transport

Improvements	implemented by target timescales.	improvements	Plan
<p>T5:Strategic Cycle and Pedestrian Network Links and Improvements</p>	<ul style="list-style-type: none"> All strategic cycle and pedestrian network links and improvements listed implemented by target timescales. 	<ul style="list-style-type: none"> Delivery of strategic cycle and pedestrian network links and improvements 	<ul style="list-style-type: none"> CYC Capital Programme Developer contributions Local Plan policies Local Transport Plan Local Sustainable Transport Fund CYC Capital Programme Developer contributions
<p>T6:Development at or Near Public Transport Corridors, Interchanges and Facilities</p>	<ul style="list-style-type: none"> No development to prejudice the reuse of disused public transport corridors or facilities where there is a reasonable prospect of the uses listed in Policy T6 (i) being realised. 	<ul style="list-style-type: none"> Percentage of new developments not prejudicing the reuse of disused public transport corridors or facilities where there is a reasonable prospect of the 	<ul style="list-style-type: none"> Local Plan policies

<p>T7:Demand Management</p>	<ul style="list-style-type: none"> A reduction the number of long-stay commuter car parking spaces in and around the city centre 	<ul style="list-style-type: none"> Percentage reduction in long-stay commuter car parking spaces in and around the city centre 	<ul style="list-style-type: none"> CYC Developers Privately owned public car park owners 	<ul style="list-style-type: none"> Local Plan policies Local Transport Plan
<p>T8:Minimising and Accommodating Generated Trips</p>	<ul style="list-style-type: none"> All major development proposals (that can be reasonably expected to have an impact on the transport network) must be supported by a Transport Statement or by a Transport Assessment and Travel Plan, as appropriate, 	<ul style="list-style-type: none"> Percentage of major development proposals (that can be reasonably expected to have an impact on the transport network) supported by a Transport Statement or by a Transport Assessment and Travel Plan, as appropriate, 	<ul style="list-style-type: none"> Developers CYC 	<ul style="list-style-type: none"> Transport Statements Transport Assessments Travel Plans
<p>T9:Access Restrictions to more Polluting</p>				

Vehicles					
T10:Protection for Residential Areas					
T11:City Centre Accessibility	<ul style="list-style-type: none"> Extension of Footstreets to include Fossgate All sites listed in Policy T12 safeguarded 	<ul style="list-style-type: none"> Inclusion of Fossgate within the Footstreets Individual sites listed in Policy T12 safeguarded 	<ul style="list-style-type: none"> CYC 	<ul style="list-style-type: none"> Local Plan policies 	
T12:Safeguarded Routes and Sites	<ul style="list-style-type: none"> All sites listed in Policy T12 safeguarded 	<ul style="list-style-type: none"> Individual sites listed in Policy T12 safeguarded 	<ul style="list-style-type: none"> CYC Landowners 	<ul style="list-style-type: none"> Local Plan policies 	
Section 24: Communications Infrastructure	<ul style="list-style-type: none"> Provision of telecommunications masts at shared sites. 	<ul style="list-style-type: none"> Number of telecommunications masts constructed. 	<ul style="list-style-type: none"> CYC; Communications Providers; Developers. 	<ul style="list-style-type: none"> Planning applications. 	5, 14 and 15
CI1:Communications Infrastructure					
Section 25: Infrastructure and Developer Contributions	<ul style="list-style-type: none"> Delivery of all key infrastructure projects within the timeframe identified; Secure all contributions and obligations required from development to provide the 	<ul style="list-style-type: none"> Amount of funds secured through developer contributions (and or levy) for: site related infrastructure; Neighbourhood infrastructure and Strategic infrastructure for 	<ul style="list-style-type: none"> CYC; Infrastructure Delivery Partners; Developers. 	<ul style="list-style-type: none"> Infrastructure Delivery Plan; Planning applications; Developer contributions (and or levy). 	1, 2, 5, 6, 7 and 14
IDC1:Infrastructure and Developer					

Contributions	<p>infrastructure required to service the development, mitigate its direct local impacts and meet the wider demands generated by it.</p>	<p>both on site and off site contributions;</p> <ul style="list-style-type: none"> • S106 planning obligations fully complied within agreed timescales. 			
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Annex A: Glossary of Terms

Academies: are publicly funded independent schools, free from local authority and national Government control.

Affordable Housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Air Quality: The Air Quality Strategy for England, Scotland, Wales and Northern Ireland sets maximum objectives (targets) for the following pollutants: Benzene, 1-3 Butadiene, Carbon Monoxide, Lead, Nitrogen dioxide, Particles (PM10), Sulphur dioxide and Polycyclic aromatic hydrocarbons. These pollutants, which largely result from traffic and industrial processes, are monitored and the identified levels are used to measure air quality.

Allocated Site: Site identified in the Plan for a specific use.

Annual Monitoring Report (AMR): Part of the *Local Development Framework*, the Annual Monitoring Report will assess the implementation of the *Local Development Scheme* and the extent to which policies in *Local Development Documents* are being successfully implemented.

AONB : Areas of Outstanding Natural Beauty

Archaeological Sites: Evidence of the past development of our civilisation, including places of worship, defence installations, burial grounds, farms and fields, housing and sites of manufacture.

Article 4 direction: A direction which withdraws automatic planning permission granted by the General Permitted Development Order.

Biodiversity: The different plants, animals and micro-organisms, their genes and the ecosystems of which they are a part.

Biodiversity Action Plan (BAP): A plan prepared by the Council and nature conservation organisations to reverse the decline in the variety of species of animals and plants.

Biomass: The shared description for the controlled release and use of the energy potential locked up in trees and plants – straw, reeds or willow - or created as a part of regularly recurring natural processes – the bi-products of the process of decomposition or the bacterial digestion of natural things i.e. sewerage, various farm wastes or decaying material such as garden clippings and/or other largely natural materials such as paper.

Building for Life: A tool comprising of 20 questions used for assessing the design quality of neighbourhoods. The criteria reflect the importance of functionality, attractiveness and sustainability in well-designed homes and neighbourhoods. It was developed by the Commission for Architecture and the Built Environment (CABE), with partners the Home Builders Federation, the Civic Trust and Design for Homes.

Brownfield Sites/Locations: Previously developed land that is, or was, occupied by a permanent structure (excluding agricultural or forestry building) and associated fixed surface infrastructure.

Burgage Plots: Medieval Building plots.

Carbon Emissions: Emissions to the atmosphere principally from the burning of fossil fuels.

Community Infrastructure Levy (CIL): Initiative proposed in the Planning Bill that would enable the Council to require a contribution to be sought from each dwelling provided and other forms of development towards a range of identified infrastructure and service provision.

Community Strategy: The plan which Local Authorities are required to prepare through community partnerships.

Designated Heritage Asset: A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Development Plan: As set out in Section 38(6) of the Act, an authority's Development Plan consists of the relevant *Regional Spatial Strategy* and the *Development Plan Documents* contained within its *Local Development Framework*.

Economic development: Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).

Eco-living: A lifestyle that attempts to reduce an individual's use of natural resources and personal resources by attempting to reduce their carbon footprint, including reducing their energy consumption.

Ecological networks: These link sites of biodiversity importance.

Ecosystem services: The benefits people obtain from ecosystems such as, food, water, flood and disease control and recreation.

Free Schools: Are all-ability state-funded schools set up in response to parental demand.

GIS (Geographical Information System): GIS allows a variety of spatial information to be viewed in a map format. It is a system that uses one or more 'mapped'

information layers over Ordnance Survey base maps; (for example layers could include residential areas, shopping centres, roads etc).

Geodiversity: Is the variety of earth materials, forms and processes that constitute and shape the Earth. Relevant materials include minerals, rocks, sediments, fossils, soils and water.

Green Corridors: These are a fundamental element of green infrastructure as they form linkages between assets making green infrastructure a network as opposed to a collection of sites.

Green Infrastructure: Green infrastructure is the physical environment within and between cities, towns and villages. It is a network of multifunctional open spaces including formal parks, gardens, woodlands, green corridors, waterways, street trees, nature reserves and open countryside.

Greenfield Sites/Locations: An area of land that has never been built upon.

Greenhouse Gases (GHG): A group of gases that absorb solar radiation, storing some of the heat in the atmosphere. The major natural greenhouse gases are water vapour, carbon dioxide, and ozone. Other greenhouse gases include, but are not limited to: methane, nitrous oxide, sulphur hexafluoride, and chlorofluorocarbons.

Gypsies and Travellers: Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of showpeople or circus people travelling together as such.

Historic Environment/Assets: Refers to the historic buildings, streetscapes, landscapes and parks, which together form an important aspect of the character and appearance of York.

Landscape - means an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors.

Lifetime Homes: Are homes that incorporate design features that together create a flexible blueprint for accessible and adaptable housing in any setting. Lifetime homes increase choice, independence and longevity of tenure, vital to everyone's well-being.

Live/Work Unit: Defined as Use Class Sui Generis, it is the segregation of living and working accommodation in a single, self-contained unit. It is distinct from working from home as it involves the provision of purpose-designed workspace.

Local Plan: A document which, forms part of the *Development Plan* for a specified area. The Local Plan consists of a Written Statement and a Proposals Map. It sets out detailed policies and proposals for the development and use of the land within the District. Local Plans are prepared by local planning authorities at District level, following statutory procedures, including public consultation exercises and if

necessary, a Local Plan Inquiry. The Planning and Compensation Act 1991, requires that new Local Plans provide district wide coverage.

Local Planning Authority: The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority apply to the district council, London borough council, county council, Broads Authority, National Park Authority and the Greater London Authority, to the extent appropriate to their responsibilities.

Local Development Document (LDDs): The collective term in the Act for *Development Plan Documents*, *Supplementary Planning Documents* and the *Statement of Community Involvement*.

Local Development Framework (LDFs): The name for the portfolio of *Local Development Documents* required under the previous planning system, which is now superseded by the National Planning Policy Framework. It did consist of *Development Plan Documents*, *Supplementary Planning documents*, a *Statement of Community Involvement*, the *Local Development Scheme* and *Annual Monitoring Reports*. Together these documents formed the framework for delivering the spatial planning strategy for a local authority area and may also include local development orders and simplified planning zones.

Local Nature Reserves (LNRs): All LNRs are owned or controlled by local authorities and some, but not all, are SSSIs. Local authorities consult English Nature on all new proposals for LNRs in England.

Local Strategic Partnership: An over arching partnership of key stakeholders responsible for producing the Community Strategy for the city.

Local Transport Plan (LTP): A 5-year strategy prepared by each local authority for the development of local, integrated transport, supported by a programme of transport improvements. It is used as a bid to Government for funding transport improvements.

Mitigation measures: Actions to prevent, avoid or minimise the actual or potential adverse effects of a development, action, project, plan, policy etc.

National Planning Policy Framework (NPPF): The National Planning Policy Framework sets out the government's planning policies for England and how they are expected to be applied. It provides guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications. This document sets out the requirement for local planning authorities to complete a *Local Plan*.

Showpeople Plot: Space required to accommodate one household on a Showpeople's yard. Typically a family pitch will provide space for a mobile home and touring caravan and space for maintenance of fairground rides.

Gypsy and Traveller Pitch: Space required to accommodate one household on a Gypsy and Traveller sited. One household may comprise three generations of

extended family living in several caravans. Typically a family pitch will provide space for a mobile home and touring caravan, space for parking, and an amenity block.

Neighbourhood Plans: A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Out of centre: A location which is not in or on the edge of a centre but not necessarily outside the urban area.

Out of town: A location out of centre that is outside the existing urban area.

Photovoltaic: Solar cells which directly convert sunlight into electricity, are made of semi conducting materials.

Pollution: Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

Previously Developed Land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Proposals Map: The adopted proposals map illustrates on a base map, (reproduced from, or based upon a map to a registered scale) all the policies contained in the *Local Plan*, together with any saved policies. It must be revised each time each new *Local Plan* is adopted, and it should always reflect the up-to-date planning strategy for the area. Proposals for changes to the adopted proposals map accompany submitted *Local Plan* in the form of a submission proposals map.

Public Realm: Any publicly owned street, pathway, right of way, park, publicly accessible open space and any public and civic building and facility.

RAMSAR: The Convention on Wetlands, signed in Ramsar, Iran, in 1971, is an InterGovernmental Treaty which provides the framework for national action and international cooperation for the conservation and wise use of wetlands and their resources. There are presently 151 Contracting Parties to the Convention, with 1593

wetland sites, totalling 134.7 million hectares, designated for inclusion in the Ramsar List of Wetlands of International Importance.

Registered Social Landlords: Are Government-funded not-for-profit organisations that provide affordable housing.

Renewable Energy: Term used to describe energy that occurs naturally and repeatedly in the environment – e.g. energy from the sun, wind, water, land, plant material. Combustible or digestible waste materials are also regarded as renewable sources of energy.

Rural exception sites: Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

Showpeople: Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above.

Showpeople's Yard: Local Authority or privately owned area of land, with permission of plots for the permanent accommodation of Showpeople.

Special Area of Conservation (SAC): SACs are areas which have been given special protection under the European Union's Habitats Directive. They provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity.

Special Protection Areas (SPA): The Government is bound by the European Communities Council Directive of April 1979 on the Conservation of Wild Birds. Under this directive the Government has to designate Special Protection Areas to conserve the habitat of certain rare or vulnerable birds (listed under the directive) and regularly occurring migratory birds. It has to avoid any significant pollution or disturbance to or deterioration of these designated sites.

Sites of Special Scientific Interest (SSSIs): Sites of Special Scientific Interest are notified by English Nature because of their plants, animals, or geological or physiographical features. Most SSSIs are privately owned or managed. About 40% are owned or managed by public bodies such as the Forestry Commission, Ministry of Defence and The Crown Estate, or by the voluntary conservation movement.

Snickleways: Are a collection of small streets and footpaths.

Spatial Planning: 'Spatial' planning is a wider, more inclusive approach to considering the best use of land than traditional 'land-use' planning. Land-use planning has an approach that focuses on the regulation and control of land whereas spatial planning provides greater scope for the Council and other organisations to promote and manage change in the area.

Strategic Environmental Assessment (SEA): A generic term used to describe environmental assessment as applied to policies, plans and programmes. The European 'SEA Directive' (2001/42/EC) requires a formal 'environmental assessment of certain plans and programmes, including those in the field of planning and land use'.

Strategic Flood Risk Assessment: Is a planning tool, which is used to assess flood risk within an area. It is designed to inform the spatial planning process of relevant issues of flood risk.

Sub-Regional City of York: Sub Regional Cities should be the prime focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities in the city.

Supplementary Planning Documents (SPDs): Provide supplementary information in respect of the policies in the *Local Plan*. They do not form part of the *Local Plan* and are not subject to independent examination.

Sui Generis: Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: theatres, houses in multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos.

Sustainability Appraisal (SA): Tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors) and required in the Act to be undertaken for all local development documents.

Sustainable Communities: Sustainable Communities are places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.

Sustainable Drainage Systems (SUDS): Sustainable drainage is a concept that includes long term environmental and social factors in decisions about drainage. It takes account of the quantity and quality of run-off, and the amenity value of surface water in the urban environment. Many existing urban drainage systems can cause problems of flooding, pollution or damage to the environment and are not proving to be sustainable.

Sustainable energy: Energy which is replenishable within a human lifetime and causes no long-term damage to the environment or future generations.

Sustainable transport modes: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.

Wildlife corridor: Areas of habitat connecting wildlife populations.

Use Class: The Town and Country Planning (Use Classes) Order 1987 requires the type of use which is being determined in a planning application to be identified for instance A1 is classified as shops, B1 is business etc.

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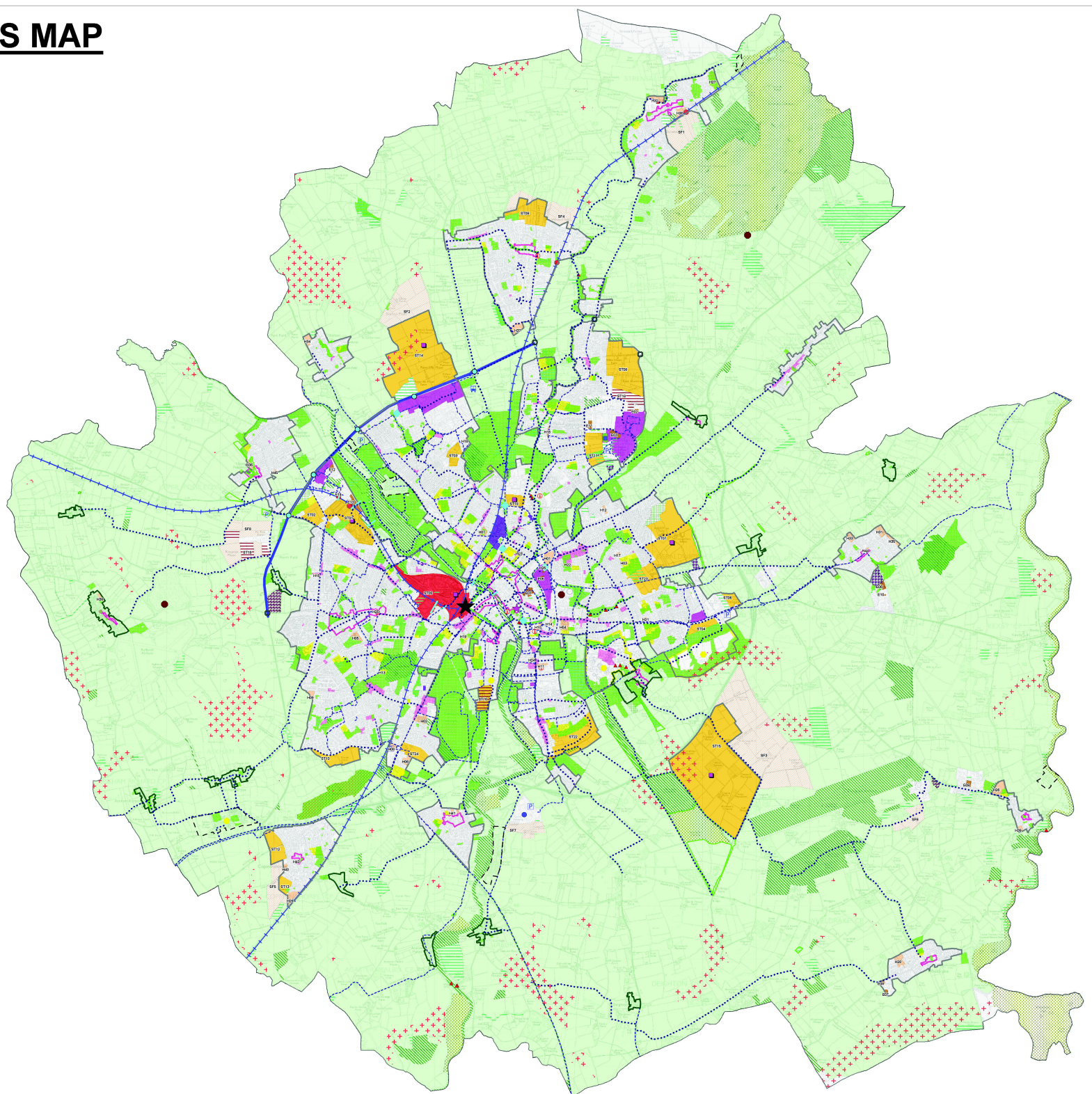
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ANNEX A : PROPOSALS MAP



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Section 2 - Spatial Portrait

 City of York Council Boundary

Section 5 - Spatial Strategy

 Safeguarded Land (SS6)

 Settlement Boundary

Section 7 - York Central

 York Central (YC1)

Section 8 - Economy

 Strategic Employment (EMP1 & SS3)

 General Employment (EMP1 & EMP2)

 Strategic Retail (EMP2, R3 & SS3)

 Proposed Strategic Leisure (EMP2 & SS3)

 Committed Strategic Leisure

Section 9 - Retail

 City/District/Local/Village Centre (R1)

 Local Neighbourhood Parade/Radial Parade (R2)

 Out of Centre Retail Destination (R4)


 Potential New Retail Hub


Section 10 - Housing Growth and Distribution

 Strategic Housing (H1, H2, H3 & SS3)

 General Housing Sites - H3

Section 11 - Aiding Choice in the Housing Market

 Areas of Search for Gypsy and Travellers (ACHM4)

 Area of Search for Travelling Showpeople (ACHM4)

Section 13 - Community Facilities

 Existing Health Care Facilities (CF4 & EMP3)


 Emergency Services (CF4)

Section 14 - Education Skills and Training


 Educational Establishments (EST1)

 Further and Higher Education (EST 2)

Section 15 - Universities

 University Campuses (EST2, U1/U2/U3/U4/U5)


Section 17 - Green Infrastructure

 Nationally Significant Nature Conservation Sites (SSSIs, RAMSAR, SPA, SAC) (GI1, GI2 & GI7)

 Sites of Importance to Nature Conservation (GI1 & GI7)


 Existing Openspace (GI1, GI4 & GI7)


 Common Land and Village Greens (GI1)


 Sites of Local Interest for Nature Conservation (GI2)

 New Openspace (GI5)


Section 18 - Greenbelt


 Greenbelt (GB1, GB3, GB4 SS5)

 Settlements Washed Over by the Greenbelt (GB2)


 Major Developed Sites in the Greenbelt (GB5)

Section 20 - Climate Change


 Potential Areas of Search For Renewable Electricity Generation (CC1)

 Potential Areas of Search For Renewable Electricity Generation (CC1)

Section 22 - Waste and Minerals


 Household Waste and Recycling Sites (WM1)

Section 23 - Transport

 Existing Park Ride Sites which may be expanded (T)

 Proposed New / Relocated Park and Ride (T2)

 Park and Ride Opportunity Area (T2)


 New Railway Stations/Halts (T2)


 Highway Improvement Schemes (T2, T4 & T12)

 Potential Tram/Train Route (T2)


 York Railway Station (T3)

 Roundabout Junction Improvements (T4)

 Roundabout Junction Improvements with Grade Separation if Ring Road Duelled (T4)

 Potential Dualling of York Outer Ring Road (T4)

 Existing Strategic Cycle Network (T5)

 Proposed Improvements to the Cycle Network (T5)

 Potential New Bridges (T3 & T5)

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CONTENTS

SECTION 3: SPATIAL VISION AND OUTCOMES..... 5
 LOCAL PLAN VISION (OBJECTIVES) COMPATIBILITY MATRIX.....5

SECTION 4: SUSTAINABLE DEVELOPMENT..... 8
 SUSTAINABLE DEVELOPMENT8

SECTION 5: SPATIAL STRATEGY 12
 THE YORK SUB-AREA.....13
 DRIVERS OF GROWTH19
 FACTORS WHICH SHAPE GROWTH19
 SPATIAL DISTRIBUTION.....32
 STRATEGIC SITE DEVELOPMENT PRINCIPLES51
 THE ROLE OF YORK’S GREEN BELT.....57
 SAFEGUARDED LAND57

SECTION 6: YORK CITY CENTRE..... 72
 CITY CENTRE72

SECTION 7: YORK CENTRAL 76
 YORK CENTRAL.....76

SECTION 8: ECONOMY 87
 EMPLOYMENT GROWTH.....87
 EMPLOYMENT SITES93
 ECONOMIC GROWTH IN THE HEALTH AND SOCIAL CARE SECTORS.....94
 LOSS OF EMPLOYMENT LAND99
 BUSINESS AND INDUSTRIAL USES WITHIN RESIDENTIAL AREAS104

SECTION 9: RETAIL 108
 RETAIL HIERARCHY.....108

RETAIL CENTRES – ISSUE 1: GUIDING DEVELOPMENT	113
RETAIL CENTRES – ISSUE 2: PROTECTION	117
RETAIL CENTRES – ISSUE 3: DEVELOPMENT OF OUT-OF-CENTRE RETAIL	122
SECTION 10: HOUSING GROWTH AND DISTRIBUTION.....	126
HOUSING GROWTH	126
HOUSING SUPPLY BUFFER	138
PHASING AND DELIVERY	145
HOUSING DENSITY APPROACH.....	152
HOUSING DENSITY LEVEL AND LOCATION.....	152
SECTION 11: AIDING CHOICE IN THE HOUSING MARKET	158
HOUSING MIX.....	158
HOUSING MIX TARGETS.....	162
GYPSY, TRAVELLER AND SHOWPEOPLE ALLOCATIONS.....	167
SITES FOR GYPSY, TRAVELLER AND SHOWPEOPLE	171
STUDENT ACCOMMODATION	176
HOUSES IN MULTIPLE OCCUPATION	182
SECTION 12: AFFORDABLE HOUSING	186
AFFORDABLE HOUSING TARGET.....	186
VARYING AFFORDABLE HOUSING TARGETS	192
AFFORDABLE HOUSING REQUIREMENTS.....	196
SECTION 13: COMMUNITY FACILITIES	201
REQUIRED CONTRIBUTIONS.....	201
PROVISION AND ACCESSIBILITY	205
PROTECTION OF EXISTING COMMUNITY FACILITIES	210
SECTION 14: EDUCATION, SKILLS AND TRAINING	214
EDUCATION FACILITIES	214
EDUCATION ACCESSIBILITY	219
PROVISION OF SKILLS AND TRAINING OPPORTUNITIES	224
SECTION 15: UNIVERSITIES.....	228

FORM AND LOCATION OF UNIVERSITY DEVELOPMENT 228

SECTION 16 DESIGN AND THE HISTORIC ENVIRONMENT 232

DESIGN AND THE HISTORIC ENVIRONMENT 232

SECTION 17: GREEN INFRASTRUCTURE 240

BIODIVERSITY 240

GREEN INFRASTRUCTURE 245

OPEN SPACE 249

NEW OPEN SPACE 254

SECTION 18: GREEN BELT 260

APPROACH TO DEVELOPMENT IN THE GREEN BELT 260

APPROACH TO EXCEPTIONS SITES IN THE GREEN BELT 260

APPROACH TO MAJOR DEVELOPED SITES IN THE GREEN BELT 271

SECTION 19: FLOOD RISK MANAGEMENT 277

APPROACH TO NEW DEVELOPMENT 277

FLOOD MITIGATION MEASURES 282

SECTION 20: CLIMATE CHANGE 287

RENEWABLE AND LOW CARBON ENERGY DEVELOPMENT 287

CODE FOR SUSTAINABLE HOMES 292

BUILDING REGULATIONS AND CARBON SAVINGS 297

SECTION 21: ENVIRONMENTAL QUALITY 302

ENVIRONMENTAL QUALITY 302

SECTION 22: WASTE AND MINERALS 307

WASTE AND MINERALS 307

SECTION 23: TRANSPORT 319

LOCATION, LAYOUT AND ACCESSIBILITY 319

SUSTAINABLE MODES OF TRANSPORT 324

PROVIDING TRANSPORT CAPACITY TO ACCOMMODATE GROWTH 329

DETERMINING AREAS FOR DEVELOPMENT AND ASSOCIATED TRANSPORT NEEDS..... 336

DEMAND MANAGEMENT - CAR PARKING PROVISION341

DEMAND MANAGEMENT – TRAVEL PLANNING 345

TRANSPORT INFRASTRUCTURE TO MITIGATE LOCAL IMPACTS OF DEVELOPMENT 348

SECTION 24: COMMUNICATIONS INFRASTRUCTURE..... 352

COMMUNICATIONS INFRASTRUCTURE 352

SECTION 25: INFRASTRUCTURE AND DEVELOPER CONTRIBUTIONS 357

INFRASTRUCTURE357

DEVELOPER CONTRIBUTIONS.....362

NB: Text in **BOLD** delineates the preferred approach taken by the Local Plan Preferred Options and Alternatives Report (April 2013)

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
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Section 3: Spatial Vision and Outcomes

SA OBJECTIVES		LOCAL PLAN VISION (OBJECTIVES)							
		Create Jobs and Grow the Economy	Get York Moving	Build Strong Communities	Built Environment	Natural Environment	Natural Resources and Environmental Protection		
1	To meet the diverse housing needs of the population in a sustainable way.	0	0	++	I	I	I	I	
2	Improve the health and well-being of York's population.	+	+	++	0	++	++	++	
3	Improve education, skills development and training for an effective workforce.	++	0	++	0	0	0	0	
4	Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.	++	++	+	I	I	I	I	
5	Help deliver equality and access to all.	+	++	++	0	0	0	0	
6	Reduce the need to	++	++	++	+	+	+	+	

KEY	++ Very positive impact likely	+	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	+	Positive or negative impact depending on how it is implemented
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Local Plan Vision (Objectives) Compatibility Matrix									
LOCAL PLAN VISION (OBJECTIVES)									
SA OBJECTIVES	Create Jobs and Grow the Economy	Get York Moving	Build Strong Communities	Built Environment	Natural Environment	Natural Resources and Environmental Protection			
travel and deliver a sustainable integrated transport network.									
7 To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.	-	+	-	+	+	++			
8 Conserve or enhance green infrastructure, bio-diversity, geo-diversity, flora and fauna for accessible high quality and connected natural environment.	+	0	+	0	++	++			
9 Use land resources efficiently and safeguard their quality.	+	0	+	+	++	++			
10 Improve water efficiency and quality.	-	0	-	0	++	++			
11 Reduce waste generation and increase level of reuse and recycling.	-	0	-	0	0	++			
12 Improve air quality.	+	++	+	0	0	++			

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
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		LOCAL PLAN VISION (OBJECTIVES)						
		Create Jobs and Grow the Economy	Get York Moving	Build Strong Communities	Built Environment	Natural Environment	Natural Resources and Environmental Protection	
Local Plan Vision (Objectives) Compatibility Matrix								
SA OBJECTIVES								
	<ul style="list-style-type: none"> Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 							
13	<ul style="list-style-type: none"> Minimise flood risk and reduce the impact of flooding to people and property in York. Conserve or enhance York's historic environment, cultural heritage, character and setting. 	I	0	I	0	++	++	++
14	<ul style="list-style-type: none"> Conserve or enhance York's historic environment, cultural heritage, character and setting. 	I	0	++	++	0	0	0
15	<ul style="list-style-type: none"> Protect and enhance York's natural and built landscape. 	I	0	I	0	++	++	++
Conflicts	<p>Where conflicts between the Local Plan objectives and the SA objectives have been identified this primarily relates to the need for growth on the one hand and the need to conserve resources on the other. For example, those Local Plan objectives that relate to job creation and building strong communities are likely to lead to increased resource use associated with new housing and economic development, which may be incompatible with SA objectives 7, 10 and 11.</p> <p>In some cases compatibility will depend on the implementation of the Local Plan objectives within the policies and proposals of the Plan itself. This particularly reflects uncertainties with respect to the location and form of new economic and housing development and the potential for both adverse and positive impacts on the built and natural environment associated with growth.</p> <p>Those SA objectives that are particularly well supported by the Local Plan objectives include SA objective 2 (health) and SA objective 6 (transport) which reflects the emphasis of these Plan objectives on improving health, reducing the need to travel and enhancing transport infrastructure.</p> <p>Local Plan objectives relating to economic development, transport and building strong communities were identified as having a strong positive relationship with the socio-economic SA objectives (SA objectives 1, 2, 3, 4, 5 and 6) in particular whilst those Plan objectives relating to the protection and enhancement of the built and natural environment and resource use were considered to be compatible with those SA objectives covering environmental issues as well as health.</p> <p>Broadly, the Local Plan objectives are supportive of the SA objectives. No very incompatible objectives have been identified during the assessment and all of the SA objectives were considered to be very compatible with one or more of the Local Plan objectives.</p>							
Synergies								
Summary								

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
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		LOCAL PLAN VISION (OBJECTIVES)					
		Create Jobs and Grow the Economy	Get York Moving	Build Strong Communities	Built Environment	Natural Environment	Natural Resources and Environmental Protection
Local Plan Vision (Objectives) Compatibility Matrix							
SA OBJECTIVES							
	This assessment has identified some areas where possible tensions exist. Where tensions have been identified this primarily relates to, on the one hand, the need for growth, and on the other, the need to protect and enhance the natural and built environment of York. However, any adverse effects may be mitigated, and tensions between the objectives resolved, if development takes place in accordance with all of the Local Plan objectives and as such an incompatibility is not necessarily an insurmountable issue, but one that may need to be considered in the development and implementation of the policies that comprise the Plan.						

Section 4: Sustainable Development

Sustainable Development		Option 1: Rely on NPPF to guide sustainable development		Option 2: Provide local level policy to guide sustainable development.	
SA Objective					
1	<ul style="list-style-type: none"> To meet the diverse housing needs of the population in a sustainable way. Deliver homes to meet the needs of the population in terms of quantity, quality, and future housing stock; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	+	Permanent long term positive impact since it is assumed that NPPF will help bring about the development of new housing, associated with the presumption in favour of sustainable development.	+	It is assumed that a local level policy on sustainable development would guide development to the most sustainable locations, which would help to meet housing need in a sustainable way. This would have permanent and positive long term effects on this objective.
2	<ul style="list-style-type: none"> Improve the health and well-being of York's population Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though 	+	Positive and permanent long term impacts on this objective, since the NPPF requires development to be approved in accordance with the principles of sustainable development.	++	A local level policy to guide development would have a long term and permanent significant positive impact on this objective, as development would be guided to the most sustainable locations and avoid any adverse health impacts. This would be more effective than applying the general principles of the NPPF.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O Positive impact likely	No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented
		access to leisure opportunities (walking / cycling) <ul style="list-style-type: none"> Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 							
3	Improve education, skills development and training for an effective workforce	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	+	Under the NPPF there is support for development which promotes sustainable communities including educational and employment opportunities.					A specific policy would provide opportunities to support education provision and promote employment opportunities through new development.
4	Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	+	Using the NPPF to guide sustainable development will have permanent positive impacts on this objective since it will help to deliver employment opportunities through mixed use development, for example.					It is assumed that a local level policy on sustainable development would guide development to the most sustainable locations and this would help to ensure that sustainable growth is created. This would have a permanent long term positive impact on this objective.
5	Help deliver equality and access to all	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	+	Using the NPPF to guide sustainable development will help to address issues of inequality across York, since the NPPF seeks to promote sustainable economic growth, to provide affordable housing and greater choice of housing, and the use of sustainable modes of transport. All of these measures will have a positive and permanent long term impact on this objective.					A local level policy on sustainable development would take account of local level issues in relation to inequality. There would, therefore, be positive and permanent long term impacts on this objective.
6	Reduce the need to travel and deliver a sustainable	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which 	+	Using the NPPF to guide sustainable development will have significant and long term positive impacts on this objective. The NPPF promotes the use of public transport and that new developments should be accessible by public transport which would help in reducing the need to travel in York.					A local level policy to guide sustainable development would address in detail the need to reduce travel and maximise use of public transport, and thereby have a significant positive, long term and permanent impact on this objective.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	O No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
7	<p>integrated transport network</p> <ul style="list-style-type: none"> To minimise greenhouse gases that cause climate change and deliver a managed response to its effects 	<ul style="list-style-type: none"> supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	+	<p>Relying on the NPPF to guide sustainable development would have positive impacts on this objective since the NPPF seeks to mitigate the adverse consequences of greenhouse gas emissions. On this basis there will be positive and permanent long term positive impacts on this objective.</p>	+	<p>It is assumed that a local level policy on sustainable development would factor in the need to minimise greenhouse gas emissions and thereby have a permanent and positive long term impact on this objective.</p>	
8	<ul style="list-style-type: none"> Conserve or enhance green infrastructure re, bio-diversity, geodiversity y, flora and fauna for accessible high quality and connected natural environment 	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Protect and enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	+	<p>Relying on the NPPF to guide sustainable development will have positive impacts on this objective, since the NPPF affords significant protection to the natural environment.</p>	+	<p>It is assumed that a local level policy on sustainable development would take account of local level characteristics in relation to the natural environment, and afford significant protection to the natural environment as a consideration for sustainable development. Together with other SA objectives which protect the environment there would be positive and permanent long term impacts.</p>	
9	<ul style="list-style-type: none"> Use land resources efficiently and safeguard their quality 	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. Conserve water resources and quality; Improve the quality of rivers and 	+	<p>The NPPF requires that 'planning policies should encourage the effective use of land by re-using land that has been previously developed' and to 'remediate and mitigate despoiled, degraded, derelict, contaminated and unstable land, where appropriate'. Therefore reliance on the NPPF will have positive and permanent long term impacts on this objective.</p>	++	<p>It is assumed that a local level policy on sustainable development would direct development to the most sustainable locations, which include re-use of previously developed land and safeguard other land. Such a policy could also take account of local characteristics in this regard. There would therefore be significant positive and permanent long term impacts on this objective.</p>	
10	<ul style="list-style-type: none"> Improve water 	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and 	0	<p>No significant effect or clear link.</p>	0	<p>No significant effect or clear link.</p>	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	+		0		?		-		I	
	Very positive impact likely	Positive impact likely	No significant impact likely	No clear link	Uncertain or insufficient information	Negative impact likely	Very negative impact likely	Very negative impact likely	Positive or negative impact depending on how it is implemented	
	efficiency and quality	groundwaters.								
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	No significant effect or clear link.			0	No significant effect or clear link.		
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	+	Relying on the NPPF to guide sustainable development would have positive impacts on this objective. The NPPF seeks to mitigate the adverse impacts of climate change and promotes the use of sustainable forms of transport.		+	It is assumed that a local level policy to guide sustainable development would factor in the need to reduce the need to travel, to ensure that maximum use is made of public transport and that developments are as sustainable as possible. A local level policy could also take account of local characteristics in terms of air quality and thereby have positive and permanent long term impacts on this objective.			
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	+	The NPPF requires that 'local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk...'. Therefore, relying on the NPPF to guide sustainable development would have positive and permanent long term impacts on this objective.		++	A local level policy to guide sustainable development would direct development to the most sustainable locations and avoid locations at risk of flooding, taking account of local characteristics. This would therefore have a permanent positive long term impact on this objective.			
14	Conserve or enhance York's historic	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and 	+	The NPPF affords protection to the historic environment and requires that local plans should include 'a positive strategy for the conservation and enjoyment of the historic environment'. This requirement will have positive and permanent impacts		++	A local level policy to guide sustainable development would direct development to the most sustainable locations and thereby avoid adverse impacts on York's historic environment, cultural heritage, character and setting. This would have			

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
	environment, cultural heritage, character and setting	non-designated heritage assets and their setting; <ul style="list-style-type: none"> Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	with regards to protecting York's historic environment, cultural heritage and character.						positive, long term and permanent impacts on this objective.
15	Protect and enhance York's natural and built landscape	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	The NPPF requires that the planning system should contribute to and enhance the natural and local environment and to seek to minimise pollution and other adverse impacts on the local environment. Reliance on the NPPF to guide sustainable development would therefore have positive and permanent long term impacts on this objective.	++					A local level policy to guide sustainable development would direct development to the most sustainable locations, which in itself would help contribute positively to this objective and have long term and permanent impacts. A local policy could also take account of local characteristics in relation to the natural and built landscape and have a greater positive impact than the NPPF.
General			There would be a number of positive impacts from using the NPPF to guide sustainable development. The NPPF seeks to bring about sustainable economic growth, provide affordable housing, encourage the use of sustainable transport, and stipulates that local plans should have a positive strategy in relation to protection of the environment, both built and natural. Reliance on the NPPF will therefore impact positively on the majority of the SA objectives,						
Preferred Approach			The environmental impact of having a local level policy on sustainable development is positive and would be a long term and permanent impact. A local level policy can take account of local environmental characteristics in York and respond in detail and effectively to specific circumstances.						
			A local level policy to guide sustainable development would help to ensure sustainable growth, by directing development to the most sustainable locations, taking account of the characteristics of the economy in York. This would therefore have positive impacts on the economy.						
			A local level policy to guide sustainable development would have positive social impacts since it would help to ensure that future development in York had a long lasting and positive impact, and to help York grow sustainably. Strong communities would be fostered where local characteristics and issues specific to York can be taken account of.						
Recommendations			There were no adverse impacts identified from having a local policy on sustainable development and therefore there is no need for the policy wording to take account of any negative impacts.						

SECTION 5: SPATIAL STRATEGY

KEY	++ Very positive impact likely	+	O Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented
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The York Sub-Area									
SA Objective									
Option 1: Rely on NPPF to guide development in the York sub-area (no policy option)									
Option 2: Provide local level policy to guide development in the York sub-area									
1	To meet the diverse housing needs of the population in a sustainable way.	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	+	This option would be expected to support the delivery of housing which is likely to help meet identified need, in accordance with policy contained within the NPPF. However, reliance on the NPPF to guide the quantum and location of development within the Sub Area would result in a lack of strategic direction. In consequence, the volume and spatial distribution of housing may be strongly market-led which could lessen the potential benefits associated with new housing development (i.e. the right volume and type of housing may not be located in areas with greatest need). There may also be wider implications for areas beyond the York Sub Area including, for example, Leeds whose housing markets are strongly related to those of the Sub Area. Overall, the option has therefore been assessed as having a positive effect on this objective.	++	This option is expected to help ensure that housing delivery meets identified need within the City of York. It is also considered that a localised approach will ensure that proper account is taken of the housing requirements of the wider Sub Area and beyond which is particularly pertinent given the strong relationship between the housing market areas of, for example, Leeds and Harrogate with York. Indirectly, this will also help to ensure that, at the sub-regional scale, housing delivery supports economic growth. Overall, this option has been assessed as having a significant positive effect on this objective.			
2	Improve the health and well-being of York's population	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling) Improve access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	+	The NPPF provides strong policy on the promotion of healthy communities including, for example, in respect of the integration of housing and economic uses with community facilities and services, open space provision as well as on pollution control. Therefore, it is expected that these principles would underpin the location of new development under this option, generating a positive effect in relation to this objective. However, without local strategic direction opportunities may be lost to ensure that new development is located in close proximity to health facilities and to create a network of green-space. Further, an un-coordinated approach may generate long term pressure on existing health facilities and open space and prevent new facilities being located in those areas within the Sub Area in greatest need.	+	It is expected that this option would help to ensure that the provision of health facilities and growth within the York Sub Area are aligned. Further, a localised policy approach will help to ensure that important linkages both within the City of York and extending to the Sub Area and beyond are maintained and enhanced thereby helping to ensure that health facilities are accessible. This option may be expected to help ensure that new development promotes healthier lifestyles through the provision of open space and networks of green infrastructure and through locating development in areas which encourage walking and cycling. Overall, the option has been assessed as having a positive effect on this objective.			
3	Improve education, skills development and training for an effective workforce	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	-	There is currently pressure on educational facilities in York due to rising demand. Reliance on the NPPF to guide development may undermine efforts to plan positively for increased demand given the resulting uncertainty with respect to where new development would be located across the Sub Area. Further, a reliance on the NPPF may mean that opportunities to support further and higher education in the City (for example, through properly planned student	+	It is expected that this option would help to ensure that the provision of educational facilities and growth within the York Sub Area are aligned. Localised, strategic planning of the York Sub Area would also help to enable the strategic priorities of sub regionally important higher a further education institutions including the University of York to be implemented and associated economic benefits to the City and region realised in the medium to long term. Overall,			

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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4	<ul style="list-style-type: none"> • Create jobs and deliver growth of a sustainable, low carbon and inclusive economy • Help deliver conditions for business success and investment; • Deliver a flexible and relevant workforce for the future; • Deliver and promote stable economic growth; • Enhance the city centre and its opportunities for business and leisure; • Provide the appropriate infrastructure for economic growth; • Support existing employment drivers; • Promote a low carbon economy. 	+	+	<p>accommodation) are lost. This has been assessed as having a minor negative effect on this objective.</p> <p>The York Sub Area is an important part of regional economy. This option would not necessarily detract investment from the Sub Area. However, in not properly defining the role of York (as the main economic driver) and its connections with the wider Sub Area and beyond, its economic potential may be lessened for example, by not providing appropriate premises in the correct locations. The approach under this option may also act as a barrier to planning for the strategic infrastructure required to support economic development. Further, an absence of policy covering the role of York within the Sub Area could undermine co-operation with neighbouring authorities including those within the Sub Area and beyond and the realisation of the important and complementary role these areas can play in the economic success of the region. Overall, this option has been assessed as having a positive effect on this objective.</p>	++	<p>this option has been assessed as having positive effect on this objective.</p> <p>As noted in respect of the assessment of Option 1, the York Sub Area is an important part of the regional economy and the City of York is the main economic driver in the Sub Area, as identified in the York Sub Area Study. Specific policy coverage which properly defines the role and economic priorities for the City of York in this context is expected to support economic growth within the Sub Area by, for example: helping to ensure that suitable employment land and premises are provided alongside the infrastructure required to accommodate development; ensuring that development within and outside the City are complementary to each other and cumulative benefits realised; and increasing accessibility to employment opportunities within the City through enhanced public transport provision. Further, policy provision may also help deliver wider cross-boundary benefits, both to other local authorities within the Sub Area and beyond including, for example, Leeds, acting as conduit to co-operation on strategic economic matters and ensuring that development in York complements/enhances and does not undermine the economic performance of areas such as Leeds. Overall, this option has been assessed as having a significant positive effect on this objective.</p>			
5	<ul style="list-style-type: none"> • Help deliver equality and access to all • Address existing imbalances of equality, deprivation and exclusion across the city; • Provide accessible services and facilities for the local population; • Provide affordable housing to meet demand; • Help reduce homelessness; • Promote the safety and security for people and/or property. 	+	+	<p>The NPPF places a strong emphasis on accessibility and in consequence this option is expected to generate benefits on this objective. However, it is considered that this approach would potentially undermine the ability of the Plan to fully realise York's economic role which may in-turn both impede economic growth and hinder the extent to which any benefits from new development address deprivation both within the City, the Sub Area as a whole and beyond. Further, this option could result in development not being provided in accessible locations (i.e. within York City Centre) or may result in a lack of investment in transport infrastructure provision. This may mean that new services, facilities and housing are not accessible and could inhibit the ability of the Plan to unlock development potential outside the City Centre. Notwithstanding, given existing policy provision within the NPPF, this option has been assessed as having a positive effect on this objective.</p>	+	<p>The NPPF places a strong emphasis on accessibility and in consequence this option is expected to generate benefits on this objective. However, it is considered that this approach would potentially undermine the ability of the Plan to fully realise York's economic role which may in-turn both impede economic growth and hinder the extent to which any benefits from new development address deprivation both within the City, the Sub Area as a whole and beyond. Further, this option could result in development not being provided in accessible locations (i.e. within York City Centre) or may result in a lack of investment in transport infrastructure provision. This may mean that new services, facilities and housing are not accessible and could inhibit the ability of the Plan to unlock development potential outside the City Centre. Notwithstanding, given existing policy provision within the NPPF, this option has been assessed as having a positive effect on this objective.</p>			
6	<ul style="list-style-type: none"> • Deliver development where it is 	+	+	<p>The NPPF places strong emphasis on accessibility as well on</p>	+	<p>A policy approach that defines the role of York within the</p>			

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented
	need to travel and deliver a sustainable integrated transport network	accessible by public transport, walking and cycling to minimise the use of the car; <ul style="list-style-type: none"> Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 				sustainable transport. It can therefore be reasonably assumed that new development under this option would be delivered in accordance with these principles, generating a positive effect on this objective. Notwithstanding, a lack of localised policy provision may affect the ability to plan strategically for (and attract investment towards) the provision of new transport infrastructure and could lead to a less holistic approach to the planning of housing, employment, services and facilities and by extension, increased travel. In this respect, it is also important to recognise the strong relationship with areas outside the York Sub Area and the need for co-operation with areas such as Leeds to influence transport investment which may be undermined by this option. Overall, this option has been assessed as having a mixed positive and negative effect on this objective.			wider York Sub Area will help to ensure that transport priorities are identified and delivered alongside growth. As noted above, this is expected to help enhance accessibility, both within York as well as between the City and the wider Sub-Area and beyond. Additionally, the option may help unlock economic development opportunities beyond the City boundary thereby reducing in-commuting. Through the identification of wider strategic priorities, this policy may facilitate co-operation between the Council, other local authorities and service providers thereby supporting the delivery of strategic transport infrastructure such as improvements to the Leeds-York-Harrogate rail line and links to HS2. However, supporting growth within the City may also increase congestion and in this respect it is noted that congestion delay is predicted to double by 2026. Overall, this option has been assessed as having a mixed positive and negative effect on this objective.
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 				Addressing and adapting to climate change is one of the core planning principles of the NPPF and in consequence it can be assumed that new development under this option would be delivered in accordance with these principles, generating a positive effect on this objective. However, as noted above, this option may affect the ability to plan strategically for (and attract investment towards) the provision of new transport infrastructure and could lead to a less holistic approach to the planning of housing, employment, services and facilities and by extension, increased travel and greenhouse gas emissions.			As noted above, this option will help to ensure that transport priorities are identified and delivered alongside growth which is expected to help enhance accessibility both within York as well as between the City and the wider Sub-Area and beyond. Additionally, the option may help to unlock economic development opportunities beyond the City boundary thereby reducing in-commuting. This is expected to help reduce greenhouse gas emissions. However, supporting growth within the City may also increase congestion and in this respect it is noted that congestion delay is predicted to double by 2026. Overall, this option has been assessed as having a mixed positive and negative effect on this objective.
8	Conserve or enhance green infrastructure, re, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Protect and enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 				The York Sub Area contains a number of environmental assets which are likely to be afforded protection through policy contained within the NPPF under this option. However, a no policy approach may hinder a strategic approach to the planning of green infrastructure and the conservation of important assets that extend beyond the City of York boundaries. Overall, this option has been assessed as having a minor positive effect on this objective.			As noted under the assessment of Option 1, the York Sub Area contains a number of environmental assets. This option will ensure that these assets are conserved. Further, it is expected that the option would help promote a strategic approach to planning for green infrastructure across York and the wider Sub Area. This may help to ensure, for example, that linkages between assets are maintained and enhanced and new opportunities for habitat creation realised. This option is expected to support the delivery of growth within the City of York and in consequence would be expected to help reduce development within the open countryside. Overall, the option has been assessed as

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely		+ Positive impact likely		0 No significant effect / no clear link		? Uncertain or insufficient information		- Negative impact likely		-- Very negative impact likely		I Positive or negative impact depending on how it is implemented	
	natural environment													
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0	Whilst the NPPF encourages the effective use of land by re-using land that has been previously developed, this option may undermine attempts to redevelop Brownfield sites, particularly those within York City Centre and could result in increased development on Greenfield land. Overall, the option has been assessed as having a neutral effect on this objective.										having a significant positive effect on this objective.
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	This option is not expected to have a significant effect on this objective.										This option is not expected to have a significant effect on this objective.
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	This option is not expected to have a significant effect on this objective.										This option is not expected to have a significant effect on this objective.
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use 	-	As noted above, this option may affect the ability to plan strategically for (and attract investment towards) the provision of new transport infrastructure and could lead to a less holistic approach to the planning of housing, employment, services and facilities and by extension, increased travel and emissions to air. It may also undermine attempts to strategically address air quality issues including in respect of the City of York's AQMAs (e.g. by achievement of a modal shift to walking, cycling and public transport). In consequence, the option has been assessed as having a negative effect on this objective.									This option will help to ensure that transport priorities are identified and delivered alongside growth which is expected to help enhance accessibility both within York as well as between the City and the wider Sub-Area and beyond. Additionally, the option may help unlock economic development opportunities beyond the City boundary thereby reducing in-commuting. This is expected to help reduce emissions to air. Further, the option would facilitate coordinated investment in strategic transport infrastructure and may help to address strategic air quality issues. However, supporting growth within the City may also increase emissions to air arising from new development both in the short term during construction and in the longer term as a result of increased congestion. Overall, this option has been assessed as having a mixed positive and negative effect on this objective.	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	0 No significant impact likely no clear link	?	Uncertain or insufficient information	- Negative impact likely	- Very negative impact likely	+	Positive or negative impact depending on how it is implemented
13	<ul style="list-style-type: none"> Minimise flood risk and reduce the impact of flooding to people and property in York 	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SUDs). 	0	?	<p>Parts of the York Sub Area are subject to high levels of flood risk. The York Sub Area Study identifies that long term growth proposals may be impacted by the extent of flood risk within York and that in order to improve the resilience of the Sub Area to flooding, it will be important to adopt a catchment wide approach. Such a catchment wide approach may be undermined should a "no policy" approach be taken forward. However, it is recognised that the NPPF seeks to avoid development in areas at risk of flooding and in consequence the option has been assessed as having a neutral effect on this objective.</p>			<p>This option is expected to complement a catchment-wide approach to planning for flood risk across the York sub Area which has been assessed as having a minor positive effect on this objective.</p>	
14	<ul style="list-style-type: none"> Conserve or enhance York's historic environment, cultural heritage, character and setting 	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	+		<p>The York Sub Area contains a large number of historic built assets. Policy within the NPPF would be expected to help ensure their protection under this option although without a strong strategic approach, opportunities to enhance these assets and to utilise them to promote wider economic growth may be lost. Overall, the option has therefore been assessed as having a positive effect on this objective.</p>	++		<p>As noted under the assessment of Option 1, the York Sub Area contains a large number of historic built assets. Whilst it is expected that the option would result in development being focused within the City of York which increases the risk of assets being adversely affected by new development, on balance it is considered that this option will ensure that these assets are conserved and, where possible, enhanced. Further, it is also expected that the option will help ensure that wider economic benefits including links to tourism are capitalised upon. This is likely to generate economic benefits to the City of York, the Sub Area and beyond. Overall, this has been assessed as having a significant positive effect on this objective.</p>	
15	<ul style="list-style-type: none"> Conserve and enhance York's natural and built landscape 	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0		<p>The main landscape designations relevant to the Sub Area are the York Green Belt and the Howardian Hills Area of Outstanding Natural Beauty (AONB). The City of York's townscape and strategic green wedges are also of significant importance. Whilst the NPPF seeks to maintain landscape character, opportunities may be lost under this option to link landscapes including the urban area with its rural fringe. Further, there is a risk that under this option there may be increased development beyond the City of York which could undermine local landscape character in more rural areas. Overall, the option has been assessed as having a neutral effect on this objective.</p>	+		<p>Whilst this option is expected to result in a focus of development within York which has the potential to undermine its important character, it is envisaged that a local policy will ensure that landscape and townscape is maintained and enhanced. Further, in focusing development within the City boundary, the option may indirectly protect the landscape character of rural areas. In consequence, the option has been assessed as having a positive effect on this objective.</p>	
General									
<p>This component of the spatial strategy considers two options for the York Sub Area namely: Rely on the NPPF to guide development in the York Sub Area (Option 1); and Provide local level policy to guide development in the York Sub Area (Option 2).</p> <p>Option 1 No significant positive effects have been identified in respect of this option. The NPPF includes a range of policy measures designed to, inter-alia, support housing and economic development, protect and enhance the built and natural environment and address climate change. In</p>									

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	<p>consequence, this option has been assessed as having a positive effect across several SA objectives including in respect of housing (Objective 1), health (Objective 2), employment (Objective 4), equality (Objective 5), biodiversity (Objective 8) and cultural heritage (Objective 14). However, the York Sub Area is an important part of the regional economy and in not properly defining the role of York (as the main economic driver) and its connections with the wider Sub Area and beyond, growth in the Sub Area may be reduced and opportunities to capitalise on benefits associated with development (e.g. strategic transport infrastructure provision) undermined. Further, this option may hinder cross boundary, strategic planning which is particularly pertinent given the strong linkages the Sub Area has with, for example, the Leeds City Region.</p> <p>The option is not expected to generate any significant negative effects. Minor negative effects were identified in respect of education (Objective 3), due to the potential for new development, if not properly planned, to result in increased pressure on educational facilities, and air quality (Objective 12), as a result of potential increases in emissions to air.</p> <p>The option was assessed as having mixed positive and negative effects on objectives relating to transport (Objective 6) and climate change (Objective 7) given, on the one hand, the strong emphasis in the NPPF placed on accessibility, and on the other, the potential for a no policy approach to increase travel and congestion.</p> <p>Option 2</p> <p>This option has been assessed as having a significant positive effect on objectives relating to housing (Objective 1), employment (Objective 4), biodiversity (Objective 8) and cultural heritage (Objective 14). This principally reflects the underlying assumption that specific policy coverage which properly defines the role and economic priorities for the City of York will support economic growth in the City, the Sub Area and beyond given its role as the Area's main economic driver and important linkages to the Leeds City Region. It is also expected that a more strategic approach as promoted under this option would support the co-ordinated provision of housing, key (including green) infrastructure and services required to accommodate growth, helping to ensure that development is located in accessible locations. It would also complement, and not hinder, the priorities of other local authority areas. Other positive effects have been identified in respect of health (Objective 2), education (Objective 3), equality (Objective 5), use of land (Objective 9), flood risk (Objective 13) and landscape (Objective 15).</p> <p>The option is not expected to generate any significant or minor negative effects.</p> <p>The option was assessed as having mixed positive and negative effects on objectives relating to transport (Objective 6), climate change (Objective 7) and air quality (Objective 12) given, on the one hand, the potential for this option to increase accessibility, and on the other, the potential for a development within the City of York to increase congestion.</p>	<p>Preferred Approach</p> <ul style="list-style-type: none"> • Environmental Impact: The preferred option will help to conserve the City's important built and environmental assets. It will also foster a strategic approach to enhancing these assets and capitalising upon the economic opportunities they present. However, this is the potential for negative effects on climate change and air quality due to increased congestion within the City of York. • Economic Impact: This option would define the role and economic priorities for the City of York, supporting economic growth in the City and the Sub Area. Further, policy provision may also help deliver wider cross-boundary benefits, both to other local authorities within the Sub Area and beyond including, for example, Leeds, acting as conduit to co-operation on strategic economic matters and ensuring that development in York complements and does not undermine the economic performance of other areas. • Social Impact: A more strategic approach as promoted under the preferred option would support the co-ordinated provision of housing, key infrastructure and services required to accommodate growth and would help to ensure that development is located in accessible locations. This will help meet the needs of current and prospective residents and help to reduce deprivation. 					

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
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<p>Recommendations</p> <p>The preferred option should include measures which:</p> <ul style="list-style-type: none"> Define the role of York within the York Sub Area and the linkages of the Area to the Leeds City Regions and York and North Yorkshire Sub Region Set out, broadly, where and how housing needs are to be met Include provision for the protection and enhancement of built and natural environmental assets within the City of York as well as linkages to assets beyond the City's boundaries Promote a strategic approach to transport, services and facilities provision taking into account the need to address deprivation Recognise the importance of York's educational institutions to the Sub Area and beyond
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Drivers of Growth
 Alternatives relating to future housing and employment growth are considered in Sections 8-10

Factors Which Shape Growth		Option 1 Prioritise social and economic spatial principles	Option 2 Prioritise environmental spatial principles	Option 3 Take a balanced approach to the identified spatial principles	Option 4 Prioritise viability and deliverability development
<p>SA Objective</p> <p>1 To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Show people. 	<p>++</p> <p>Under this option the delivery of housing to meet community needs would be prioritised which would have a positive effect on this objective. This option may support higher levels of housing supply relative to Options 2, 3 and 4 thereby helping to meet longer term affordable housing need. Further, in prioritising growth over environmental factors, opportunities may arise to accommodate additional housing demand from neighbouring authorities which is</p>	<p>-</p> <p>An approach that prioritises the protection and enhancement of built and natural environmental assets could serve to restrict the quantum of new development and the ability of the Plan to meet housing needs across the local authority area (as a result of environmental constraints). In this context, it is noted that the North Yorkshire Strategic Housing</p>	<p>++</p> <p>Evidence contained within the SHLAA indicates that under a balanced approach that applies equal weight to spatial principles, this option would enable the delivery of sufficient land to accommodate the housing requirements over the plan period within the City of York. However, this approach may limit the ability of the plan to deliver the higher levels of growth needed to address affordable</p>	<p>+</p> <p>This option would effectively let the market dictate the location of development. Whilst this is likely to mean that sufficient sites come forward during the plan period to meet needs both within the City of York and, potentially, beyond and is likely to help to ensure that land identified for housing development does come forward during the plan period, in not providing clear strategic direction, there is a risk that need</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

	++ Very positive impact likely	+ Positive impact likely	O No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented	
KEY								
2	<p>Improve the health and well-being of York's population.</p> <ul style="list-style-type: none"> • Avoid locating development where environmental circumstances could negatively impact on people's health; • Improve access to open space / multi-functional open space; • Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling); • Improves access to healthcare; • Provides or promotes safety and security for residents; • Ensure that land contamination/pollution does not pose unacceptable risks to health. 	<p>particularly pertinent given the linkages between housing market areas.</p> <p>Overall, this option has been assessed as having a significant positive effect on this objective.</p>	<p>+</p>	<p>-</p> <p>The focus of this option on the protection and enhancement of environmental assets may indirectly help to promote healthier lifestyles, particularly through the protection (and provision of new) green infrastructure. Further, in seeking to improve accessibility and prevent unacceptable levels of congestion and pollution, this option could encourage walking and cycling, minimising adverse impacts on human health arising from, for example, air quality.</p> <p>Nonetheless, there is also the potential for</p>	<p>Market Assessment (NYSHMA) demonstrates that there is affordable housing need in all markets areas within the city – Central York, Suburban York and York Villages, with the largest need in Suburban York. In consequence, this option has been assessed as having a negative effect on this objective.</p>	<p>+</p>	<p>housing need. Further, opportunities to accommodate additional growth from neighbouring authorities would be likely to be limited due to environmental constraints.</p> <p>Taking account of the scale of new housing development that could be supported by this option, it has been assessed as having a significant positive effect on this objective.</p>	<p>may not be met in specific areas. Overall, this option has therefore been assessed as having a positive effect only on this objective.</p>
			<p>+</p>	<p>-</p> <p>In prioritising economic and social spatial principles, this option would be expected to enhance the health and well-being of the population (e.g. through ensuring that new development is well served by facilities and services including open space and is located so as to encourage walking and cycling). However, inherent tensions may exist with this approach with for, example, the need to deliver housing and economic growth on the one hand and the need to protect open space and avoid development in locations that could have adverse impacts on human health (such as within AQMAs) on the other.</p> <p>On balance, this option has</p>	<p>The focus of this option on the protection and enhancement of environmental assets may indirectly help to promote healthier lifestyles, particularly through the protection (and provision of new) green infrastructure. Further, in seeking to improve accessibility and prevent unacceptable levels of congestion and pollution, this option could encourage walking and cycling, minimising adverse impacts on human health arising from, for example, air quality.</p> <p>Nonetheless, there is also the potential for</p>	<p>+</p>	<p>A balanced approach would be expected to seek to deliver new development that is well served and accessible, generating a positive effect on this objective. This option is also likely to afford a greater degree of flexibility in location choice to enable, for example, the most important open space to be retained, whilst delivering development to meet needs. In consequence, this option has been assessed as having a positive effect on this objective.</p>	<p>This option would lead to development being located at the most viable sites. This could result in the increased development of Greenfield land (and open space) as well as development in relatively inaccessible locations sites. Further, in prioritising viability and deliverability, this option could hinder strategic planning and delivery of green infrastructure.</p> <p>Overall, this option has been assessed as having a negative effect on this objective.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY		++ Very positive impact likely	+	O No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented
3	<ul style="list-style-type: none"> Improve education, skills development and training for an effective workforce. Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 		<p>been assessed as having a mixed positive and negative effect on this objective.</p>	<p>this option to hinder the delivery of new health services and the prioritisation of environmental protection could result in tensions between the need to avoid over development of the urban area (e.g. to minimise adverse impacts on air quality) and the priority to conserve environmental assets.</p> <p>On balance, this option has been assessed as having a mixed positive and negative effect on this objective.</p>	<p>As under Option 1, a balanced approach would be expected to help ensure that new development is accessible to educational facilities and delivers meet needs including for student accommodation. Further, the option would be expected to complement or support the City's institutions e.g. by supporting the Science City Sector.</p> <p>Overall, this option has been assessed as having a positive effect on this objective.</p>				
			<p>been assessed as having a mixed positive and negative effect on this objective.</p>	<p>This option would be expected to help ensure that new development is accessible to educational facilities. As this approach would prioritise socio-economic principles it would also be expected to help deliver educational facilities to meet needs including for student accommodation. Further, the option would be likely to maximise opportunities to complement or support the City's educational institutions, e.g. by supporting the Science City Sector, for example, by providing opportunities for expansion.</p>	<p>This option could serve to focus new development within the existing urban area and villages in order to avoid adverse environmental impacts. This may help to ensure that new sites are well located to existing educational facilities. By restricting growth, the option may also reduce pressure on primary school places. However, the option could also restrict the provision of new facilities both by limiting the availability of sites to accommodate facilities</p>	<p>As under Option 1, a balanced approach would be expected to help ensure that new development is accessible to educational facilities and delivers meet needs including for student accommodation. Further, the option would be expected to complement or support the City's institutions e.g. by supporting the Science City Sector.</p> <p>Overall, this option has been assessed as having a positive effect on this objective.</p>			
			<p>been assessed as having a mixed positive and negative effect on this objective.</p>	<p>This option would be expected to help ensure that new development is accessible to educational facilities. As this approach would prioritise socio-economic principles it would also be expected to help deliver educational facilities to meet needs including for student accommodation. Further, the option would be likely to maximise opportunities to complement or support the City's educational institutions, e.g. by supporting the Science City Sector, for example, by providing opportunities for expansion.</p>	<p>This option could serve to focus new development within the existing urban area and villages in order to avoid adverse environmental impacts. This may help to ensure that new sites are well located to existing educational facilities. By restricting growth, the option may also reduce pressure on primary school places. However, the option could also restrict the provision of new facilities both by limiting the availability of sites to accommodate facilities</p>	<p>As under Option 1, a balanced approach would be expected to help ensure that new development is accessible to educational facilities and delivers meet needs including for student accommodation. Further, the option would be expected to complement or support the City's institutions e.g. by supporting the Science City Sector.</p> <p>Overall, this option has been assessed as having a positive effect on this objective.</p>			

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

		++ Very positive impact likely	+	O No significant impact likely	?	- Negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented		
KEY										
4	<p>Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p> <ul style="list-style-type: none"> • Help deliver conditions for business success and investment; • Deliver a flexible and relevant workforce for the future; • Deliver and promote stable economic growth; • Enhance the city centre and its opportunities for business and leisure; • Provide the appropriate infrastructure for economic growth; • Support existing employment drivers; • Promote a low carbon economy. 	<p>Overall, this option has been assessed as having a positive effect on this objective.</p>	<p>++</p>	<p>Overall, this option would be expected to support delivery of the York Economic Strategy and would enable faster growth within advanced manufacturing, science and research, financial and tourism and leisure sectors (in accordance with Scenario 2 detailed in York Economic and Retailing Growth Analysis and Visioning Work). Prioritising economic growth ahead of environmental protection may help to ensure that the very best employment sites are made available thereby supporting the expansion of indigenous businesses and attracting inward investment. This would be likely to help York fulfil its role as a key economic driver within both the Leeds City Region and the York and North Yorkshire Sub Region.</p>	<p>-</p>	<p>and restricting larger developments at the edge or beyond the urban area which could incorporate new educational provision.</p> <p>Overall, this option has been assessed as having a mixed positive and negative effect on this objective.</p> <p>An approach that prioritises the protection and enhancement of built environmental assets could serve to restrict the quantum of new economic development and the delivery of a range of suitable sites which in turn may impede the ability of the plan to deliver the York Economic Strategy. In consequence, this option has been assessed as having a negative effect on this objective.</p> <p>Notwithstanding, this option would serve to protect and enhance the built and natural environmental which is an important local economic driver.</p>	<p>++</p>	<p>As under Option 1, it is expected that a balanced approach would also enable the delivery of the York Economic Strategy and support the faster rates of growth required in advanced manufacturing, science and research, financial and professional services, and tourism and leisure sectors. Whilst site choice may be more restricted relative to Option 1 in order to take account of environmental constraints, evidence contained within the Employment Land Review indicates that there would still be a suitable range of sites to meet needs.</p> <p>Under this option, it is anticipated that a balance could be struck between protection of natural and built</p>	<p>+</p>	<p>Under this option it is considered reasonable to assume that employment land would be brought forward to support economic growth. However, there is a risk that poor strategic direction could serve to undermine wider plan objectives, for example should development be directed away from the city centre. Further, without good strategic direction, this approach may undermine the planning and delivery of the infrastructure required to support growth.</p> <p>An approach that focuses on viability could result in the loss of existing or future sites to housing.</p> <p>Overall, this option has been assessed as having a positive effect on this</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely		+ Positive impact likely		O No significant effect / no clear link		? Uncertain or insufficient information		- Negative impact likely		-- Very negative impact likely		I Positive or negative impact depending on how it is implemented	
5	Help deliver equality and access to all.	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	++	<p>However, under this option there may be inherent tensions in respect of the need to promote economic growth on the one hand and the need to conserve and enhance the built and natural environment (which plays an important role in attracting inward investment and is an important component of the local economy in its own right) on the other.</p> <p>Overall, this option has been assessed as having a significant positive effect on this objective.</p>	+	+	-	++	environmental assets and their promotion to attract economic growth. Overall, this option has been assessed as having a significant positive effect on this objective.	-	-	In prioritising viability and deliverability, this option could deliver growth that is not accessible to services and facilities. Further, in not providing clear strategic direction, there is a risk that needed investment could be drawn away from deprived areas. This option could also hinder strategic planning and delivery of services and facilities which has been assessed as having a negative effect on this objective.		

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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7	<ul style="list-style-type: none"> To minimise greenhouse gases that cause climate change and deliver a managed response to its effects. 	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	-	Overall, this option has been assessed as having a positive effect on this objective. As noted above, in prioritising economic and social spatial principles, this option would be expected to deliver a sustainable transport solution which includes development in accessible locations and investment in transportation infrastructure and that helps minimise greenhouse gas emissions. However, tensions may exist between the need to deliver growth and the need to ensure that this growth does not significantly increase congestion within the City. Further, in order to meet needs outside the main urban area, this option could result in increased development in more unsustainable locations such as small settlements that lack an appropriate range of services. An approach that is driven by growth may also increase greenhouse gas emissions arising from additional development relative to the other options.	+	The approach underpinning this option would be expected to seek to minimise greenhouse gas emissions. In this respect, and by constraining growth, this option is likely to reduce emissions relative to the other options. The option may also support the delivery of a more compact form of development within the existing urban area. This is likely to promote accessibility and the use of sustainable modes of transport. However, it should be noted that the option could lead to increased development pressure within the urban area and increased congestion and associated emissions to air. Overall, this option has been assessed as having a positive effect on this objective.	+	A balanced approach would be expected to seek to deliver new development that is well served, accessible and supports the use of sustainable public transport. Notwithstanding, meeting development needs will result in increased greenhouse gas emissions. Overall, this option has been assessed as having a mixed positive and negative effect on this objective.	-	This option is considered likely to lead to the delivery of a greater number of sites in locations that would increase the need to travel, generating additional greenhouse gas emissions relative to the other options. Further, in prioritising viability and deliverability, this option could hinder strategic planning and delivery of sustainable transport infrastructure. Overall, this option has been assessed as having a negative effect on this objective.				

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely		+		O No significant effect / no clear link		?		- Negative impact likely		- Very negative impact likely		I Positive or negative impact depending on how it is implemented		
	Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARS and SSSIs ;		Protect and enhance locally important nature conservation sites (SINCS);		Create new areas or site of bio-diversity / geo-diversity value;		Improve connectivity of green infrastructure and the natural environment;		Provide opportunities for people to access the natural environment.		This option would prioritise socio-economic principles above environmental ones. In consequence, it is anticipated that in seeking to maximise growth and meet community needs, the option would have a negative effect on biodiversity.		This option would prioritise the protection and enhancement of environmental assets. In consequence, it has been assessed as having a significant positive effect on this objective.		A balanced approach is likely to support the protection of ecological assets and avoid significant adverse impacts on habitat or species. However, in seeking to meet community needs and deliver economic growth, the option may result in more localised adverse impacts on biodiversity. Overall, this option has been assessed as having a mixed positive and negative effect on this objective.
8	Conserve or enhance green infrastructure, bio-diversity, geo-diversity, flora and fauna for accessible high quality and connected natural environment.	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARS and SSSIs ; Protect and enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geo-diversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	-	+	++	+	+	+	+	+	+	+	+	+	+
9	Use land resources efficiently and safeguard their quality.	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	-	+	+	+	+	+	+	+	+	+	+	+	+
10	Improve water efficiency and quality.	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwater. 	?	?	++	+	+	+	+	+	+	+	+	?	?

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	Positive impact likely		Positive impact likely		No significant effect / no clear link		Uncertain or insufficient information		Negative impact likely		Very negative impact likely		Positive or negative impact depending on how it is implemented	
11	Reduce waste generation and increase level of reuse and recycling.	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	?	This option is not expected to have any significant effects on this objective.	?	In consequence, it has been assessed as having a significant positive effect on this objective.	?	This option is not expected to have any significant effects on this objective.	?	This option is not expected to have any significant effects on this objective.	?	This option is not expected to have any significant effects on this objective.	?	This option is not expected to have any significant effects on this objective.
12	Improve air quality.	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	-	As noted above, in prioritising economic and social spatial principles, this option would be expected to deliver a sustainable transport solution which includes development in accessible locations and investment in transportation infrastructure that helps minimise emissions to air. However, tensions may exist between the need to deliver growth and the need to ensure that this growth does not significantly increase congestion within the City. Further, in order to meet needs outside the main urban area, this option could result in increased development in more unsustainable locations such as small settlements that lack an appropriate range of services. An approach that is driven by growth may also increase emissions to air arising from additional	+	The approach underpinning this option would be expected to seek to enhance air quality. In this respect, by constraining growth this option is likely to reduce emissions relative to the other options. The option may also support the delivery of a more compact form of development within the existing urban area. This is likely to promote accessibility and the use of sustainable modes of transport. However, it should be noted that the option could lead to increased development pressure within the urban area including at locations with existing air quality issues, increased congestion and associated emissions to air.	+	A balanced approach would be expected to deliver new development that is well served, accessible and supports the use of sustainable public transport. Notwithstanding, meeting development needs will result in increased traffic and emissions to air and, potentially, developments in existing air quality issues.	+	Overall, this option has been assessed as having a mixed positive and negative effect on this objective.	+	Overall, this option has been assessed as having a negative effect on this objective.		

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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General			<p>investment and is an important component of the local economy in its own right) on the other.</p> <p>Overall, this option has been assessed as having a negative effect on this objective.</p>				<p>Overall, this option has been assessed as having a mixed positive and negative effect on this objective.</p>
			<p>This component of the spatial strategy considers four options with respect to the factors which shape growth, namely: Prioritise social and economic spatial principles (Option 1); Prioritise environmental spatial principles (Option 2); Take a balanced approach to the identified spatial principles (Option 3); and Prioritise viability and deliverability development (Option 4).</p>				
			<p>Option 1 Reflecting the priority of this option on socio-economic spatial principles, it has been assessed as having a significant positive effect on housing (Objective 1), employment (Objective 4) and equality and accessibility (Objective 5). Positive effects were also identified in respect of objectives relating to education (Objective 3) and transport (Objective 6).</p>				
			<p>No significant negative effects were identified although more minor negative effects have been assessed against the majority of the environmental SA Objectives including climate change (Objective 7), biodiversity (Objective 8), land use (Objective 9), air quality (Objective 12), cultural heritage (Objective 14) and landscape (Objective 15). This principally reflects the option's emphasis on growth which could lead to an increased risk of adverse effects and development pressure on York's built and natural environmental assets and increased emissions to air (relative to the other options).</p>				
			<p>This option was assessed as having mixed positive and negative effects on health (Objective 2) which reflects the inherent tensions that may exist with this approach with for, example, the need to deliver housing and economic growth on the one hand and the need to protect open space and avoid development in locations that could have adverse impacts on human health on the other.</p>				
			<p>Option 2 This option would prioritise the protection and enhancement of York's built and natural environmental assets. In consequence, it has been assessed as having a significant positive effect on biodiversity (Objective 8), water (Objective 10), cultural heritage (Objective 14) and landscape (Objective 15). Positive effects were also identified in respect of objectives relating to transport (Objective 6), climate change (Objective 7), land use (Objective 9) and flood risk (Objective 13).</p>				
			<p>This option was not considered likely to generate any significant negative effect against the SA objectives. However, minor negative effects were identified in respect of housing (Objective 1) and employment (Objective 4). An approach that prioritises the protection and enhancement of built and natural environmental assets could serve to restrict the quantum of new development and the ability of the Plan to meet housing needs and deliver economic growth, particularly taking into account the environmental constraints of the Plan area.</p>				
			<p>This option was assessed as having mixed positive and negative effects on health (Objective 2), education (Objective 3), equality and access (Objective 4) and air quality (Objective 12).</p>				
			<p>Option 3</p>				

KEY	++ Very positive impact likely	+ Positive impact likely	O No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
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	<p>Like Option 1, this option was considered likely to have a significant positive effect on housing (Objective 1), employment (Objective 4) and equality and accessibility (Objective 5) as a balanced approach that applies equal weight to spatial principles would be expected to enable the delivery of sufficient land to accommodate the City's housing and employment requirements over the plan period. Further positive effects were identified in respect of health (Objective 2), education (Objective 3) and transport (Objective 6).</p> <p>This option was not assessed as having any significant negative or minor negative effects on any of the SA Objectives. Reflecting the more balanced approach under this option however, mixed positive and negative effects were identified across several objectives including climate change (Objective 7), biodiversity (Objective 8), land use (Objective 9), air quality (Objective 12), cultural heritage (Objective 14) and landscape (Objective 15).</p> <p>Option 4</p> <p>No significant positive effects have been identified in respect of this option. This option would effectively let the market dictate the location of development. Whilst this is likely to mean that sufficient sites come forward during the plan period to meet overall housing and employment requirements within the City of York, in not providing clear strategic direction, there is a risk that need may not be met in specific areas. In consequence, effects on housing (Objective 1) and employment (Objective 4) were assessed as positive only. No further positive effects have been identified.</p> <p>Reflecting the prioritisation of viability and deliverability under this option which would outweigh environmental considerations, effects across several objectives were assessed as negative including biodiversity (Objective 8), land use (Objective 9), cultural heritage (Objective 14) and landscape (Objective 15) given the increased risk that development under this option could affect the City's built and natural environmental assets. Negative effects were also assessed against objectives relating to health (Objective 2), education (Objective 3), equality and access (Objective 5), transport (Objective 6), climate change (Objective 7) and air quality (Objective 12) which is primarily associated with the lack of strategic direction under this option would result in development being located in relatively inaccessible locations and directed away from areas where investment is needed (e.g. the City's deprived wards).</p>
<p>Preferred Approach</p> <ul style="list-style-type: none"> • Environmental Impact: The preferred option would be expected to help protect and enhance the City's built and natural environmental assets, avoiding significant negative effects. However, in order to meet community needs and deliver economic growth new development may place some pressure on these assets. A balanced approach would be expected to seek to deliver new development that is well served, accessible and supports the use of sustainable public transport. Notwithstanding, meeting development needs will result in increased emissions to air which could affect air quality and climate change. • Economic Impact: The preferred option is expected to meet the overall housing and employment land requirements for the City of York over the plan period and will improve the viability and vitality of the City Centre, helping York fulfil its role as a key economic driver within both the Leeds City Region and the York and North Yorkshire Sub Region. The preferred option may also complement or support the City's educational institutions e.g. by supporting the Science City Sector. • Social Impact: The preferred option is expected to support the delivery of new housing and economic development to meet community needs including within the City's most deprived areas. A balanced approach would also be expected to seek to deliver new development that is well served and accessible including by sustainable modes of transport and walking and cycling. 	
<p>Recommendations</p>	<p>None identified.</p>

KEY	++ Very positive impact likely	+	O Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented
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Spatial Distribution

SA Objective	Option 1: Prioritise development within and/or as an extension to the urban area and through the provision of a single new settlement	Option 2: Prioritise development within and/or as an extension to the urban area and through provision in the villages subject to levels of services	Option 3: Prioritise development within and/or as an extension to the urban area and through the provision of new settlements	Option 4: Prioritise development within and/or as an extension to the urban area along key sustainable transport corridors	
1	<p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	<p>++</p> <p>This option is expected to meet the overall housing requirements for the City of York over the plan period. However, there is potential that focusing a large proportion of new development within a new settlement could draw housing away from the City's smaller settlements. In this context, the North Yorkshire Strategic Housing Market Assessment (NYSHMA) demonstrates that there is affordable housing need in all markets areas within the city – Central York, Suburban York and York Villages, with the largest need in Suburban York. Notwithstanding, an approach incorporating both urban extensions and a new settlement may enable a range of sites (and, therefore, a mix of housing in terms of type, tenure and size) to be brought forward. Further, it would be expected that the option would enable some more limited growth</p>	<p>++</p> <p>The type and magnitude of effects associated with this option are likely to be similar to those identified in respect of Option 1. This option would support the delivery of a larger quantum of housing development in villages which would help to meet needs within these settlements. However, a more dispersed approach could limit the range and type of sites available which could affect the delivery of affordable housing. Overall, this option has been assessed as having a significant positive effect on this objective.</p>	<p>++</p> <p>As under Options 1 and 2, this option would support the delivery of housing to meet the overall housing needs of the City of York. Under this option it would be expected that the proportion of housing delivered within or adjacent to the urban area would be substantially reduced to support housing provision in new settlements which could affect the ability of this option to meet needs in some urban areas and smaller settlements. However, an approach incorporating both urban extensions and new settlements is likely to enable a range of sites (and, therefore, a mix of housing in terms of type, tenure and size) to be brought forward. Overall, this option has been assessed as having a significant positive effect on this objective.</p>	<p>++</p> <p>This option would support the delivery of housing to meet the overall housing needs of the City of York. However, as with Option 1, there is potential that focusing a large proportion of new development within and adjacent to the existing urban area could result in the needs of smaller settlements not being adequately met. Further, an approach which is predicated on locating development along key transport corridors may serve to restrict the range of sites that could be taken forward for development and, therefore, the mix of housing provided in terms of type, tenure and size. Overall, this option has been assessed as having a significant positive effect on this objective.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY		++ Very positive impact likely	+	O Positive impact likely	?	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented
2	<p>Improve the health and well-being of York's population</p> <ul style="list-style-type: none"> • Avoid locating development where environmental circumstances could negatively impact on people's health; • Improve access to openspace / multi-functional openspace • Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) • Improves access to healthcare; • Provides or promotes safety and security for residents; • Ensure that land contamination/pollution does not pose unacceptable risks to health. 	+	+	+	+	+	+	+	+
	<p>in smaller settlements.</p> <p>Overall, this option has been assessed as having a significant positive effect on this objective.</p> <p>Focusing development within and adjacent to the existing urban area may, in the short term, adversely affect the health of existing residents living in close proximity to development sites and along transport corridors including, for example, in areas where there is deprivation or where air quality is already an issue. In the longer term, new development may increase traffic congestion which could also adversely affect human health due to air quality impacts.</p> <p>Subject to their location, development including urban extensions and a new settlement may result in the loss of open space which could affect the promotion of healthy lifestyles. However, this option is expected to help ensure that new development is accessible to health facilities and an urban extension/new settlement approach may increase the feasibility of health care and open space provision as part of new</p>	-	-	-	-	-	-	-	-
	<p>Focusing development within and adjacent to the existing urban area and in villages may, in the short term, adversely affect the health of existing residents living in close proximity to development sites and along transport corridors including, for example, in areas where there is deprivation or where air quality is already an issue. In the longer term, new development may increase traffic congestion which could also adversely affect human health due to air quality impacts.</p> <p>Subject to their location, development including urban extensions and provision at villages may result in the loss of open space which could affect the promotion of healthy lifestyles. Further, under this option it is anticipated that there would be additional growth within the existing urban area relative to Option 1 which could in-</p>	-	-	-	-	-	-	-	-
	<p>Relative to Options 1 and 2, this option would potentially direct less development towards urban areas and extensions. This may help to avoid short term adverse impacts on health arising from construction activity and, potentially, reduce traffic congestion and associated air quality impacts in the longer term. However, it is considered more likely that this option would increase in-commuting toward the City Centre and congestion and in this respect, care would need to be taken to ensure that new settlements are well connected to the main urban area via good public transport links and provision for walking cycling.</p> <p>Subject to their location, development including urban extensions and new settlements may result in the loss of open space which could affect the promotion of healthy</p>	-	-	-	-	-	-	-	-
	<p>Focusing development within and adjacent to the existing urban area and in villages may, in the short term, adversely affect the health of existing residents living in close proximity to development sites and along transport corridors including, for example, in areas where there is deprivation or where air quality is already an issue. In the longer term, new development may increase traffic congestion which could also adversely affect human health due to air quality impacts.</p> <p>Subject to their location, development including urban extensions and provision at villages may result in the loss of open space which could affect the promotion of healthy lifestyles. Further, under this option it is anticipated that there would be additional growth within the existing urban area relative to Option 1 which could in-</p>	-	-	-	-	-	-	-	-
	<p>Subject to the location of sites and urban extensions, development may result in the loss of open space which could affect the promotion of healthy lifestyles. However, in locating development along key transport corridors and within/adjacent to the urban area, this option is expected to help ensure that new development is accessible to health facilities and an urban</p>	-	-	-	-	-	-	-	-

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	O No significant effect / no clear link	?Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
<p>education, skills development and training for an effective workforce</p>	<ul style="list-style-type: none"> opportunities for all; Support existing educational establishments for continued success; Provide good quality employment opportunities available to all. 	<p>within/adjacent to the main urban area is expected to help ensure that prospective residents have good access to educational facilities. However, there is a risk that new development in areas such as Clifton could further increase pressure on existing educational facilities, particularly primary schools. Notwithstanding, an approach incorporating urban extensions and a new settlement would be likely to enable the provision of new educational facilities as part of new developments. However, care will need to be taken to ensure that development particularly associated with the new settlement is accessible to educational facilities.</p> <p>As noted under the assessment against Objective 1, this option is expected to meet the overall housing requirements for the City of York over the plan period. This will include student housing and the option is therefore considered likely to support the City's further and higher educational institutions. New economic development within/adjacent to the City</p>	<p>the implementation of Option 2 on this objective are likely to be similar to those identified in relation to Option 1. However, in directing new development towards villages as opposed to a new settlement, this option could place further pressure on existing educational facilities. Further, development at villages may not be of a scale viable to support new educational provision. In consequence, this option has been assessed as having a mixed positive and negative effect on this objective.</p>	<p>the implementation of this option are likely to be similar to those identified in relation to Options 1 and 2. In directing a greater proportion of development to new settlements, this option may reduce pressure on existing educational facilities within urban areas although care will need to be taken to ensure that development particularly associated with new settlements incorporates/is accessible to educational facilities.</p> <p>Overall, this option has been assessed as having a positive effect on this objective.</p>	<p>the implementation of this options are likely to be similar to those identified in relation to Option 1.</p>		

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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KEY								
4	<p>Create jobs and deliver growth of a sustainable, low carbon and inclusive economy</p> <ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	++	<p>Centre may also present opportunities to complement or support the City's institutions e.g. by supporting the Science City Sector.</p> <p>Overall, this option has been assessed as having a positive effect on this objective.</p> <p>In focusing new economic development within/adjacent to the existing built up area, this option is expected to help improve the viability and vitality of the City Centre. Further, an approach which incorporates urban extensions and a new settlement is expected to help deliver a range of employment sites, supporting the expansion of indigenous businesses and attracting inward investment. This is likely to help York fulfil its role as a key economic driver within both the Leeds City Region and the York and North Yorkshire Sub Region.</p> <p>As noted above, new economic development within/adjacent to the City Centre may also present opportunities to complement or support the City's educational institutions e.g. by supporting the Science City</p>	++	<p>The type and magnitude of effects associated with this option are likely to be similar to those identified in respect of Option 1. This option would direct a larger quantum of economic growth toward villages which could limit the range and type of sites available relative to Option 1. Nonetheless, its effects on the economy would still be expected to be significant given the potential for development within the existing urban area and at urban extensions to drive growth.</p>	++	<p>The type and magnitude of effects associated with this option are likely to be similar to those identified in respect of Options 1, 2 and 3. Under this option it would be expected that employment sites would be located in highly accessible locations which may increase the attractiveness of sites to inward investors. However, there is also a risk that in focusing development along key transport corridors this option could potentially limit the range of employment sites available.</p>	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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5	<p>Help deliver equality and access to all</p> <ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	++	++	++	?	+	+	++	++
	<p>Sector. This is likely to help deliver a flexible and highly skilled workforce for the future of the City.</p> <p>Overall, this option has been assessed as having a significant positive effect on this objective.</p> <p>This option will deliver a large proportion of new housing and economic development in or within close proximity to the City's most deprived areas including, for example, Westfield, Guildhall, Hull Road and Clifton wards. However, there is potential that focusing a large proportion of new development within a new settlement could draw housing away from the City's smaller settlements thereby reducing the potential to address needs within these areas, although it would be expected the option would enable some more limited growth in smaller settlements.</p> <p>New development within or in close proximity to the existing urban area is expected to help enhance the viability of existing services and facilities although there is a risk that development could increase pressure on some services such as primary school provision. Notwithstanding, an approach incorporating urban extensions would be likely to enable the provision of new</p>								
	<p>In focusing new development within and adjacent to the existing urban area and along key transport corridors, this option is expected to help ensure that new development is highly accessible. Like Options 1, 2 and 3, this option would also be expected to locate development within or in close proximity to the City's most deprived areas.</p> <p>New development that is within or in close proximity and highly accessible to the existing urban area is expected to help enhance the viability of existing services and facilities although there is a risk that development could increase pressure on some services such as primary school provision. Notwithstanding, an approach incorporating urban extensions would be likely to enable the provision of new</p>								
	<p>Like Options 1 and 2, this option would deliver housing and economic development in or within close proximity to the City's most deprived areas. However, in directing potentially substantial growth away from these areas towards new settlements, positive effects on this aspect of the objective may be reduced relative to Options 1 and 2. Similarly, positive effects on the viability of existing services and facilities may be lessened under this option, although pressure on some facilities would be likely to be reduced.</p> <p>Whilst this option would deliver growth within and adjacent to the existing urban area which is expected to benefit from high levels of accessibility, care will need to be taken to ensure that new settlements are afforded</p>								
	<p>This option will deliver a large proportion of new housing and economic development in or within close proximity to the City's most deprived areas including, for example, Westfield, Guildhall, Hull Road and Clifton wards. This option would also direct a larger proportion of development toward smaller settlements which may help to address needs within these areas, although there is a risk that this approach could restrict the delivery of affordable housing given the range and type of sites available at these settlements.</p> <p>New development within or in close proximity to the existing urban area and villages is expected to help enhance accessibility to, and the viability of, existing services and facilities. In this respect, due to an anticipated lack of site availability at</p>								

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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KEY								
6	<p>Reduce the need to travel and deliver a sustainable integrated transport network</p> <ul style="list-style-type: none"> • Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; • Deliver transport infrastructure which supports sustainable travel options; • Promote sustainable forms of travel; • Improve congestion. 		<p>services such as primary school provision. Notwithstanding, an approach incorporating urban extensions and a new settlement would be likely to enable the provision of new facilities as part of new developments.</p> <p>Being within or in close proximity to the existing urban area, the majority of new development is also expected to benefit from high levels of accessibility. However, care will need to be taken to ensure that any new settlement is afforded a high degree of accessibility to the main urban area and incorporates a suitable range of services and facilities.</p> <p>On balance, this option has been assessed as having a significant positive effect on this objective.</p>		<p>smaller settlements, this option is likely to lead to an increased concentration of growth within the existing urban area and at urban extensions relative to Option 1 which could increase accessibility further. New development may also increase service provision although there is a risk that development could increase pressure on some services such as primary school provision. Further, whilst economic development and service provision at villages may enhance accessibility to existing and prospective residents in these settlements, development may not be of a scale required to support new facilities and services.</p> <p>Overall, this option has been assessed as having a positive effect on this objective.</p>		<p>a high degree of accessibility to the main urban area and incorporate a suitable range of services and facilities.</p> <p>Overall, this option has been assessed as having a positive effect on this objective.</p>	<p>educational facilities as part of new developments.</p> <p>Overall, this option has been assessed as having a significant positive effect on this objective.</p>

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			<p>incorporate the provision of services and facilities as part of new schemes thereby minimising the need to travel and development may stimulate investment in public transport. However, it will be important to ensure that any new settlement is accessible, well served by public transport and incorporates a range of services and facilities.</p> <p>New development is likely to generate investment in transport infrastructure within the urban area which could help address existing issues of congestion. Further, balancing housing and employment provision may help to reduce levels of in (and out) commuting. However, in the short term (during construction) and once development is complete, there is likely to be an increase in congestion within the urban area under this option although this would also be expected under baseline conditions and in this respect it is noted that congestion delay is predicted to double by 2026.</p> <p>Overall, this option has</p>		<p>increased concentration of growth within the existing urban area and at urban extensions relative to Option 1 which could increase accessibility further. However, whilst economic development and service provision at villages could reduce the need to travel, development may not be of a scale required to support new facilities and services which could increase the need to travel relative to Option 1.</p> <p>New development is likely to generate investment in transport infrastructure within the urban area which could help address existing issues of congestion. Further, balancing housing and employment provision may help to reduce levels of in (and out) commuting. However, in the short term (during construction) and once development is complete, there is likely to be an increase in congestion within the urban area under this option, particularly given the anticipated intensification of development in this area relative to Option 1. Directing some development toward</p>		<p>opportunities, as this option would result in a substantial proportion of development being located at new settlements, away from the main urban area and City Centre, it is anticipated that it would generate a higher number of transport movements compared to Options 1 and 2. In consequence, Option 3 has been assessed as having a negative effect on this objective.</p>		<p>highly accessible. Further, there is likely to be opportunities to incorporate the provision of services and schemes thereby minimising the need to travel and development may stimulate investment in, and the use of, public transport.</p> <p>New development is likely to generate investment in transport infrastructure within the urban area which could help address existing issues of congestion. Further, balancing housing and employment provision may help to reduce levels of in (and out) commuting</p> <p>As noted above, this option is likely to help encourage the use of public transport which may help reduce congestion although it should be noted that there is the potential that locating new development along key transport corridors could also serve to encourage travel by car.</p> <p>Overall, this option has been assessed as having a significant positive</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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7	<ul style="list-style-type: none"> • To minimise greenhouse gases that cause climate change and deliver a managed response to its effects • Reduce or mitigate greenhouse gas emissions from all sources; • Plan or implement adaptation measures for the likely effects of climate change; • Provide and develop energy from renewable, low and zero carbon technologies; • Promote sustainable design and building materials that manage the future risks and consequences of climate change; • Adhere to the principles of the energy hierarchy. 	+	<p>been assessed as having a positive effect on this objective.</p> <p>Prioritising new development within or in close proximity to the existing urban area is expected to both reduce the need to travel (by ensuring that new development is accessible and by balancing job and housing provision) and encourage alternatives to car use thereby helping to minimise greenhouse gas emissions. However, in the short term (during construction) and once development is complete, there is likely to be an increase in congestion within the urban area under this option which could have an adverse effect on this objective.</p> <p>The development of urban extensions and a new settlement may provide opportunities (in view of their anticipated scale) to incorporate renewable</p>	+	<p>villages under this option may also limit opportunities for transport infrastructure investment relative to options that incorporate new settlements.</p> <p>Overall, this option has been assessed as having a mixed positive and negative effect on this objective.</p> <p>As under Option 1, prioritising new development within or in close proximity to the existing urban area is expected to both reduce the need to travel (by ensuring that new development is accessible and by balancing job and housing provision) and encourage alternatives to car use thereby helping to minimise greenhouse gas emissions. However, in the short term (during construction) and once development is complete, there is likely to be an increase in congestion within the urban area under this option which could have an adverse effect on this objective.</p> <p>Further, whilst economic development and service provision at villages could reduce the need to travel, development may not be of a scale required to</p>	+	<p>As noted above, this option is expected to generate a higher number of transport movements compared to Options 1 and 2 which in turn could also increase greenhouse gas emissions relative to these options, particularly if new settlements are not well served by public transport.</p> <p>The development of urban extensions and new settlements may provide opportunities (in view of their anticipated scale) to incorporate renewable energy provision and decentralised energy supply which would help lower greenhouse gas emissions.</p> <p>Overall, this option has been assessed as having</p>	+	<p>effect on this objective.</p> <p>Prioritising new development within or in close proximity to the existing urban area along key transport corridors is expected to both reduce the need to travel (by ensuring that new development is accessible and by balancing job and housing provision) and encourage alternatives to car use thereby helping to alleviate greenhouse gas emissions. However, it should be noted that there is the potential that locating new development along key transport corridors could also serve to encourage travel by car.</p> <p>The development of urban extensions and a new settlement may provide opportunities (in view of their anticipated</p>		

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	Positive impact likely		Uncertain or insufficient information		Negative impact likely		Very negative impact likely		a mixed positive and negative effect on this objective.		scale) to incorporate renewable energy provision and decentralised energy supply which would help lower greenhouse gas emissions. On balance, this option has been assessed as having a positive effect on this objective.	
8	<p>Conserve or enhance green infrastructure, biodiversity, flora and fauna for accessible high quality and connected natural environment</p> <ul style="list-style-type: none"> • Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; • Protect and enhance locally important nature conservation sites (SINCs); • Create new areas or site of bio-diversity / geodiversity value; • Improve connectivity of green infrastructure and the natural environment; • Provide opportunities for people to access the natural environment. 	-	<p>energy provision and decentralised energy supply which would help lower greenhouse gas emissions.</p> <p>On balance, this option has been assessed as having a positive effect on this objective.</p>	-	<p>support new facilities and services which could increase the need to travel relative to Option1.</p> <p>The development of urban extensions may provide opportunities (in view of their anticipated scale) to incorporate renewable energy provision and decentralised energy supply which would help lower greenhouse gas emissions. However, it would be anticipated that such opportunities would be less under this option give the scale of development anticipated at smaller settlements.</p> <p>On balance, this option has been assessed as having a positive effect on this objective.</p>	-	<p>As under Option 1, this option is expected to help avoid adverse impacts on biodiversity and habitat loss through encouraging brownfield development and will provide opportunities to incorporate new green infrastructure and to enhance connectivity to existing assets.</p> <p>Like Option 1, this option would result in the loss of substantial areas of</p>	<p>As under Options 1 and 2, this option is expected to help avoid adverse impacts on biodiversity and habitat loss through encouraging brownfield development and will provide opportunities to incorporate new green infrastructure and to enhance connectivity to existing assets.</p> <p>However, this option would involve the provision of urban extensions and the</p>	-	<p>Development within the existing urban area may help to encourage the redevelopment of brownfield land, avoiding adverse impacts on biodiversity and habitat loss, although it is recognised that brownfield sites can have high biodiversity value. Further, development of the scale envisaged at urban extensions is likely to provide opportunities to</p>	<p>Development within the existing urban area may help to encourage the redevelopment of brownfield land, avoiding adverse impacts on biodiversity and habitat loss, although it is recognised that brownfield sites can have high biodiversity value. Further, development of the scale envisaged at urban extensions is likely to provide opportunities to</p>	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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			<p>incorporate new green infrastructure and to enhance connectivity to existing assets.</p> <p>However, this option would result in the loss of substantial areas of greenfield land which could have both a direct (e.g. loss of habitat) and indirect (e.g. noise and emissions to air) impact on habitat and species in both the short term during construction and once development is complete. Development may also restrict opportunities for people to access the natural environment.</p> <p>On balance, this option has been assessed as having a negative effect on this objective. It should be noted that potential impacts on specific European, national and local designated sites including regional, district and local green corridors is uncertain at this stage and will be dependent on the location, scale and type of new development. This option should be taken forward.</p>		<p>greenfield land which could affect habitat and species in both the short term during construction and once development is complete. Development may also restrict opportunities for people to access the natural environment. However, the scale of development at greenfield sites under this option may be less as a lack of site availability at smaller settlements is likely to lead to an increased concentration of growth within the existing urban area and at urban extensions. Equally, however, this could lead to increased development pressure at sites around the edge of the urban area which have high biodiversity value. Further, development at smaller settlements is likely to be in closer proximity to European and national designated sites, increasing the potential for adverse effects on these assets (although this is currently uncertain).</p> <p>On balance, this option has been assessed as having a negative effect on this objective. It should be noted that</p>		<p>creation of new settlements resulting in the loss of substantial areas of greenfield land which could have both a direct (e.g. loss of habitat) and indirect (e.g. noise and emissions to air) impact on habitat and species in both the short term during construction and once development is complete. Development of these sites may also restrict opportunities for people to access the natural environment.</p> <p>In view of the scale greenfield land that may be developed under this option, it has been assessed as having a significant negative effect on this objective. It should be noted that potential impacts on specific European, national and local designated sites including regional, district and local green corridors is uncertain at this stage and will be dependent on the location, scale and type of new development should this option be taken forward.</p>		<p>incorporate new green infrastructure and to enhance connectivity to existing assets.</p> <p>However, this option would result in the loss of substantial areas of greenfield land which could have both a direct (e.g. loss of habitat) and indirect (e.g. noise and emissions to air) impact on habitat and species in both the short term during construction and once development is complete. Development of these sites may also restrict opportunities for people to access the natural environment.</p> <p>On balance, this option has been assessed as having a negative effect on this objective. It should be noted that potential impacts on specific European, national and local designated sites including regional, district and local green corridors is uncertain at this stage and will be dependent on the location, scale and type of new development should this option be taken forward.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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9	<ul style="list-style-type: none"> • Use land resources efficiently and safeguard their quality 	<ul style="list-style-type: none"> • Re-use previously developed land; • Prevent pollution contaminating the land and remediate any existing contamination; • Safeguard soil quality, including the best and most versatile agricultural land; • Protect or enhance allotments; • Safeguard mineral resources and encourage their efficient use. 	<ul style="list-style-type: none"> + 	<ul style="list-style-type: none"> + <p>Under this option it is anticipated that a large proportion of new development would be focused within the existing urban area which may encourage the reuse of previously developed land. However, it is also expected that the option would result in the loss of extensive areas of greenfield land particularly to accommodate urban extensions. In consequence, the option has been assessed as having a mixed positive and negative effect on this objective. It should be noted that potential impacts on agricultural land and soil quality will depend on the location, scale and type of new development should this option be taken forward.</p>	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<p>potential impacts on specific European, national and local designated sites including regional, district and local green corridors is uncertain at this stage and will be dependent on the location, scale and type of new development should this option be taken forward.</p> <p>As under Option 1, it is anticipated that a large proportion of new development would be focused within the existing urban area which may encourage the reuse of previously developed land. Under this option there may also be opportunities to develop brownfield sites within existing villages. Whilst this option is likely to result in the intensification of development within the existing urban area relative to Option 1, the option would still result in the loss of extensive areas of greenfield land particularly to accommodate urban extensions. In consequence, the option has been assessed as having a mixed positive and negative effect on this objective. It should be noted that potential</p>	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> + 	<p>Whilst this option would seek to focus new development within the existing urban area it would be expected to result in the loss of a substantial area of greenfield land to accommodate urban extensions and new settlements. The option could also serve to direct development away from the existing urban area to facilitate the provision of new settlements further undermining the re-use of previously developed land. In consequence, this option has been assessed as having a significant negative effect on this objective.</p>	<ul style="list-style-type: none"> + 	<p>Under this option it is anticipated that a large proportion of new development would be focused within the existing urban area which may encourage the reuse of previously developed land. However, it is also expected that the option would result in the loss of extensive areas of greenfield land particularly to accommodate urban extensions. In consequence, the option has been assessed as having a mixed positive and negative effect on this objective. It should be noted that potential impacts on agricultural land and soil quality will depend on the location, scale and type of new development should this option be taken forward.</p>

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KEY	+		0		?		-		I	
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10	<ul style="list-style-type: none"> Improve water efficiency and quality 	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	?	?	Effects on this objective are considered to be uncertain and will depend on the location, scale and type of new development to be taken forward.	?	?	Effects on this objective are considered to be uncertain and will depend on the location, scale and type of new development to be taken forward.	?	Effects on this objective are considered to be uncertain and will depend on the location, scale and type of new development to be taken forward.
11	<ul style="list-style-type: none"> Reduce waste generation and increase level of reuse and recycling 	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	?	?	Effects on this objective are considered to be uncertain and will depend on the location, scale and type of new development to be taken forward.	?	?	Effects on this objective are considered to be uncertain and will depend on the location, scale and type of new development to be taken forward.	?	Effects on this objective are considered to be uncertain and will depend on the location, scale and type of new development to be taken forward.
12	<ul style="list-style-type: none"> Improve air quality 	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	+	+	Effects on this objective are considered to be uncertain and will depend on the location, scale and type of new development to be taken forward.	+	+	Effects on this objective are considered to be uncertain and will depend on the location, scale and type of new development to be taken forward.	+	Effects on this objective are considered to be uncertain and will depend on the location, scale and type of new development to be taken forward.

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13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SUDs). 	0	<p>job and housing provision) and encourage alternatives to car use thereby helping to alleviate emissions to air. However, it will be important to ensure that any new settlement is accessible, well served by public transport and incorporates a range of services and facilities in order to reduce the need to travel.</p> <p>Overall, this option has been assessed as having a mixed positive and negative effect on this objective.</p>	0	<p>the urban area, development would be more dispersed. This could serve to reduce the need to travel as there would be a greater proportion of development delivered centrally and new development at villages could increase service provision in these locations. Equally, however, increasing development within the urban area could further exacerbate existing air quality issues whilst there remains a risk that development at villages, if not adequately served, could result in increased travel.</p> <p>Overall, this option has been assessed as having a mixed positive and negative effect on this objective.</p>	0	<p>development being directed away from the urban area. This could help alleviate existing air quality issues during both construction and once development is complete however, it is considered likely that this option would generate a higher number of transport movements compared to Options 1 and 2 generating higher emissions to air, particularly if new settlements are not well served by public transport.</p> <p>Overall, this option has been assessed as having a mixed positive and negative effect on this objective.</p>	0	<p>corridors is expected to both reduce the need to travel and on balance encourage alternatives to car use thereby helping to alleviate emissions to air, although it should be noted that there is the potential that locating new development along key transport corridors could also serve to encourage travel by car.</p> <p>On balance, this option has been assessed as having a mixed positive and negative effect on this objective.</p>	Parts of York and its surrounding area are at significant risk of flooding. It is anticipated that this option will result in the development of greenfield land which could increase surface water run off and, in consequence, flood risk. However, until the location of new development is known

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14	<p>Conserve or enhance York's historic environment, cultural heritage, character and setting</p> <ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	<p>Development within the existing urban area, urban extensions and a new settlement have the potential to generate a substantial impact on York's cultural heritage assets. Negative effects on these assets and the character of York may be both short term and temporary, as a result of temporary disturbance during construction, and permanent, as a result of the direct loss of assets or impacts on the setting of the City and its assets.</p> <p>However, in also directing development towards urban extensions and a new settlement, this option may help to relieve some pressure on these assets. Additionally, through development within the urban area, there may be opportunities to enhance the settings of heritage assets as well as access to</p>	-	<p>Under this option, it is envisaged that a greater proportion of development would be located within and adjacent to the existing urban area relative to Option 1. Development pressure in these locations could serve to increase the risk of adverse impacts on heritage assets and the historic character and setting of the City. In consequence, this option has been assessed as having a negative effect on this objective.</p>	<p>be uncertain. Further, it would be expected that any development would incorporate appropriate flood risk prevention measures, informed by a FRA. Overall, this option has therefore been assessed as having a neutral effect on this objective.</p>	<p>effects are considered to be uncertain. Further, it would be expected that any development would incorporate appropriate flood risk prevention measures, informed by a FRA. Overall, this option has therefore been assessed as having a neutral effect on this objective.</p>	<p>As under Options 1, 2 and 3, development within the existing urban area and urban extensions have the potential to generate a substantial impact on York's cultural heritage assets. Negative effects on these assets and the character of York may be both short term and temporary, as a result of temporary disturbance during construction, and permanent as a result of the direct loss of assets or impacts on the setting of the City and its assets. Under this option it is anticipated that a far greater proportion of new development would be located within or adjacent to the existing urban area relative to Options 1, 2 and 3 and in consequence the risk of adverse impacts on heritage assets and the historic character of the</p>		

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15	Protect and enhance York's natural and built landscape	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	+				<p>them. Further, it is noted that the Approach to the Green Belt Appraisal study places strong emphasis on the need to preserve the setting and special character of York and in consequence it can be reasonably assumed that the development of allocated sites would not have a significant adverse effect in this regard.</p> <p>On balance, this option has been assessed as having a mixed positive and negative effect on this objective.</p> <p>This option is likely to result in the substantial development of greenfield land and the removal of sites from York's Green Belt. This could affect landscape character including the openness of the area and importantly may affect views from/toward Minster tower which is the key defining feature of the skyline of York. Development may also affect townscape and the visual amenity of residential and recreational receptors both in the short term during construction and once development is complete.</p> <p>However, focusing</p>	+			<p>As under Option 1, this option is likely to result in the substantial development of greenfield land and the removal of sites from York's Green Belt which could affect landscape character. Whilst this option would not involve the development of a new settlement, it may increase landscape/townscape impacts within and adjacent to the existing urban area whilst development at villages could affect local landscape character.</p> <p>Notwithstanding, like Option 1, development within the existing urban</p>	Very negative impact likely		<p>Whilst this option could serve to reduce the pressure on townscapes by directing development away from the urban area, relative to Options 1 and 2, this option is likely to result in a greater proportion of development being accommodated on greenfield land and the removal of a larger number of sites from York's Green Belt to support new settlements. This could have a substantial impact on landscape character. In consequence, this option has been assessed as having a significant negative effect on this objective.</p>		<p>City may be increased.</p> <p>Overall, this option has been assessed as having a negative effect on this objective.</p>

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				<p>development within and adjacent to the existing urban area is expected to help minimise adverse impacts on landscape character and ease development pressure on important assets. It is also expected that the openness of the approaches to the City would be retained where possible and that the Green Wedges would continue to strongly influence the character of the urban edge. In this context, it is noted that the Approach to Green Belt Appraisal Study (2003) identifies these factors, amongst others, as defining the historic character and setting of York.</p> <p>Development within the existing urban area may present an opportunity to improve townscape which could have a long term positive effect on this objective.</p> <p>Overall, this option has been assessed as having a mixed positive and negative effect on this objective.</p>	<p>area may present an opportunity to improve townscape which could have a long term positive effect on this objective.</p> <p>On balance, this option has been assessed as having a mixed positive and negative effect on this objective.</p>			<p>consequence, this option has been assessed as having a negative effect on this objective.</p>
General	<p>This component of the spatial strategy considers the future distribution of development. A total of four options are identified, namely: Prioritise development within and/or as an extension to the urban area and through the provision of a single new settlement (Option 1); Prioritise development within and/or as an extension to the urban area and through provision in the villages subject to levels of services (Option 2); Prioritise development within and/or as an extension to the urban area and through the provision of new settlements (Option 3); and Prioritise development within and/or as an extension to the urban area along key sustainable transport corridors (Option 4).</p>							

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Option 1

This option has been assessed as having a significant positive effect on housing (Objective 1) and employment (Objective 4). The option is expected to meet the overall housing and employment land requirements for the City of York over the plan period and will improve the viability and vitality of the City Centre, helping York fulfil its role as a key economic driver within both the Leeds City Region and the York and North Yorkshire Sub Region. As this option will deliver a large proportion of new housing and economic development in or within close proximity to the City's most deprived areas and is expected to enhance the viability of existing services and facilities and deliver new provision, it has also been assessed as having a significant positive effect on equality and accessibility (Objective 5). Further positive effects were identified in respect of education (Objective 3), transport (Objective 5) and climate change (Objective 7).

No significant negative effects were identified in respect of this option. As Option 1 would involve the development of urban extensions and a new settlement, which would result in the loss of substantial areas of greenfield land, it may have both a direct (e.g. loss of habitat) and indirect (e.g. noise and emissions to air) impact on habitat and species in both the short term during construction and once development is complete. In consequence, the option has been assessed as having a negative effect on biodiversity (Objective 8).

Mixed positive and negative effects were identified in relation to health (Objective 2), land use (Objective 9), air quality (Objective 12), cultural heritage (Objective 14) and landscape (Objective 15). This principally reflects the benefits and potential adverse impacts associated with option's focus of new development both within and adjacent to the existing urban area and at a new settlement.

Option 2

As under Option 1, this option has been assessed as having a significant positive effect on housing (Objective 1) and employment (Objective 4) in supporting the delivery of housing and economic development to meet the needs of the City of York. Effects against equality and accessibility (Objective 5) are, however, considered likely to be more minor as this option would direct a larger proportion of development toward smaller settlements which could restrict the delivery of affordable housing (given the range and type of sites available at these settlements). Further, there is a risk that development in these locations may not be of a scale required to support the provision of new facilities and services. Positive effects were also identified in respect of climate change (Objective 7) although those positive effects assessed as being positive against education (Objective 3) and transport (Objective 5) under Option 1 were considered to be more mixed as this option could place additional pressure on existing educational facilities and result in new development in locations that increase the need to travel (i.e. villages). Further mixed positive and negative effects were identified in relation to health (Objective 2), land use (Objective 9), air quality (Objective 12) and landscape (Objective 15).

No significant negative effects were identified in respect of this option. Like Option 1, this option would involve the development of urban extensions which would result in the loss of substantial areas of greenfield land and could therefore affect habitat and species in both the short term during construction and once development is complete. In consequence, this option has been assessed as having a negative effect on biodiversity (Objective 8). Under this option, it is envisaged that a greater proportion of development would be located within and adjacent to the existing urban area relative to Option 1. Development pressure in these locations could serve to increase the risk of adverse impacts on heritage assets and the historic character and setting of the City. In consequence, this option has also been assessed as having a negative effect on cultural heritage (Objective 14).

Option 3

Like Options 1 and 2, this option has been assessed as having a significant positive effect on housing (Objective 1) and employment (Objective 4) in supporting the delivery of housing and economic development to meet the needs of the City of York. Positive effects were also identified in respect of objectives relating to education (Objective 3) and equality and accessibility (Objective 5).

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	<p>The potential for significant negative effects have been identified in respect of biodiversity (Objective 8), land use (Objective 9), cultural heritage (Objective 14) and landscape (Objective 15). This primarily reflects the scale of development that would be required on greenfield sites within the Green Belt under this option to accommodate new settlements and the potential for adverse impacts on ecology and landscape character. This option was also assessed as having a negative effect on transport as it would result in a substantial proportion of development being located at new settlements, away from the main urban area and City Centre which may increase the need to travel. In view of the potential increase in transport movements associated with this option, effects on climate change were considered to be more mixed relative to Options 1 and 2. Further mixed positive and negative effects were identified in respect of objectives relating to health (Objective 2) and air quality (Objective 12).</p> <p>Option 4</p> <p>Option 4 was also assessed as having a significant positive effect on housing (Objective 1) and employment (Objective 4) in supporting the delivery of housing and economic development to meet the needs of the City of York. In focusing new development within and adjacent to the existing urban area and along key transport corridors, this option is expected to help ensure that new development is highly accessible and in consequence it has also been assessed as having a significant positive effect on equality and access (Objective 5) and transport (Objective 6). Further positive effects were identified in respect of education (Objective 3) and climate change (Objective 7).</p> <p>This option was not assessed as having any potentially significant negative effects against any of the SA Objectives. As under the other spatial distribution options, minor negative effects were identified in relation to biodiversity due to the potential for adverse impacts on ecology associated in particular with development on greenfield land. Further negative effects were also assessed against cultural heritage (Objective 14) and landscape (Objective 15) principally due to the potential for adverse impacts on the setting and special character of York as it is envisaged as additional growth would need to be accommodated within the urban area whilst focusing development along key transport corridors could result in more linear forms of development which would be at odds with the existing compact urban form of York.</p>
<p>Preferred Approach</p>	<p>Mixed positive and negative effects were identified in relation to health (Objective 2), land use (Objective 9) and air quality (Objective 12).</p> <ul style="list-style-type: none"> Environmental Impact: The preferred option would involve the development of urban extensions and a new settlement which would result in the loss of substantial areas of greenfield land, generating both a direct (e.g. loss of habitat) and indirect (e.g. noise and emissions to air) impact on habitat and species in both the short term during construction and once development is complete. Whilst the provision of a new settlement and development at urban extensions and within the urban area may affect cultural heritage assets and landscape character, focusing development within and adjacent to the existing urban area is expected to help ease development pressure on important assets. It is also expected that the openness of the approaches to the City would be retained where possible and that the Green Wedges would continue to strongly influence the character of the urban edge. New development within or in close proximity to the existing urban area is expected to benefit from high levels of accessibility, minimising emissions to air. Economic Impact: The preferred option is expected to meet the overall housing and employment land requirements for the City of York over the plan period and will improve the viability and vitality of the City Centre, helping York fulfil its role as a key economic driver within both the Leeds City Region and the York and North Yorkshire Sub Region. The preferred option may also complement or support the City's educational institutions e.g. by supporting the Science City Sector. Social Impact: The preferred option will deliver a large proportion of new housing and economic development in or within close proximity to the City's most deprived areas and is expected to enhance the viability of existing services and facilities and deliver new provision. Development located within/adjacent to the main urban area is also expected to help ensure that prospective residents have good access to health and educational facilities.
<p>Recommendations</p>	<p>The preferred option should include measures which:</p> <ul style="list-style-type: none"> Help ensure that the needs of smaller settlements are met.

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	<ul style="list-style-type: none"> Protect important open space and encourage new provision as part of new development. Ensure that any new settlement is afforded a high degree of accessibility including measures that promote walking and cycling and encourage public transport use. Encourage renewable energy provision, particularly at larger sites and within the new settlement. Seek to avoid development in locations affected by poor air quality. Avoid development in locations that have high biodiversity and landscape value.
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Strategic Site Development Principles		Option 1 Rely on the National Planning Policy Framework to guide Strategic Site development.	Option 2 Provide local level policy to guide Strategic Site development.
SA Objective			
1	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	<p>This option, alongside other Local Plan policy on housing, would be expected to support the delivery of housing at strategic sites to meet identified needs. This would be in accordance with the NPPF which seeks to deliver sustainable, inclusive and mixed communities. However, in not providing specific guidance on housing provision at strategic sites, opportunities may be lost to realise the full benefits to housing provision that strategic sites can deliver (e.g. by seeking to maximise the delivery of affordable housing).</p> <p>Overall, this option has been assessed as having a positive effect on this objective.</p>	<p>This option is expected to help ensure that housing delivery on strategic sites meets identified need. This approach may also offer additional flexibility relative to Option 1 to provide specific guidance on the mix of housing to be provided at strategic sites in terms of size, type and tenure which could, for example, maximise the delivery of affordable housing at such sites.</p> <p>Overall, this option has been assessed as having a positive effect on this objective. There is the potential for effects on this objective to be significant but this is subject to specific policy wording which is currently uncertain.</p>
2	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to open-space / multi-functional open space; Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling); Improve access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose 	<p>The NPPF provides strong policy on the promotion of healthy communities including, for example, in respect of the integration of housing and economic uses with community facilities and services, open space provision as well as on pollution control. Therefore, it is expected that these principles would underpin development at strategic sites. However, without strong local direction opportunities may be lost to ensure that new development is integrated with existing facilities and green infrastructure. Further, an approach that relies on NPPF policy may generate long term pressure on existing health facilities and open space and could disincentivise the delivery of new facilities as part of strategic site development.</p>	<p>It is expected that this option would help to ensure that development at strategic sites incorporates appropriate open space and health facility provision and that such provision is phased alongside development and integrated with existing facilities. Further, a localised policy approach will help to ensure that proposals incorporate measures to encourage walking and cycling and ensure that health facilities are accessible. Overall, the option has been assessed as having a positive effect on this objective.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	unacceptable risks to health.				Overall, this option has been assessed as having a mixed positive and negative effect on this objective.			
3	<ul style="list-style-type: none"> Improve education, skills development and training for an effective workforce. 	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	+		<p>The NPPF supports the delivery of educational facilities to meet the needs of the community. However, there is currently pressure on primary school places in some areas of York due to rising demand. Reliance on the NPPF to guide development at strategic sites may undermine efforts to plan positively for increased demand i.e. by ensuring that new development takes account of impacts on educational facility provision. Further, a reliance on the NPPF may mean that opportunities to support further and higher education in the City (for example, through ensuring that, where appropriate, sites delivery student accommodation) are lost. This has been assessed as having a mixed positive and negative effect on this objective.</p>	+	<p>It is expected that this option would help to ensure that the provision of educational facilities and development at strategic sites are aligned (e.g. by ensuring that strategic sites contribute to educational provision). Local policy guiding development at strategic sites may also help realise the strategic priorities of sub regionally important higher a further education institutions including the University of York.</p> <p>Overall, this option has been assessed as having positive effect on this objective. There is the potential for effects on this objective to be significant but this is subject to specific policy wording which is currently uncertain.</p>	
4	<ul style="list-style-type: none"> Create jobs and deliver growth of a sustainable, low carbon and inclusive economy. 	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	+		<p>Strategic sites are likely to be play an important role in meeting economic growth objectives for the City of York. Reliance on the NPPF as opposed to more locally specific criteria may create more uncertainty with respect to the potential for identified employment sites to meet local needs and generate local employment opportunities. Further, opportunities could be lost to ensure that strategic sites deliver the range and type of premises that will help support the realisation of the York Economic Strategy (e.g. by facilitating faster growth in advanced manufacturing, science and research, financial and professional services, and tourism and leisure sectors) and are supported by appropriate infrastructure.</p> <p>Notwithstanding, one of the core planning principles of the NPPF is to proactively drive and support sustainable economic development and in consequence, it would be expected that reliance on the NPPF to guide development at strategic employment sites would have a positive effect on this objective.</p>	+	<p>This option presents an opportunity to ensure, through the provision of locally specific criteria, that development at strategic employment sites supports the delivery of wider Plan economic objectives and spatial strategy, helping the City fulfil its role as a key economic driver within both the Leeds City Region and the York and North Yorkshire Sub Region. This may be achieved by, for example, including guidance on the type of sectors that will be supported by development at strategic sites, infrastructure requirements and explicit wording which reflects the need to support the wider York Economic Strategy. This approach may also help deliver development at strategic sites that supports a low carbon economy (e.g. by including requirements for renewable energy provision at strategic sites).</p> <p>Overall, this option has been assessed as having a positive effect on this objective. There is the potential for effects on this objective to be significant but this is subject to specific policy wording which is currently uncertain.</p>	
5	<ul style="list-style-type: none"> Help deliver equality and access to all. 	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; 	+		<p>Guidance contained within the NPPF seeks to ensure that development supports inclusive communities and places a strong emphasis on accessibility. In consequence, a policy approach that relies on the NPPF (as well as other Local Plan policy) to guide development at strategic sites is expected to have a positive effect on this objective. Notwithstanding, opportunities may be lost to provide more locally specific</p>	+	<p>This approach is likely to help ensure that housing and economic development at strategic sites meets specific local needs, helping to address imbalances of equality and deprivation across York. Further, through the adoption of local level policy to guide development at strategic sites there may be an opportunity to maximise community benefits arising from such schemes (e.g. by requiring the on-</p>	

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	<ul style="list-style-type: none"> Help reduce homelessness; Promote the safety and security for people and/or property. 			<p>guidance on, for example, affordable housing, service provision and accessibility that reflects local circumstances and which maximises the benefits that could be derived from development at strategic sites.</p> <p>Overall, this option has been assessed as having a positive effect on this objective.</p>					<p>site provision of services and infrastructures, ensuring that development is well connected to, and does to adversely affect, existing provision, and requiring contributions to strategic community infrastructure and services off site).</p> <p>Overall, this option has been assessed as having a positive effect on this objective. There is the potential for effects on this objective to be significant but this is subject to specific policy wording which is currently uncertain.</p> <p>This option will provide an opportunity to ensure that development at strategic sites is well connected to existing public transport and, where appropriate, delivers necessary improvements to infrastructure, promotes mixed use development which reduces the need to travel and encourages walking and cycling. Specific policy on strategic sites may also enable guidance to be provided covering car parking standards (which can help manage travel demand) and contributions to off-site strategic transport infrastructure.</p>
6	<ul style="list-style-type: none"> Reduce the need to travel and deliver a sustainable integrated transport network. 	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	+	<p>The NPPF places strong emphasis on accessibility as well on sustainable transport. It can therefore be reasonably assumed that development at strategic sites under this option would be delivered in accordance with these principles, generating a positive effect on this objective. Notwithstanding, a lack of localised policy provision may affect the ability of the Plan to ensure with certainty that strategic development is well connected to existing public transport, delivers improvements to existing infrastructure and promotes mixed use development.</p> <p>Overall, this option has been assessed as having a positive effect on this objective.</p>	+				<p>Overall, this option has been assessed as having a positive effect on this objective. There is the potential for effects on this objective to be significant but this is subject to specific policy wording which is currently uncertain.</p>
7	<ul style="list-style-type: none"> To minimise greenhouse gases that cause climate change and deliver a managed response to its effects 	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	+	<p>Addressing and adapting to climate change is one of the core planning principles of the NPPF and in consequence it can be assumed that new development at strategic sites under this option would be delivered in accordance with these principles, generating a positive effect on this objective. However, reliance on the NPPF could mean that opportunities to encourage specific standards of sustainable design and on site renewable provision are missed. Further, as noted above, a lack of localised policy provision may also affect the ability of the Plan to ensure with certainty that strategic development is well connected to existing public transport, delivers improvements to existing infrastructure and promotes mixed use development, which could reduce emissions.</p> <p>Overall, this option has been assessed as having a positive effect on this objective.</p>	+				<p>Under this option detailed guidance on sustainable design and renewable energy provision at strategic sites could be provided including, for example, in respect of the potential for district heating systems. In this context it is noted that The Renewable Energy Strategic Viability Study advises that CHP and district heating should be explored on several of York's key development opportunities. Further, as noted above, this option will provide an opportunity to ensure that development at strategic sites reduces the need to travel and promotes sustainable modes of transport which will in-turn reduce emissions.</p> <p>Overall, this option has been assessed as having a positive effect on this objective. There is the potential for effects on this objective to be significant but this is subject to specific policy wording which is currently uncertain.</p>
8	<ul style="list-style-type: none"> Conserve or enhance green 	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARS 	+	<p>The NPPF includes strong policy which seeks to protect, and where appropriate deliver net gains in, biodiversity. It can be assumed that new development at strategic sites under this</p>	+				<p>As under Option 1, it is expected that this option will ensure that nature conservation assets are conserved and enhanced. However, this approach is expected to help</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	infrastructure, bio-diversity, geo-diversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> and SSSIs; Protect and enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 			option would be delivered in accordance with these principles, generating a positive effect on this objective.				ensure that development at strategic sites complements a strategic approach to planning for green infrastructure across York. This may help to ensure, for example, that linkages between assets are maintained and enhanced and new opportunities for habitat creation realised. Overall, the option has been assessed as having a positive effect on this objective. There is the potential for effects on this objective to be significant but this is subject to specific policy wording which is currently uncertain.
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0		This option does not identify or allocate strategic sites and in consequence, effects on this objective are not expected to be significant.		0		This option does not identify or allocate strategic sites and in consequence, effects on this objective are not expected to be significant.
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	+		The NPPF supports the efficient use of resources such as water as well as ensuring their quality. It can be assumed that new development at strategic sites under this option would be delivered in accordance with these principles, generating a positive effect on this objective.		+		The provision of detailed local guidance on development at strategic sites is expected to help ensure that development does not adversely affect water quality. Relative to Option 1, guidance could be more locally specific (e.g. in respect of surface water run off rates and requirements for SuDS). This approach may also provide an opportunity to include specific guidance which seeks to reduce water consumption (e.g. by requiring the incorporation of water efficiency measures). Overall, the option has been assessed as having a positive effect on this objective.
11	Reduce waste generation and increase level of reuse and recycling.	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	+		The NPPF encourages the efficient use of resources and the minimisation of waste which, alongside other Local Plan policies, is expected to have a positive effect on this objective.		+		This approach may enable the setting of specific, strategic site standards (e.g. under the Code for Sustainable Homes) which promote the sustainable management of waste and resource use (e.g. through the use of sustainable materials, the incorporation of facilities which enable the sustainable management of waste and the on-site provision of waste management facilities).

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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12	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the Six Principle Characteristics of the City as identified in the Heritage Topic Paper. 	<p>The NPPF states that local authorities should sustain compliance with and contribute towards EU limit values or national objectives for pollutants and that planning decisions should ensure that any new development in AQMAs is consistent with the local air quality action plan. However, as noted above, a lack of localised policy provision may affect the ability of the Plan to ensure with certainty that strategic development is well connected to existing public transport and, where appropriate delivers improvements to infrastructure and promotes mixed use development which reduces the need to travel (and associated emissions).</p> <p>Taking into account the NPPF and the expectation that other Local Plan policy will seek to reduce air quality impacts and promote sustainable transport, this option has been assessed as having a positive effect on this objective.</p>	<p>The NPPF, allied with other Local Plan policy, would be expected to help ensure that development at strategic sites protects heritage assets. However, despite the strong protection afforded to heritage assets within the NPPF, reliance on national planning policy to guide development (and other Local Plan policy) at strategic sites may undermine opportunities to ensure that heritage is given sufficient weight in the consideration of development proposals and, moreover, that development reflects the local context. Further, without a strong strategic approach, opportunities to enhance heritage assets and to utilise them to promote wider economic growth may be lost.</p>	<p>The NPPF supports flood risk mitigation and in consequence, this option has been assessed as having a positive effect on this objective.</p>	<p>The NPPF, allied with other Local Plan policy, would be expected to help ensure that development at strategic sites protects heritage assets. However, despite the strong protection afforded to heritage assets within the NPPF, reliance on national planning policy to guide development (and other Local Plan policy) at strategic sites may undermine opportunities to ensure that heritage is given sufficient weight in the consideration of development proposals and, moreover, that development reflects the local context. Further, without a strong strategic approach, opportunities to enhance heritage assets and to utilise them to promote wider economic growth may be lost.</p>	<p>Overall, this option has been assessed as having a positive effect on this objective.</p> <p>The provision of local policy guidance on development at strategic sites would be expected to cover environmental impacts which may include air quality. Further, as noted above, this option will provide an opportunity to ensure that development at strategic sites reduces the need to travel and promotes sustainable modes of transport which will in-turn reduce emissions. Overall, this option has been assessed as having a positive effect on this objective.</p>
13	<ul style="list-style-type: none"> Minimise flood risk and reduce the impact of flooding to people and property in York. 	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the Six Principle Characteristics of the City as identified in the Heritage Topic Paper. 	<p>The NPPF states that local authorities should sustain compliance with and contribute towards EU limit values or national objectives for pollutants and that planning decisions should ensure that any new development in AQMAs is consistent with the local air quality action plan. However, as noted above, a lack of localised policy provision may affect the ability of the Plan to ensure with certainty that strategic development is well connected to existing public transport and, where appropriate delivers improvements to infrastructure and promotes mixed use development which reduces the need to travel (and associated emissions).</p> <p>Taking into account the NPPF and the expectation that other Local Plan policy will seek to reduce air quality impacts and promote sustainable transport, this option has been assessed as having a positive effect on this objective.</p>	<p>The NPPF, allied with other Local Plan policy, would be expected to help ensure that development at strategic sites protects heritage assets. However, despite the strong protection afforded to heritage assets within the NPPF, reliance on national planning policy to guide development (and other Local Plan policy) at strategic sites may undermine opportunities to ensure that heritage is given sufficient weight in the consideration of development proposals and, moreover, that development reflects the local context. Further, without a strong strategic approach, opportunities to enhance heritage assets and to utilise them to promote wider economic growth may be lost.</p>	<p>This option does not identify or allocate strategic sites and in consequence, effects on this objective are not expected to be significant. Notwithstanding, the NPPF supports flood risk mitigation and in consequence, this option has been assessed as having a positive effect on this objective.</p>	<p>Local policy on development at strategic sites could include guidance on flood risk. The requirement for specific strategic site guidance would be dependent on the extent of guidance contained in other parts of the Plan and the nature of strategic sites taken forward.</p>	
14	<ul style="list-style-type: none"> Conserve or enhance York's historic environment, cultural heritage, character and setting. 	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the Six Principle Characteristics of the City as identified in the Heritage Topic Paper. 	<p>The NPPF states that local authorities should sustain compliance with and contribute towards EU limit values or national objectives for pollutants and that planning decisions should ensure that any new development in AQMAs is consistent with the local air quality action plan. However, as noted above, a lack of localised policy provision may affect the ability of the Plan to ensure with certainty that strategic development is well connected to existing public transport and, where appropriate delivers improvements to infrastructure and promotes mixed use development which reduces the need to travel (and associated emissions).</p> <p>Taking into account the NPPF and the expectation that other Local Plan policy will seek to reduce air quality impacts and promote sustainable transport, this option has been assessed as having a positive effect on this objective.</p>	<p>The NPPF, allied with other Local Plan policy, would be expected to help ensure that development at strategic sites protects heritage assets. However, despite the strong protection afforded to heritage assets within the NPPF, reliance on national planning policy to guide development (and other Local Plan policy) at strategic sites may undermine opportunities to ensure that heritage is given sufficient weight in the consideration of development proposals and, moreover, that development reflects the local context. Further, without a strong strategic approach, opportunities to enhance heritage assets and to utilise them to promote wider economic growth may be lost.</p>	<p>This option does not identify or allocate strategic sites and in consequence, effects on this objective are not expected to be significant. Notwithstanding, the NPPF supports flood risk mitigation and in consequence, this option has been assessed as having a positive effect on this objective.</p>	<p>Local policy on development at strategic sites could include guidance on flood risk. The requirement for specific strategic site guidance would be dependent on the extent of guidance contained in other parts of the Plan and the nature of strategic sites taken forward.</p>	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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15	<p>Conserve and enhance York's natural and built landscape.</p> <ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value; Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	+	<p>Overall, this option has been assessed as having a positive effect on this objective.</p> <p>The NPPF seeks to protect and enhance landscape character and also places strong emphasis on high quality design. It can be assumed that new development at strategic sites under this option would be delivered in accordance with these principles, generating a positive effect on this objective. However, despite the strong protection afforded to landscape and design within the NPPF, reliance on national planning policy to guide development at strategic sites may undermine opportunities to ensure that landscape is given sufficient weight in the consideration of development proposals and, moreover, that development reflects, and where possible enhances, local landscape character.</p>	+	<p>This approach would be expected to help ensure that York's landscape/townscape is a key consideration in taking forward development at strategic sites. It would provide an opportunity to ensure that proposals take full account of the local context (e.g. by protecting views of York Minster) and may help to encourage the enhancement of landscape character and townscape (e.g. through linking development with the wider green infrastructure network).</p> <p>Overall, this option has been assessed as having a positive effect on this objective. There is the potential for effects on this objective to be significant but this is subject to specific policy wording which is currently uncertain.</p>						
General	<p>This component of the spatial strategy considers two options covering development at strategic sites, namely: Rely on the National Planning Policy Framework to guide Strategic Site development (Option 1); and Provide local level policy to guide Strategic Site development (Option 2).</p> <p>Option 1</p> <p>No significant positive effects have been identified in respect of this option. The NPPF includes a range of policy measures designed to, inter-alia, support housing and economic development, protect and enhance the built and natural environment and address climate change. In consequence, this option has been assessed as having a positive effect across the majority of the SA Objectives. However, not providing locally specific policy to guide development at strategic sites may affect the ability of the Plan to ensure that proposals fully reflect the local context (e.g. in respect of the natural and built environment) and, further, opportunities to maximise the potential benefits that could arise from development (e.g. in respect of the provision of affordable housing, local services and facilities etc) could be lost. In this context, mixed positive and negative effects on health (Objective 2) and education (Objective 3) were identified which primarily reflects the potential that reliance on the NPPF may generate long term pressure on existing health facilities, open space and primary schools and could disincentivise the delivery of new facilities as part of strategic site development.</p> <p>No significant negative or negative effects have been identified during the assessment.</p> <p>Option 2</p> <p>This option has been assessed as having a positive effect across the majority of the SA Objectives. Local policy covering development at strategic sites would reflect the overarching Plan objectives for sustainable development and help ensure that proposals take full account of the local context. Further, this option could help to maximise the potential benefits that may be derived from new development to the local communities in which sites are located and beyond. This has the potential to generate significant positive effects across several SA objectives including in respect of housing (Objective 1), education (Objective 3), employment (Objective 4), transport (Objective 6), climate change (Objective 7), biodiversity (Objective 8), cultural heritage (Objective 14) and landscape (Objective 15), although this is subject to the scope of specific policy wording which is currently uncertain.</p> <p>The option is not expected to generate any significant or minor negative effects.</p> <ul style="list-style-type: none"> Environmental Impact: The preferred option will help to conserve and enhance the City's important built and environmental assets and 										
Preferred Approach											

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	<p>has the potential to reduce resource use and emissions to air.</p> <ul style="list-style-type: none"> Economic Impact: The preferred option presents an opportunity to ensure that development at strategic employment sites supports the delivery of wider Plan economic objectives and spatial strategy, helping the City fulfil its role as a key economic driver within both the Leeds City Region and the York and North Yorkshire Sub Region. Social Impact: The preferred option is expected to help ensure that housing delivery on strategic sites meets identified need and is aligned with the provision of community facilities and services.
Recommendations	<p>In drafting detailed policy wording, consideration should be given to:</p> <ul style="list-style-type: none"> Identifying specific affordable housing requirements on strategic sites, if appropriate. Ensuring that development is well connected to existing community services and facilities including green infrastructure. Requiring the provision of community facilities, services and infrastructure to meet local community as well as strategic needs. Aligning policy wording with the vision/objectives of the York Economic Strategy. Requiring development to promote sustainable modes of transport including walking and cycling. Including guidance relating to car parking standards, if appropriate. Requiring contributions to strategic transport infrastructure, if required. Requiring specific standards of design including in respect of the provision of renewable energy infrastructure, if appropriate. Including locally specific principles which reflect the characteristics of York's natural and built environment

		Safeguarded Land		
SA Objective	Option 1 Identify 'preserve the setting and special character of York' as the primary purpose of York's Green Belt.	Option 2: Give equal weight to all Green Belt Purposes identified in NPPF.	Option 3: Identify sufficient development sites for the duration of the plan, safeguarding land to provide options for future consideration during the life time of the Green Belt.	Option 4: Identify sufficient development sites for the duration of the plan, safeguarding land to provide options for future consideration during the life time of the Green Belt.
1	<p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	<p>In identifying a primary purpose of the York Green Belt (to preserve the setting and special character of York), this option may enable a greater degree of flexibility with respect to land that could be excluded from the Green Belt. This may in-turn increase the extent of land that could be taken forward for housing development to</p>	<p>This option would give equal weight to all Green Belt purposes identified within the NPPF. This could potentially limit the volume of land excluded from the Green Belt and made available for housing (relative to Option 1) as there could be reduced flexibility, meaning that identified needs are not met. In</p>	<p>Under this option, sites would be excluded from the Green Belt to meet longer term development needs (i.e. beyond the plan period) including for housing. In consequence, the option has been assessed as having a positive effect on this objective. Notwithstanding, in allocating sites at this</p>
	+	-	+	+
	+	-	+	+

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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2	<p>Improve the health and well-being of York's population</p> <ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	0	0	0	0	<p>meet identified needs. In consequence, this option has been assessed as having a positive effect on this objective.</p>	<p>Under Option 2, it is assumed that the volume of land excluded from the Green Belt would be less (relative to Option 1). This would help to ensure that Green Belt which performs an open space function would be retained. This approach may also result in an increase concentration of development within the existing urban area. However, whilst this could protect open space within the Green Belt from development, increased development pressure may lead to a loss of urban open space which could have an adverse effect on this objective. Overall, the option has been assessed as having a neutral effect on this objective.</p>	+	<p>stage, this option may restrict future flexibility to respond to changes in circumstances such as updated housing requirement forecasts and could result in sites that would not be developable or deliverable in the future being allocated which may undermine the ability of future plans to meet housing needs. This has been assessed as having a negative effect on this objective.</p>	+	<p>by extension, the ability of Plan reviews to respond to changes to the socio-economic and environmental baseline. In consequence, the option has been assessed as having a positive effect on this objective.</p>	
												<p>Safeguarding land within the Green Belt may help to protect important areas of open space, facilitating healthy lifestyles. However, in the longer term (i.e. beyond the plan period) there is potential for safeguarded Green Belt land which serves an open space function to be lost which, without adequate replacement provision, could have a negative effect on health. Notwithstanding, this option would afford a greater degree of flexibility relative to Option 3 and overall it has been assessed as having a positive effect on this objective.</p>

KEY		++	+	0	?	-	Very negative impact likely	Very negative impact likely	I
		Very positive impact likely	Positive impact likely	No significant effect / no clear link	Uncertain or insufficient information	Negative impact likely	Negative impact likely	Very negative impact likely	Positive or negative impact depending on how it is implemented
3	<p>Improve education, skills development and training for an effective workforce</p> <ul style="list-style-type: none"> • Provide good education and training opportunities for all; • Support existing higher and further educational establishments for continued success; • Provide good quality employment opportunities available to all. 			0	<p>function (although this is not a specific Green Belt purpose) in the longer term. Overall, this option has been assessed as having a neutral effect on this objective.</p>				<p>need for additional open space, undermining the ability of future plans to promote healthy lifestyles. Further, should allocated sites no longer be appropriate (due to changes in the baseline), it may be necessary to review Green Belt boundaries which presents the risk of loss of additional open space. Overall, this option has been assessed as having a mixed positive and negative effect on this objective.</p>
				0	<p>This option is not expected to have a significant effect on this objective.</p>				<p>This option will enable the allocation of sites to meet long term development needs which may include educational facilities. However, the allocation of sites now could undermine the future ability of the Council to respond to changes in circumstances beyond the plan period which could include, for example, the need for additional educational facilities. Overall, this option has been assessed as having a mixed positive and negative effect on this objective.</p>
				0	<p>This option is not expected to have a significant effect on this objective.</p>				<p>This option will enable the allocation of sites to meet long term development needs which may include educational facilities. However, the allocation of sites now could undermine the future ability of the Council to respond to changes in circumstances beyond the plan period which could include, for example, the need for additional educational facilities. Overall, this option has been assessed as having a mixed positive and negative effect on this objective.</p>
4	<p>Create jobs and deliver a growth of a sustainable, low carbon and inclusive</p> <ul style="list-style-type: none"> • Help deliver conditions for business success and investment; • Deliver a flexible and relevant workforce for the future; • Deliver and promote stable economic growth; • Enhance the city centre and its 			+	<p>In identifying a primary purpose of the York Green Belt (to preserve the setting and special character of York), this option could enable a greater degree of flexibility with respect to</p>				<p>Under this option, land could be safeguarded to meet longer term educational needs. Relative to Option 3, this option also has the potential to provide a greater degree of flexibility in respect of site choice in the future and, by extension, the ability of Plan reviews to respond to changes in the socio-economic and environmental baseline. This has been assessed as having a positive effect on this objective.</p>
				-					<p>Under this option, land would be excluded from the Green Belt to meet longer term development needs (i.e. beyond the plan period) including for employment and in</p>
				-					<p>Under this option, land could be safeguarded to meet longer term employment needs. Relative to Option 3, the has the potential to provide a greater degree</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	economy	<ul style="list-style-type: none"> opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 					land that could be excluded from the Green Belt. This may in-turn increase the extent of land that could be taken forward for economic development to meet needs in the longer term (relative to Option 2). In consequence, this option has been assessed as having a positive effect on this objective.	the longer term (relative to Option 1) meaning that objectives for economic growth are not met. In consequence, this option has been assessed as having a negative effect on this objective.		consequence, the option has been assessed as having a positive effect on this objective. Notwithstanding, in allocating sites at this stage, this option may restrict future flexibility to respond to changes in circumstances such as updated employment land requirements forecasts and other economic conditions and could result in sites that would not be developable or deliverable in the future being allocated which may undermine the ability of future plans to accommodate economic growth. This has been assessed as having a negative effect on this objective.	of flexibility in respect of site choice in the future and, by extension, the ability of Plan reviews to respond to changes in the socio-economic and environmental baseline. In consequence, the option has been assessed as having a positive effect on this objective.
5	Help deliver equality and access to all	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	+				Green Belt policy will help focus new development within the urban area which in-turn is expected to increase accessibility. It is assumed that this option would potentially facilitate the exclusion of a larger area of land from the Green Belt to meet the development needs of York (relative to Option 2). This approach may therefore provide greater scope (relative to Option 2) to meet affordable housing needs and deliver community facilities and	As under Option 1, Green Belt policy will help focus new development within the urban area which in-turn is expected to increase accessibility. Under this option it is expected that less land would be excluded from the Green Belt (relative to Option 1). Whilst this could in theory increase the concentration of development within the existing urban area (thereby enhancing the accessibility of development), it is	-	This option may enable the allocation of sites to meet long term development needs including in respect of community facilities and services. However, the allocation of sites now could undermine the future ability of the Council to respond to changes in circumstances and community needs beyond the plan period. Overall, this option has been assessed as having a mixed positive and negative effect on this objective.	Under this option, land could be safeguarded to meet longer term needs for services and facilities as well as housing (including affordable provision). This has been assessed as having a positive effect on this objective.

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6	<p>Reduce the need to travel and deliver a sustainable integrated transport network</p> <ul style="list-style-type: none"> • Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; • Deliver transport infrastructure which supports sustainable travel options; • Promote sustainable forms of travel; • Improve congestion. 	<p>services in the longer term. The development of land excluded from the Green Belt could (subject to their location) mean that relatively inaccessible sites come forward and may draw development away from the urban area, reducing accessibility. Overall, this option has been assessed as having a positive effect on this objective.</p> <p>Green Belt policy will help focus new development within the urban area which in-turn is expected to promote the use of walking, cycling and public transport. However, focusing economic development within the City of York could also increase in-commuting. As noted above, the development of land excluded from the Green Belt could (subject to its location), mean that relatively inaccessible sites come forward and may draw development away from the urban area, reducing accessibility. However, it is assumed that any such development would be accessible. Overall, this option has been assessed as having a positive effect on this</p>	+	<p>considered more likely that this approach would restrict development coming forward in the longer term to meet needs. Overall, the option has been assessed as having a mixed positive and negative effect on this objective.</p>	+	<p>As under Option 1, Green Belt policy will help focus new development within the urban area which in-turn is expected to promote the use of walking, cycling and public transport. However, focusing economic development within the City of York could also increase in-commuting. Applying equal weight to all Green Belt purposes under this option could result in a greater focus of development within the existing urban area (relative to Option 1). Overall, this option has been assessed as having a positive effect on this objective.</p>	+	<p>Excluding sites from the Green Belt to meet long term growth requirements may help to ensure that the Green Belt endures beyond the plan period (in which could in-turn (in accordance with policy contained within the NPPF) help focus new development within the urban area thereby reducing the need to travel and promoting more sustainable forms of transport. In the longer term, should safeguarded sites come forward, these would be expected to be outside the urban area and development may therefore increase the need to travel by car (as sites may not benefit from public transport provision and would not be centrally located). However, until sites are identified and detailed proposals known</p>	?	<p>This policy will protect Green Belt land from development during the plan period (and possibly beyond). In accordance with policy contained within the NPPF, this is expected to help focus new development within the urban area thereby reducing the need to travel and promoting more sustainable forms of transport. In the longer term, should safeguarded sites come forward, these would be expected to be outside the urban area and development may therefore increase the need to travel by car (as sites may not benefit from public transport provision and would not be centrally located). However, until safeguarded sites are identified and detailed</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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7	<p>To minimise greenhouse gases that cause climate change and deliver a managed response to its effects</p> <ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	<p>+</p> <p>As noted above, Green Belt policy will help focus new development within the urban area which in-turn is expected to promote the use of walking, cycling and public transport and in-turn reduce greenhouse gas emissions. However, focusing economic development within the City of York could also increase in-commuting. The development of land excluded from the Green Belt could (subject to its location) mean that relative inaccessible sites come forward and may draw development away from the urban area, reducing accessibility and increasing emissions associated with transport. However, it is assumed that any such development would be</p>	<p>+</p> <p>As under Option 1, Green Belt policy will help focus new development within the urban area which in-turn is expected to promote the use of walking, cycling and public transport and reduce greenhouse gas emissions. However, focusing economic development within the City of York could also increase in-commuting. Applying equal weight to all Green Belt purposes under this option may result in a greater focus of development within the existing urban area (relative to Option 1). However, it is assumed that any such development would be accessible.</p>	<p>+</p> <p>effects in this regard are considered to be uncertain. Notwithstanding, this option could potentially affect the ability of future policy to respond to changing circumstances such as public transport provision and in consequence, this option could have an adverse effect on this objective in the longer term. Overall, the option has been assessed as having a mixed positive and negative effect on this objective.</p>	<p>+</p> <p>As noted above, this policy will protect Green Belt land from development during the plan period (and possibly beyond). In accordance with policy contained within the NPPF, this is expected to help focus new development within the urban area thereby reducing the need to travel, promoting more sustainable forms of transport and reducing associated greenhouse gas emissions. In the longer term, should safeguarded sites come forward, these would be expected to be outside the urban area and development may therefore increase the need to travel by car and associated emissions (as sites may not benefit from public</p>	<p>?</p> <p>proposals known effects in this regard are considered to be uncertain. Overall this option has been assessed as having a positive effect on this objective for the duration of the plan but an uncertain effect in the longer term.</p>				

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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8	<p>Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment</p> <ul style="list-style-type: none"> • Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARS and SSSIs ; • Protect and enhance locally important nature conservation sites (SINCS); • Create new areas or site of bio-diversity / geodiversity value; • Improve connectivity of green infrastructure and the natural environment; • Provide opportunities for people to access the natural environment. 		+	+	?	Overall, this option has been assessed as having a positive effect on this objective.	+	transport provision and would not be centrally located). However, until sites are identified and detailed proposals known effects in this regard are considered to be uncertain. Notwithstanding, this option could potentially affect the ability of future policy to respond to changing circumstances such as public transport provision and in consequence, this option could have an adverse effect on this objective in the longer term. Overall, the option has been assessed as having a mixed positive and negative effect on this objective.	+	<p>sites may not benefit from public transport provision and would not be centrally located). However, until safeguarded sites are identified and detailed proposals known effects in this regard are considered to be uncertain. Overall this option has been assessed as having a positive effect on this objective for the duration of the plan but an uncertain effect in the longer term.</p> <p>Safeguarding land will ensure the protection of the Green Belt for the duration of plan and possibly beyond. This will encourage development within the urban area which in-turn is likely to help conserve green infrastructure and biodiversity, although it is recognised that urban sites can have high biodiversity value. In the longer term, safeguarded land may come forward for development which could result in the loss of habitat and disturbance to biodiversity. Notwithstanding, this</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	Positive impact likely		Positive impact likely		No significant effect / no clear link		Uncertain or insufficient information		Negative impact likely		Very negative impact likely		Positive or negative impact depending on how it is implemented	
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	++	<p>(although this is not a specific Green Belt purpose) in the longer term. Overall, this option has been assessed as having a mixed positive and negative effect on this objective.</p>	++	As with Option 1, this option would be expected to generate a significant positive effect on this objective by encouraging the recycling of derelict land and other urban land.	+	potentially affect the ability of future policy to respond to changes to the ecological baseline. Additionally, should allocated sites no longer be appropriate (due to changes in the baseline), it may be necessary to review Green Belt boundaries which presents the risk of further adverse effects on biodiversity.	+	option would afford a greater degree of flexibility (relative to Option 1) to respond to changing circumstances including in respect of ecology and overall it has therefore been assessed as having a positive effect on this objective.				
			++	<p>One of the specific purposes of Green Belt is to encourage the recycling of derelict land and other urban land. Whilst this option identifies the primary purpose of the Green Belt as being to preserve the setting and special character of York, it would be expected that the spatial strategy would continue to support the development of urban land, generating a significant positive effect on this objective. This option may draw development away from the urban area although it is assumed that sites excluded from the Green Belt would only come forward once appropriate opportunities within the existing urban area have been realised.</p>	++	As with Option 1, this option would be expected to generate a significant positive effect on this objective by encouraging the recycling of derelict land and other urban land.	+	Excluding sites from the Green Belt will help to ensure that the Green Belt endures beyond the plan period which may in-turn help to encourage the recycling of derelict and other urban land for the duration of the plan and possibly beyond, in accordance with the purposes of the Green Belt set out in the NPPF. However, in the longer term (i.e. beyond the plan period), the development of allocated sites may result in the loss of greenfield land. Further, given the inherent uncertainties in forecasting future land requirements, this option could result in greenfield land being unnecessary excluded from the Green Belt. Site allocation could also potentially increase development pressure on this land earlier in the	+	The safeguarding of Green Belt land will help to encourage the recycling of land for the duration of the plan and possibly beyond, in accordance with the purposes of the NPPF. However, in the longer term (i.e. beyond the plan period), development of sites within the Green Belt may result in the loss of greenfield land. Development of greenfield sites could affect soil quality and agricultural land, although this would be dependent on the specific characteristics of the sites ultimately taken forward for development. Notwithstanding, this option would afford a greater degree of flexibility relative to Option 1 and overall it has				

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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									been assessed as having a positive effect on this objective.	
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	This option is not expected to have a significant effect on this objective.	0	This option is not expected to have a significant effect on this objective.	0	This option is not expected to have a significant effect on this objective.	0	This option is not expected to have a significant effect on this objective.
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	This option is not expected to have a significant effect on this objective.	0	This option is not expected to have a significant effect on this objective.	0	This option is not expected to have a significant effect on this objective.	0	This option is not expected to have a significant effect on this objective.
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and 	+	As noted above, Green Belt policy will help focus new development within the urban area which in-turn is expected to promote the use of walking, cycling and public transport and in-turn improve air quality. However, focusing	+	As under Option 1, Green Belt policy will help focus new development within the urban area which in-turn is expected to promote the use of walking, cycling and public transport and reduce greenhouse gas	+	As noted above, excluding sites from the Green Belt to meet long term growth requirements may help to ensure that the Green Belt endures beyond the plan period which could in-turn (in accordance with policy contained within the NPPF)	+	As noted above, this policy will protect Green Belt land from development during the plan period (and possibly beyond). In accordance with policy contained within the NPPF, this is expected to help focus

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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13	<ul style="list-style-type: none"> Minimise flood risk and reduce the impact 	<ul style="list-style-type: none"> prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	<p>economic development within the City of York could also increase in-commuting. The development of land excluded from the Green Belt could (subject to its location), mean that relatively inaccessible sites come forward and may draw development away from the urban area, reducing accessibility and increasing emissions to air associated with transport. However, it is assumed that any such development would be accessible.</p> <p>Overall, this option has been assessed as having a positive effect on this objective.</p>	<p>emissions. However, focusing economic development within the City of York could also increase in-commuting. Applying equal weight to all Green Belt purposes under this option may result in a greater focus of development within the existing urban area (relative to Option 1). However, it is assumed that any such development would be accessible.</p> <p>Overall, this option has been assessed as having a positive effect on this objective.</p>	<p>help focus new development within the urban area thereby reducing the need to travel, promoting more sustainable forms of transport and reducing associated emissions to air. In the longer term (i.e. once sites come forward) development on allocated sites excluded from the Green Belt may increase the need to travel by car and associated emissions (as sites may not benefit from public transport provision and would not be centrally located). However, until sites are identified and detailed proposals known effects in this regard are considered to be uncertain. Notwithstanding, this option could potentially affect the ability of future policy to respond to changing circumstances such as public transport provision and in consequence, this option could have an adverse effect on this objective in the longer term. Overall, the option has been assessed as having a mixed positive and negative effect on this objective.</p>	<p>new development within the urban area thereby reducing the need to travel, promoting more sustainable forms of transport and reducing associated emissions to air. In the longer term, should safeguarded sites come forward, these would be expected to be outside the urban area and development may therefore increase the need to travel by car and associated emissions (as sites may not benefit from public transport provision and would not be centrally located). However, until safeguarded sites are identified and detailed proposals known effects in this regard are considered to be uncertain. Overall this option has been assessed as having a positive effect on this objective for the duration of the plan but an uncertain effect in the longer term.</p>	<p>By focusing development within urban areas, this option is expected to reduce the amount of</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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14	<p>of flooding to people and property in York</p> <ul style="list-style-type: none"> • Conserve or enhance York's historic environment, cultural heritage, character and setting • Preserve or enhance the special character and setting of the historic city; • Promote or enhance local culture; • Preserve or enhance designated and non-designated heritage assets and their setting; • Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	<p>sustainable urban drainage systems (SuDs).</p>	<p>amount of greenfield land taken forward for development. This could have a positive effect on this objective by reducing the volume of surface water run off, although this is currently uncertain.</p> <p>The long term development of sites excluded from the Green Belt may result in increased surface water run off. However, this is dependent on their location and specific characteristics. Further, it would be expected that any development would incorporate appropriate flood risk prevention measures.</p>	<p>forward for development. This could have a positive effect on this objective by reducing the volume of surface water run off, although this is currently uncertain.</p>	<p>endures. This could reduce the amount of greenfield land taken forward for development, generating a positive effect on this objective by reducing the volume of surface water run-off. However, in the longer term greenfield sites are likely to be taken forward for development which could increase run-off. Further, in allocating sites now, this option may restrict the ability of the Council to respond to changes in the extent of flood risk over the plan area which could serve to constrain future growth. Overall, this option has been assessed as having a negative effect on this objective.</p>	<p>greenfield land taken forward for development. This could have a positive effect on this objective by reducing the volume of surface water run off, although this is currently uncertain.</p> <p>The long term development of safeguarded land may result in increased surface water run off. However, this is dependent on their location and specific characteristics. Further, it would be expected that any development would incorporate appropriate flood risk prevention measures.</p>	<p>In accordance with the purposes of the Green Belt set out in the NPPF, this option would help to preserve the setting and special character of York for the duration of the plan period and possibly beyond. In the longer term, safeguarded land within the Green Belt may come forward for development which could have an adverse impact on the character and setting of the City. However, it is noted that the Approach to the Green Belt Appraisal</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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<p>within the Heritage Topic Paper.</p>			<p>this policy may enable a greater degree of flexibility with respect to land that could be excluded from the Green Belt. This may in turn affect the openness of land in the longer term. However, it is also assumed that sites would only come forward once appropriate opportunities within the existing urban area have been realised. Further, it would be expected that the openness of the approaches to the City would be retained where possible and that the Green Wedges would continue to strongly influence the character of the urban edge. In this context, it is noted that the Approach to Green Belt Appraisal Study (2003) identifies these factors, amongst others, as defining the historic character and setting of York. Overall, the option has therefore been assessed as having a significant positive effect on this objective.</p>	<p>significant positive effect on this objective.</p>			
<p>General</p>			<p>This component of the spatial strategy considers a total of four options for York's Green Belt. Two options relate to the role of the Green Belt, namely: identify 'preserve the setting and special character of York' as the primary purpose of York's Green Belt (Option 1); and Give equal</p>				<p>without the need to alter Green Belt boundaries. The overarching aim of Green Belt policy as set out in the NPPF is to maintain openness and in consequence, this option has been assessed as having a positive effect on this objective. In the longer term, the development of sites excluded from the Green Belt could have an adverse impact on landscape character although thorough identification of the most appropriate sites to be released adverse effects on this objective in the longer term are not expected to be significant. Notwithstanding, given the inherent uncertainties in forecasting future land requirements, this option could result in land being unnecessary excluded from the Green Belt. Further, this option could potentially affect the ability of future policy to respond to changes in the landscape baseline and should allocated sites no longer be appropriate (due to changes in the baseline), it may be necessary to review Green Belt boundaries which presents the risk of further adverse effects on landscape character. Overall, this option has been assessed as having a mixed positive and negative effect on this objective.</p>

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weight to all Green Belt Purposes identified in NPPF (Option 2). A further two options relate to the approach to safeguarded land, namely: identify sufficient development sites for the duration of the Green Belt (Option 3); and identify sufficient development sites for the duration of the plan, safeguarding land to provide options for future consideration during the life time of the Green Belt (Option 4).

Option 1

This option has been assessed as having a significant positive effect on the use of land (Objective 9), cultural heritage (Objective 14) and landscape (Objective 15). This reflects the purposes of the Green Belt as set out in the NPPF including to encourage the recycling of derelict and other urban land and, further, the specific emphasis of this option on the primary purpose of the York Green Belt as being to preserve the setting and special character of York. Further positive effects were identified across the majority of SA objectives including those in respect of housing (Objective 1), employment (Objective 4), equality (Objective 5), transport (Objective 6), climate change (Objective 7) and air quality (Objective 12).

The option is not expected to generate any significant negative or minor negative effects. However, the option was assessed as having mixed positive and negative effects on biodiversity (Objective 8) which reflects the potential for this option to encourage development within the urban which is expected to, on balance, conserve green infrastructure but the likely long term loss of greenfield land and associated habitat.

Option 2

As with Option 1, this option has been assessed as having a significant positive effect on the use of land (Objective 9), by encouraging the recycling of derelict land and other urban land (in accordance with the purposes of the Green Belt set out in the NPPF) and landscape, given the overarching aim of Green Belt policy which is to keep land permanently open. However, as this option does not place specific emphasis on preserving the setting and special character of York, positive effects on cultural heritage (Objective 14) were assessed as minor. Further positive effects were identified in respect of transport (Objective 6), climate change (Objective 7), biodiversity (Objective 8) and air quality (Objective 12).

This option is not expected to have any significant negative effects on the SA objectives. Minor negative effects were identified in relation to housing (Objective 1) and employment (Objective 4) as this option could potentially limit the extent of land available to accommodate the City of York's needs for a range of uses over the plan period and beyond.

Mixed positive and negative effects were identified in relation to equality (Objective 5). This reflects the potential for Green Belt policy to help focus new development within the urban area, which in-turn is expected to increase accessibility, but the expectation that fewer long term opportunities would be available (relative to Option 1) which may restrict development coming forward in the longer term to meet needs.

Option 3

No significant positive or minor positive effects were identified in relation to this option. Mixed positive and negative effects were identified across the majority of the SA objectives. This principally reflects the fact that, whilst sites would be excluded from the Green Belt to meet longer term development needs under this option, in allocating sites at this stage the option may restrict future flexibility to respond to changes in circumstances such as revised forecast housing and employment land requirements and could result in sites that would not be developable or deliverable in the future being allocated which may undermine the ability of future plans to meet needs. Further, given the inherent uncertainties in forecasting future land requirements, this option could result in land being unnecessary excluded from the Green Belt.

This option was not assessed as having a significant negative effect on any of the SA objectives. A minor negative effect was identified in relation to food risk as it is considered that in allocating sites now, this option may restrict the ability of the Council to respond to changes in the extent of flood risk over the plan area which could serve to constrain future growth.

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	<p>Option 4</p> <p>No significant positive effects were identified in relation to Option 4. This option would safeguard a range of sites in the Green Belt that may be required to meet longer term development needs (i.e. beyond the plan period) including for housing and employment. Relative to Option 3, this option has the potential to provide a greater degree of flexibility in respect of site choice in the future and, by extension, the ability of Plan reviews to respond to changes in the socio-economic and environmental baseline whilst helping to ensure that the Green Belt endures beyond the plan period. In consequence, the option has been assessed as having positive effects across the majority of SA objectives.</p> <p>This option is not expected to have any significant negative or minor negative effects on the SA objectives.</p> <p>Environmental Impact: The preferred options will help to conserve important built and environmental assets. This reflects, and is consistent with, the five purposes of Green Belt as set out in the NPPF and the particular emphasis within the approach placed on preserving the setting and special character of the City of York and the inherent flexibility which will help to ensure that the Green Belt endures beyond the plan period. Notwithstanding, the preferred approach may result in the loss of greenfield land and associated habitat and could adversely affect landscape in the longer term.</p> <ul style="list-style-type: none"> Economic Impact: The preferred approach may enable a greater degree of flexibility with respect to land that could be excluded from the Green Belt, increasing the extent of land available to meet needs for housing, employment and community facilities. This approach will also safeguard a range of sites in the Green Belt that may be required to meet longer term development needs (i.e. beyond the plan period), providing flexibility to respond to changes in the socio-economic and environmental baseline. Social Impact: As noted above, the preferred approach is expected to help meet community needs now and in the future by affording flexibility with respect to land that could be excluded from the Green Belt and providing a range of safeguarded sites. <p>The following recommendations are made to enhance the performance of the preferred approach:</p> <ul style="list-style-type: none"> Care should be taken to ensure that sites excluded from the Green Belt do not have high biodiversity value or form important open space. Where sites do have high value in this regard, replacement provision should be planned for. Clear policy direction should be provided where appropriate to ensure that those sites excluded from the Green Belt or safeguarded are developed ahead of sites within the urban area. Sites excluded from the Green Belt and safeguarded land should, where possible, be located so as to reduce the need to travel and/or be in close proximity to public transport.
<p>Preferred Approach</p>	<p>Recommendations</p>

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SECTION 6: YORK CITY CENTRE

City Centre		Option 1 Rely on the NPPF to guide development in the City Centre		Option 2 Provide detailed local criteria and site allocations to guide development in York City Centre	
SA Objective					
1	<p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	+	<p>The NPPF seeks to deliver a wide choice of high quality housing and that local planning authorities should 'plan for a mix of housing based on the current and future demographic trends, market trends and the needs of different groups in the community' and to 'identify the size, type, tenure and range of housing that is required in particular locations.' This would have positive and permanent long term impacts on this objective.</p>	++	<p>Detailed local criteria and site allocations would take account of the specifics of York's housing market and seek to locate the most appropriate types of new housing within the city centre, which would have positive and permanent long term impacts on this objective.</p>
2	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	+	<p>The NPPF seeks to promote healthy communities and that local planning policies should 'plan positively for the provision and use of shared space, community facilities and other services to enhance the sustainability of communities and residential environments' and to 'guard against the unnecessary loss of valued services and facilities'. The NPPF also requires good design which helps to create 'safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion'.</p> <p>Together with other efforts in the NPPF to improve air quality, combat the adverse consequences of climate change and reduce harmful emissions and reduce reliance upon the car, there would be significant positive and long term impacts on improving the health and well-being of York's population.</p>	+	<p>Detailed local criteria and site allocations would take account of the specific characteristics of York's city centre to ensure that development is not located where environmental circumstances could negatively impact on people's health.</p> <p>Detailed local criteria and site allocations could also help to promote sustainable modes of transport for access to new development, which would help to reduce vehicle emissions and also to help ensure better access to leisure opportunities. These factors would have positive and permanent long-term impacts upon this objective.</p>
3	<ul style="list-style-type: none"> Provide good education and training opportunities for all; 	+	<p>The NPPF seeks to build a strong and competitive economy, which will help to build growth and develop new training and education</p>	++	<p>Detailed local criteria and site allocations would take account of the specific characteristics of York's city centre to ensure that development helps to improve education, skills</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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4	<ul style="list-style-type: none"> Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	+	+	<p>opportunities. This would have positive and permanent long term impacts upon this objective.</p> <p>The NPPF seeks to build a strong and competitive economy and requires that local planning authorities should 'set out a clear vision and strategy for their area which positively and proactively encourages sustainable growth'. Together with the other measures the NPPF requires local authorities to implement to ensure that a strong and competitive economy is built; there will be positive and permanent long term impacts upon this objective.</p>	+	<p>Detailed local criteria and site allocations would take account of the specifics of York's economy and help to locate new economic development in the most suitable locations. This would help to create jobs and deliver growth and have a positive and permanent long term impact on this objective.</p>	development and training for an effective workforce. This would have positive and permanent long term impacts on this objective.	
5	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	+	+	<p>The NPPF seeks to ensure the vitality of town centres and to allocate a range of suitable sites for ... community development and that needs for retail, leisure, office and other town centre uses are met in full and are not compromised. The NPPF also seeks to 'guard against the unnecessary loss of valued services and facilities'. These requirements will help to deliver equality of access and have positive and permanent long term impacts upon this objective.</p>	+	<p>Detailed local criteria and site allocations to guide development in York City Centre would take account of locally specific circumstances in relation to inequality and help to deliver better and equality of access. This would have positive and permanent long term impacts on this objective.</p>		
6	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	+	+	<p>The NPPF seeks to reduce the need to travel and promotes sustainable forms of travel. This will have a positive and permanent long term impact upon this objective.</p>	++	<p>Detailed local criteria and site allocations to guide development in York City Centre would take account of locally specific circumstances in helping to ensure that new development will help to reduce the need to travel, which would have positive and permanent long term impacts on this objective.</p>		
7	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; 	+	+	<p>The NPPF seeks to reduce the need to travel and promotes sustainable forms of travel. This will help to reduce vehicle emissions. The NPPF also seeks to meet the challenge of climate change, requiring local planning authorities to 'adopt proactive strategies to mitigate and adapt to climate change'. This will have a positive and permanent long term impact on this objective.</p>	+	<p>Detailed local criteria and site allocations to guide development in York City Centre would take account of locally specific circumstances in helping to ensure that new development will help to reduce the need to travel and reduce reliance upon the car. Such an approach would help to have positive and permanent long term impacts upon this objective.</p>		

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8	<ul style="list-style-type: none"> Adhere to the principles of the energy hierarchy. Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Protect and enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	+	+	+	<p>The NPPF requires that local planning authorities should 'set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure'. This requirement will help conserve and enhance the natural environment in York City Centre and therefore have positive and permanent long term impacts on this objective.</p>	+	<p>Detailed local criteria and site allocations to guide development in York City Centre would take account of locally specific circumstances in helping to ensure that new development does not adversely impact upon the natural environment, and where possible enhances it. Such an approach would have positive and permanent long term impacts on this objective.</p>	
9	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	+	+	+	<p>The NPPF requires that 'planning policies should encourage the effective use of land by re-using land that has been previously developed (brownfield land) provided that it is not of high environmental value' and that 'local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land'.</p> <p>The above requirements will help to use land resources in York City Centre efficiently and safeguard their quality, which will have positive and permanent long term impacts upon this objective.</p>	+	<p>Detailed local criteria and site allocations to guide development in York City Centre would take account of locally specific circumstances to help ensure that land resources are used efficiently and to safeguard important and valuable land where necessary. Such an approach would have positive and permanent long term impacts upon this objective.</p>	
10	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	+	+	+	<p>The NPPF requires that the planning system should seek to protect and enhance the natural environment through a variety of measures including 'preventing both new and existing development from contributing to or being put at risk from or being adversely affected by... water pollution'.</p> <p>This will help to protect the water quality of the River Ouse, which will have positive and permanent long term impacts upon this objective.</p>	+	<p>Detailed local criteria and site allocations to guide development in York City Centre would take account of locally specific circumstances to help ensure that new development improves water efficiency and helps to improve water quality where possible. This would have positive and permanent long term impacts upon this objective.</p>	
11	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	+	+	+	<p>The NPPF promotes sustainable development and seeks to reduce waste generation, which will help to reduce waste in the City Centre of York and have positive and permanent long term impacts upon this objective.</p>	+	<p>Detailed local criteria and site allocations to guide development in York City Centre would take account of locally specific circumstances to help ensure that new development reduces waste generation and to promote recycling as part of new development. This would have positive and permanent long term impacts upon this objective.</p>	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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12	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	+	<p>The NPPF seeks to minimise greenhouse gas emissions through a variety of means including supporting renewable energy, reducing reliance upon the car and promoting low carbon energy development. All of these measures will help to improve air quality and have positive and permanent long term impacts upon this objective.</p> <p>Improving air quality will be particularly welcome given that York has problems with air quality in existing AQMAs.</p>	+	<p>Detailed local criteria and site allocations to guide development in York City Centre would take account of locally specific circumstances to help ensure that new development does not adversely impact upon air quality and where possible improves air quality, for example through reducing the need to travel or using low emissions infrastructure. This would have positive and permanent long term impacts upon this objective.</p>			
13	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	+	<p>The NPPF requires that new development is directed away from areas at highest risk of flooding, but where development is necessary, making it safe without increasing flood risk elsewhere. This requirement will help to minimise and reduce flood risk in the City Centre of York and have positive and permanent long term impacts upon this objective.</p>	+	<p>Detailed local criteria and site allocations to guide development in York City Centre would take account of locally specific circumstances to ensure that new development is directed away from areas at risk of flooding and have permanent and positive long-term impacts on this objective.</p>			
14	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	+	<p>The NPPF requires that local planning authorities should 'set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance'.</p> <p>The above requirements will help to conserve York's historic environment, which would be particularly important for York given its historical significance and the fact that there are a number of listed buildings in York as well which require sensitive management and protection. The NPPF requirements would therefore have positive and permanent long-</p>	++	<p>Detailed local criteria and site allocations to guide development in York City Centre would take account of the specific characteristics that make York's historic environment unique and special and help to conserve and where possible enhance the historic environment. Such an approach will have positive and permanent long term impacts upon this objective.</p>			

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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15	<ul style="list-style-type: none"> Conserve and enhance York's natural and built landscape 	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Conserve or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	+		<p>term impacts upon this objective.</p> <p>The NPPF seeks to protect land with the highest environmental value and to 'aim to prevent harm to geological conservation interests'. This approach will have positive and permanent long term impacts upon this objective.</p>	++	<p>Detailed local criteria and site allocations to guide development in York City Centre would take account of the specific characteristics of York's natural and built landscape and ensure that new development does not have adverse impacts. There would therefore be positive and permanent long term impacts on this objective.</p>		
General	<p>Option 1 has positive impacts on all of the SA objectives, since the NPPF has wide ranging aims, many of which would help guide development in York City Centre in a sustainable way. The NPPF seeks to deliver growth, to ensure the vitality of town centres promotes sustainable modes of transport, seeks to protect the natural environment and the historic environment. All of these measures and other efforts in the NPPF will have positive long term and permanent impacts upon this objective and the future development of York City Centre.</p>								
Preferred Approach	<p>The preferred approach has positive and very positive impacts on a range of the SA objectives. Detailed local criteria and site allocations to guide development in York City Centre can take account of the specific characteristics of the city centre to help ensure that new development meets housing need, helps to contribute to growth of the economy, protects the environment and heritage of the City Centre and helps the population of York to have good access to housing, jobs, goods and services and recreational facilities. All of this will have positive and permanent long term impacts.</p>								
Recommendations	<p>As the preferred approach will have positive impacts for all for all of the SA objectives, no mitigation is therefore considered necessary.</p>								

SECTION 7: YORK CENTRAL

York Central									
SA Objective	<p>Option 1: Rely on the NPPF to guide development within York Central</p> <p>Option 2: Provide generic local criteria/site allocations to guide development, details to be deferred to lower tier of planning policy or planning application</p> <p>Option 3 : Provide detailed local criteria/site allocations to guide development in York Central</p>								
1	<table border="1"> <tr> <td>To meet the diverse housing needs of the</td> <td> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; </td> <td>+</td> <td>It is likely that an NPPF approach would have a long-term positive impact on delivering housing need with respect to York</td> <td>+</td> <td>The use of a generic approach initially followed by further policy of greater detail in an SPD would allow a broad understanding of</td> <td>+</td> <td>The size of the site and its potential uses would require a detailed understanding to be translated in the plan. This would have a positive</td> </tr> </table>	To meet the diverse housing needs of the	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; 	+	It is likely that an NPPF approach would have a long-term positive impact on delivering housing need with respect to York	+	The use of a generic approach initially followed by further policy of greater detail in an SPD would allow a broad understanding of	+	The size of the site and its potential uses would require a detailed understanding to be translated in the plan. This would have a positive
To meet the diverse housing needs of the	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; 	+	It is likely that an NPPF approach would have a long-term positive impact on delivering housing need with respect to York	+	The use of a generic approach initially followed by further policy of greater detail in an SPD would allow a broad understanding of	+	The size of the site and its potential uses would require a detailed understanding to be translated in the plan. This would have a positive		

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	<ul style="list-style-type: none"> Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	<p>Central. The NPPF sets out overall support for development within its sustainability agenda stating that the social role is to support “strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being”.</p> <p>The NPPF however does not provide specific criteria for understanding how to differentiate the types of use on site, which given its size and location, would be an important consideration. It may also not reflect the council’s ambition or spatial strategy for the site. The amount of housing on site would therefore be open to negotiation and could be in competition with other proposed used or ideas. Given its size, this could also cause uncertainty for both the developer and Council in delivering the site overall.</p>	<p>the site initially followed by a much more detailed approach. The use of generic indicators to guide development and the site allocation would be useful to help determine the best uses on site, including how the maximise the amount of housing and indicative housing numbers. The size of the site has the potential to contribute to the overall land allocated for housing growth and would provide a new community meeting need within a city centre location.</p> <p>The size and environmental issues on site, together with infrastructure requirements, could impact on delivery. The site has the potential to have a positive impact in the medium to long-term, the delivery and detail of which could be affirmed through the SPD and accompanying SA.</p>	<p>approach in determining overall detail on the site and specifying the potential for housing.</p> <p>However, given there are other issues on site to consider in bringing forward the site, the delivery is likely to be in the medium to long term. During this time the economic circumstances with regards to mitigate, funding and/or requirements for the site may correspondingly change. A detailed approach would not allow a rapid response to this changing situation which may cause viability issues.</p> <p>This option is likely to cause uncertainty for the in the medium to long term.</p>			
2	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people’s health; Improve access to openspace / multi-functional openspace; Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling); Improves access to healthcare; Provides or promotes safety and security 	+	+	+	+	+	<p>Pursuing a generic criteria approach would allow an understanding of York’s requirements to be considered and incorporated, including the proposals to ensure the health and well-being for people living and working on the site. Following this with a SPD would also refine this detail to ensure that specific</p>
	<p>population in a sustainable way.</p>						<p>Pursuing a detailed approach would require the specific facilities and services to be included in the Plan based upon an understanding of quantum’s of growth for employment and housing as well as their specific requirements through masterplanning.</p> <p>However, given the size of the site and the need to mitigate certain issues prior</p>

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		for residents; <ul style="list-style-type: none"> Ensure that land contamination/pollution does not pose unacceptable risks to health. 			of open space. In following this approach it is likely that a scheme for York Central would include social infrastructure and schemes which would promote the health and well-being of the population. The approach would not take account for any locally distinctive standards or requirements, Council ambitions or city-wide spatial strategy. In following this approach therefore, there may be tension caused between developers and the Council in terms of appropriate uses on site. This is likely to have direct impact on the short to long-term health and well-being benefits of the site.	requirements are included to maximise health and well-being. The potential of the site to include elements, which contribute to health such as medical facilities and openspace is significant and should be picked in more detail through the SPD to maximise long-term health benefits.		to development, the impacts in pursuing this approach and implementing schemes for healthy lifestyle and well-being is uncertain.
3	Improve education, skills development and training for an effective workforce	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	I		The NPPF supports the delivery of educational facilities to meet the needs of the community. Whilst this would make a positive contribution, there may be tension in how much education and skills development would need to be provided and it is not likely to reflect any wider needs outside of the site which would benefit the wider population.	A generic approach would allow an assessment of overall requirements arising from the site and wider area to inform the types of facilities that should be considered, followed by more detailed guidance based upon other factors. This should prove positive for education and training as it should enable facilities to be provided based upon a wider and then more detailed assessment of need.	?	The impacts are uncertain regarding detailed guidance as this would require detailed knowledge of educational requirements which may change in the medium term due to changing circumstances in the wider city area and in line with the delivery schedule.
4	Create jobs and deliver a growth of a sustainable, low carbon and inclusive economy	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure 	+		The NPPF supports the need for economic growth through development and ensuring that suitable land for development is available and viable. It is likely that the location of the site would be supported through NPPF and that it would be proposed to accommodate a mix	The use of a generic approach initially followed by further policy of greater detail in an SPD would allow a broad understanding of the site first to be supplemented by a much more detailed approach. This would be a flexible approach using generic indicators initially to understand the site	+	The site is likely to perform well for the provision of employment uses, subject to the definition of detailed criteria, given its city centre location and existing sustainable transport routes as well as potential connectivity with existing businesses in the city centre. A detailed criteria/allocation would

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	<p>for economic growth;</p> <ul style="list-style-type: none"> Support existing employment drivers; Promote a low carbon economy. 					<p>of uses to support economic growth.</p> <p>The NPPF however does not provide specific criteria for differentiate the types of use on site, which given its size and location, would be an important consideration. It may also not reflect the council's ambition or spatial strategy for the site. The amount of employment would therefore be open to negotiation and could be in competition with other proposed uses or functions. Given its size, this could also cause uncertainty for both the developer and Council in delivering the site overall.</p> <p>The significant need for infrastructure delivery on site may also cause tension with the NPPF's approach to investment in business not being overburdened by poor environment or infrastructure, both of which are potentially significant issues in the medium to long term for the site.</p> <p>The NPPF should encourage the use of the site to be planned in a way to support the needs of the communities to have a positive influence on equality and inclusion. The NPPF sets out overall support for development within its sustainability agenda stating that the social role is to support "strong, vibrant and healthy communities, by providing the supply of housing</p>		<p>better and guide development/site allocation. It would be useful to help determine the best uses on site, including how to maximise benefits to the economy. The size of the site has the potential to contribute to the overall land allocated for employment growth and its city centre location next to major transport links, would ensure it was an attractive and accessible for the wider region.</p> <p>The size and environmental issues on site, together with infrastructure requirements, could impact on delivery and viability. However, the site has the potential to have a positive impact in the medium to long-term, the delivery and detail of which could be affirmed through the SPD and accompanying SA.</p> <p>This approach allows more certainty in the long-term for developers of the site to understand the Council's requirements and avoid delay due to uncertainty/ongoing discussion.</p>		<p>enable a quantum of land to be specified for business use. This would be positive. However, providing a detailed approach at this stage would require the provision of a significant amount of infrastructure on site as well as site remediation. A detailed local approach would reduce flexibility in response to changing requirements, economic circumstances and funding streams over time. It is likely to have a positive influence should the site be developed in the short term should these be identified. However given the size of the site, the strategy would need to allow for the medium to long-term. Changing economic circumstances as well as funding streams could impact negatively in the delivery therefore.</p>
5	<p>Help deliver equality and access to all</p> <ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 								<p>The outcome of this approach is uncertain given that the site would need to be planned in detail to assess how the likely impacts of the detailed criteria have positively impacted on equality and social inclusivity.</p>	

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6	<p>Reduce the need to travel and deliver a sustainable integrated transport network</p> <ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	<p>+</p>	<p>+</p>	<p>required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being".</p> <p>This is likely to be as a result of successful regeneration of the site and is therefore dependent upon implementation over the long-term.</p> <p>The NPPF supports the development of a sustainable transport network to support sites and requires "All developments that generate significant amounts of movement [to be] supported by a Transport Statement or Transport Assessment". This is likely to apply to York Central given its site size. This would require the overall development to supply details of the transport requirements and modes for the site which is positive in ensuring the promotion and delivery of sustainable transport scheme</p> <p>The NPPF supports "a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of Transport". York Central is in an excellent place to extend connections of existing transport modes as access to the railway station, bus routes and pedestrian/cycle routes into the city centre/ wider area are all</p>	<p>+</p>	<p>local facilities as well as job opportunities on site. This is likely to be significantly positive for meeting equality and social inclusivity requirements.</p>	<p>A detailed local approach would reduce flexibility in response to changing requirements, economic circumstances and funding streams over time. It is likely to have a positive influence should the site be developed in the short term should these be identified. However given the size of the site, the strategy would need to allow for the medium to long-term.</p> <p>In delivering infrastructure requirements, it would be necessary to define the requirements as well as detailed accessibility features. As the site delivery time extends this may cause uncertainty for developers as the wider situation may change and accessibility requirements change.</p>

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7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	+	adjacent or in close proximity to the site. The level of transport infrastructure required to gain maximum potential from the site is significant. The deliverability of the transport infrastructure would significantly influence the sites potential in the long-term as this would influence how the site is developed. The costs involved with infrastructure however, are high and although the NPPF approach states this should not stop development coming forward, more detail is required specifying what current modes and access can support, the level of improvements and the mechanisms for bringing these forward.	+	The approach would have the most significantly positive outcome in the medium to long-term as it can be flexible to respond to change in the future. Locally derived generic criteria can determine the overall requirements and potential for the site. The SPD would be able to specify these in greater detail with an understanding of how this influences the overall climate change agenda and delivery of the site, including potential funding mechanisms.	?	Specific criteria would be positive in identifying the sites potential for contributing towards minimising the sites impact on climate change. It would ensure that the site would be able directly contribute in the long-term. However, in order to determine this it would rely on a full masterplan to understand the layout to plan in detail the mitigation methods and an idea of costs for their implementation. The impacts of this approach at the this stage would therefore be unknown

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Conserve or enhance nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs; Conserve or enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	+	+	<p>which complement the city-wide climate change agenda and action plan. This would need to be considered in order to maximise the site's potential towards minimising its effects on climate change.</p> <p>The NPPF supports the natural environment and states the planning system should recognise "the wider benefits of ecosystem services" and minimise "impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures". This is likely to have a long-term direct positive impact on the site.</p> <p>However, this may not take consideration of York's city-wide green infrastructure network adjacent to the site which could be proactively connected and linked to a GI/public realm scheme on site. The influence of green infrastructure on transport connectivity may also not be linked to coordinate with local level policy.</p>	+	<p>Option 2 would be able to build upon the NPPF approach by ensuring a comprehensive Green Infrastructure scheme is built into the overall design and layout. The approach would have the most significant positive outcome in the medium to long-term as it can be flexible to respond to the masterplanning and layout in the future. Locally derived generic criteria can determine the overall requirements and potential for the site. The SPD would be able to follow with a specific remit for maximising the green infrastructure and biodiversity on the site in line with the strategic parameters that have been set.</p>	?	<p>The approach would also build upon the NPPF and allow a detailed understanding of the site to be understood and built upon.</p> <p>However, this approach would rely on a specific scheme to be set out for the site up front. This would require the detailed masterplanning of the site to be presented in order to present how the detailed criteria would enable the site to connect to the city's existing Green infrastructure and increase biodiversity on the site.</p> <p>This approach is inflexible and given the anticipated delivery of this site, it is likely that the scheme would need to respond to changing circumstances in which a more generic strategic approach would be beneficial.</p>
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Conserve or enhance allotments; Safeguard mineral resources and 	+	+	<p>The NPPF supports: "Planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value". This site would fulfil this</p>	++	<p>Following this approach would maximise the use of this brownfield site through ensuring that the council's aspirations and justification were set out in more detail.</p> <p>Following this approach would maximise the use of this brownfield site through ensuring that the council's aspirations and justification were set out in more detail.</p>	-	<p>Following this approach would maximise the use of this brownfield site through ensuring that the council's aspirations and justification were set out in more detail.</p> <p>This approach would be able to reflect local knowledge and put forward</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	encourage their efficient use.		criteria. The former uses on the York Central site would mean that contamination may be a risk and the as the NPPF requires "remediating and mitigating spoiled, degraded, derelict, contaminated and unstable land, where appropriate", this would have a direct, long-term positive impact. Following an NPPF approach would also ensure that the wider benefits of the site are considered in terms of ecosystem services which refers to the benefits people obtain from ecosystems. This would also link well to implementing a Green Infrastructure strategy.		Justification in more detail. This approach would be able to reflect local knowledge and put forward standards to be implemented. Similarly, it would set out strategy to ensure that remediation of any contamination present on the site is undertaken to ensure the health of the people living and working in any new development. Option 2 would also allow flexibility should issues arise during later stages of site preparation having an overall positive effect in the medium to long-term		standards to be implemented. Similarly, it would set out strategy to ensure that remediation of any contamination present on the site is undertaken to ensure the health of the people living and working in any new development. However, this approach would be inflexible should issues arise later during the process as it would have to be based upon knowledge known at the time of policy formulation. The likely outcome of this may be delay in delivery or masterplanning.
10	Improve water efficiency and quality <ul style="list-style-type: none">• Conserve water resources and quality;• Improve the quality of rivers and groundwaters.	+	The NPPF supports the efficient use of resources such as water as well as ensuring their quality. The site would be required to set out measures as part of its managed response to climate change.	++	Generic criteria would enable the strategic aims of the site to be set out including resources efficiency as part of a comprehensive package of sustainability and climate change mitigation measures. The specifics of this would then be delegated to the SPD.	+	A specific approach would require a detailed knowledge of the masterplan and items on the site in order to specify what water efficiency mechanisms would be best to use. The approach would prove inflexible.
11	Reduce waste generation and increase level of reuse and recycling <ul style="list-style-type: none">• Promote reduction, re-use, recovery and recycling of waste;• Promote and increase resource efficiency.	?	The NPPF supports the efficient use of resources and waste management. The impacts of this are currently unknown as it would depend on the type and duration of construction primarily.	?	Generic criteria would enable the strategic aims of the site to be set out including resource and waste efficiency as part of a comprehensive package of mitigation measures. The specifics of this would then be delegated to the SPD. However, the impacts of this are currently unknown as it would depend on the type and duration of construction primarily.	?	Specific criteria should set out waste efficiency, particularly as part of the construction, in comprehensive package of mitigation measures. However, the impacts of this are currently unknown as it would depend on the type and duration of construction primarily.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	+	<p>The NPPF states support that local authorities should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. <i>Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan</i>.</p> <p>Following this approach would be positive for York Central given its location next to AQMAs and areas with known air quality issues. Issues identified should be mitigated through design and promotion of a low carbon sustainable transport network.</p>	+	<p>Option 2 would build upon the overall approach of the NPPF through setting out a broad set of general principles for a low carbon development in an area with known air quality issues. The greater detail following in the SPD would be able to set out more comprehensively design and layout objectives to minimise any negative impact on air quality.</p> <p>It is anticipated that mitigation for any potential impacts would also be included to ensure minimal impacts from the development.</p> <p>This approach would also be able to respond to changing air quality should the situation change post strategic policy adoption.</p>	I	<p>Detailed criteria would respond and implement strategies to combat known air quality issues at the time of policy development but may lack mechanism to adjust this once the policy is adopted. This approach would rely on the masterplanning of the site.</p> <p>It is anticipated that this would need to be accompanied by appropriate design principles to ensure that air quality is not negatively effected through development and that appropriate mitigation techniques are included to minimise the effect on peoples health..</p>
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	+	<p>The NPPF supports development in areas of lower flood risk through dictating that inappropriate would not be allowed high flood risk area and that sequential tests must be applied as a method for determining suitability. The NPPF also supports mitigation as part of the wider climate change agenda</p>	+	<p>The approach would require a broad knowledge of flood risk in the first instance followed by a more detailed knowledge in the SPD. Whilst the generic approach would set out the main principles to ensure flood risk is not negatively impacted by development, more detail would allow specific measures to be identified which are specific to the site. In planning this site in the long-term this would have the most positive direct and indirect impacts to the city.</p>	I	<p>Option 3 would require a detailed knowledge of existing flood risk and the mitigation of what is required for the site to go forward. This would set out principles for minimising flood risk and mitigation principles.</p> <p>However, this approach relies on a greater understanding of the development on the site initially and would be inflexible if the site was subject to change or over the longer term, flood risk in the area changed.</p>
14	Conserve or enhance York's historic environment,	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and 	+	<p>The NPPF supports local authorities in delivering a positive strategy for the conservation and enjoyment of</p>	++	<p>The approach would allow York's local context and heritage assets to be a key consideration within the planning for the site taking full</p>	+	<p>A detailed criteria approach/allocation would be able to delineate heritage assets on site and specify the key features to plan in. This is unlikely to</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	<p>non-designated heritage assets and their setting;</p> <ul style="list-style-type: none"> Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	<p>the historic environment, which should have long-term benefits. With regards to determining applications "local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance". It also states that "Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal".</p>	<p>advantage of a more detailed approach for future delivery within the SPD to guide suitable development to conserve and enhance the historic environment.</p>	<p>change over the plan period and is therefore likely to have a positive impact overall.</p>			
15	<p>cultural heritage, character and setting</p>	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	<p>The development of York Central would be a significant site for York given its location and size. The NPPF would support this overall development and similarly to objective 14, would support the identification of schemes, which conserves areas of landscape value to minimise conflict.</p> <p>The NPPF attaches great</p>	<p>++</p>	<p>++</p>	<p>++</p>	<p>This approach would be able to build upon the NPPF and add a York specific focus to ensure that this site would developed in a distinctively 'York' way.</p> <p>Key to this will be through the establishment of design codes which would be able to mitigate any issues which arise on site or specify what has to be adhered to.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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			<p>importance to the achievement of high quality and inclusive design for all development, including building, public and private spaces as well as wider area developments.</p> <p>Whilst the NPPF can offer a generic guide to what to consider, it lacks a local level approach to implement York specific principles to ensure that this site would positively.</p>		<p>the heritage impact appraisal.</p> <p>Key to this will be through the establishment of design codes which would be able to mitigate any issues which arise on site.</p>		
General			<p>Relying on the NPPF approach should enable the site be brought forward and developed in a way that considers a breadth of criteria and sustainability issues. However some of this is approach is reliant on implementation by the local authority causing uncertainty about the baseline and parameters the scheme should work towards. It is likely that this approach would also lack a focus on any local level requirements and city-wide characteristics that need to be incorporated in to the scheme which could have a detrimental impact subject to its implementation.</p>				
Preferred Approach			<p>Option 2 would provide the overarching principles for the site whilst also allowing detail to be delivered in response to local circumstances through an SPD. This is likely to maximise long-term positive impacts on the social, environmental and economic objectives given that this approach can remain flexible but comprehensive and respond to changing circumstances on this site over its medium to long-term delivery timescale.</p> <p>A detailed assessment would be beneficial for developing the site in the short-term using known baselines and subject to a short-delivery timescale. However, in order to maximise the positive contribution of this site to the city as a whole and minimising its effects over the medium to long-term this approach would generally lack a mechanism of responding to change and issues which may arise or influence its development.</p>				
			<p>Option 2: Provide generic local criteria/site allocations to guide development, details to be deferred to lower tier of planning policy or planning application</p>				
			<ul style="list-style-type: none"> The site has the potential to positively contribute to the overall social objectives of the city. This is a large strategic site which will contribute to overall housing growth and would provide a new community, meeting their needs within a city centre location. Following a flexible approach will help the development respond to changing economic circumstances to be able to maximise the incorporation of social infrastructure to respond to the design and need within the site. 				
			<ul style="list-style-type: none"> This strategic site is in a good location to support the overall ambitions of the city to become an attractive site which compliments the city centre. This approach is likely to maximise the site's economic potential by allowing a flexible yet comprehensive approach to development which can respond to changing economic circumstances in line with the delivery timescales. This will allow maximum viability of the site. A tension may be caused through the costs and delivery of significant infrastructure to allow the whole site to be brought forward. However, this approach would enable masterplanning and design of the site to work around these challenges to maximise development of the site prior to this being in place. 				
			<ul style="list-style-type: none"> The site is situated close the city centre and existing travel routes which have long-term positive gains for the environmental objectives. The generic criteria followed by an SPD would be able to ensure that the local characteristics of York can be included within the design to so that the development considers York's wider as well as local context. Further more, this approach would allow development to design 				

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	in schemes and features to maximise the sites potential in terms of green infrastructure and design for example as well as responding to climate change mitigation requirements.
Recommendations	There were no adverse impacts identified from having a generic policy followed by an SPD and therefore there is no need for the policy wording to take account of any negative impacts.

SECTION 8: ECONOMY

Employment Growth

SA Objective	Option 1: The baseline scenario (14,471 additional jobs)	Option 2: Scenario 2 (16,169 additional jobs)	
1	<p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Show-people. 	0	<p>This option is not expected to have a significant effect on this objective.</p>
2	<p>Improve the health and well-being of York's population.</p> <ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to open-space / multi-functional open-space Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	?	<p>This option is not expected to have a significant effect on this objective.</p> <p>As with Option 1, employment growth may generate minor, adverse effects on health in the short term during construction (e.g. as a result of emissions to air from HGV movements and plant) and once development is complete. As the scale of development would be greater under this option the potential risk of adverse effect may be increased and, further, there may be additional pressure on open-space to accommodate new development which could undermine the promotion of healthy lifestyles. Notwithstanding, until the location and nature of development is known, effects on this objective are considered to be uncertain.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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3	<ul style="list-style-type: none"> Improve education, skills development and training for an effective workforce. 	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	+	<p>Job provision under this option will create training opportunities for employees and, potentially, residents (e.g. through apprenticeship schemes).</p> <p>This option may support the development of the City's educational institutions, although it is envisaged that growth in science and research sectors (i.e. those linked to the City's educational institutions) would be less ambitious relative to Option 2.</p> <p>Overall, this option has been assessed as having a positive effect on this objective.</p>	++	<p>Like Option 1, job provision under this option will create training opportunities for employees and, potentially, residents (e.g. through apprenticeship schemes). As the number of jobs to be provided under this option would be greater it can be expected that these opportunities would be enhanced.</p> <p>The enhanced ambition of this option would be expected to maximise opportunities to complement or support the City's educational institutions e.g. by supporting the Science City Sector. This is likely to help deliver a flexible and highly skilled workforce for the future of the City.</p> <p>Overall, this option has been assessed as having a significant positive effect on this objective.</p>	++	<p>Like Option 1, job provision under this option will create training opportunities for employees and, potentially, residents (e.g. through apprenticeship schemes). As the number of jobs to be provided under this option would be greater it can be expected that these opportunities would be enhanced.</p> <p>The enhanced ambition of this option would be expected to maximise opportunities to complement or support the City's educational institutions e.g. by supporting the Science City Sector. This is likely to help deliver a flexible and highly skilled workforce for the future of the City.</p> <p>Overall, this option has been assessed as having a significant positive effect on this objective.</p>	<p>Overall, this option has been assessed as having a significant positive effect on this objective.</p>
4	<ul style="list-style-type: none"> Create jobs and deliver growth of a sustainable, low carbon and inclusive economy. 	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	+	<p>This option would deliver an estimated 14,471 jobs over the plan period. This will promote economic growth (both in the short term during construction and once development is complete), attracting inward investment and enabling the growth of indigenous businesses through associated employment land supply. However, the option represents more constrained growth relative to Option 2 and, importantly, would not deliver the vision of the York Economic Strategy for the City to become "an international and enterprising city, and in time, the most competitive city of its size, not only in the UK but globally, leading to increased growth in the overall economy and jobs". In consequence, the option has been assessed as having a positive effect only on this objective.</p>	++	<p>This option would deliver an estimated 16,169 jobs over the plan period, facilitating faster growth in advanced manufacturing, science and research, financial and professional services, and tourism and leisure sectors through delivery of a range of employment sites. This is expected to support the realisation of the York Economic Strategy, helping the City fulfil its role as a key economic driver within both the Leeds City Region and the York and North Yorkshire Sub Region. Increased job provision may also stimulate additional growth in the construction sector relative to Option 1 associated with the provision of new /expansion of existing employment premises.</p> <p>This option is also expected to maximise opportunities to complement or support the City's educational institutions e.g. by supporting the Science City Sector. This is likely to help deliver a flexible and highly skilled workforce for the future of the City.</p>	++	<p>This option would deliver an estimated 16,169 jobs over the plan period, facilitating faster growth in advanced manufacturing, science and research, financial and professional services, and tourism and leisure sectors through delivery of a range of employment sites. This is expected to support the realisation of the York Economic Strategy, helping the City fulfil its role as a key economic driver within both the Leeds City Region and the York and North Yorkshire Sub Region. Increased job provision may also stimulate additional growth in the construction sector relative to Option 1 associated with the provision of new /expansion of existing employment premises.</p> <p>This option is also expected to maximise opportunities to complement or support the City's educational institutions e.g. by supporting the Science City Sector. This is likely to help deliver a flexible and highly skilled workforce for the future of the City.</p>	<p>Overall, this option has been assessed as having a significant positive effect on this objective.</p>
5	<ul style="list-style-type: none"> Help deliver equality and access to all. 	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; 	+	<p>Job provision will help to address deprivation in the City. However, the extent to which new employment opportunities benefit these areas will depend to an extent on the type of jobs created and the skills present in the local labour market as well as the recruitment policies of firms.</p> <p>Economic growth may also support existing community</p>	+	<p>Overall, this option has been assessed as having a significant positive effect on this objective.</p> <p>In maximising job provision over the plan period, this option is expected to offer the greatest prospect of addressing employment deprivation across the city. However, the extent to which new employment opportunities benefit these areas will depend to an extent on the type of jobs created and the skills present in the local labour market as well as the recruitment policies of firms.</p>	+	<p>Overall, this option has been assessed as having a significant positive effect on this objective.</p> <p>In maximising job provision over the plan period, this option is expected to offer the greatest prospect of addressing employment deprivation across the city. However, the extent to which new employment opportunities benefit these areas will depend to an extent on the type of jobs created and the skills present in the local labour market as well as the recruitment policies of firms.</p>	<p>Overall, this option has been assessed as having a significant positive effect on this objective.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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		<ul style="list-style-type: none"> Help reduce homelessness; Promote the safety and security for people and/or property. 		<p>services and facilities, although associated benefits would be less than under Option 2.</p> <p>Overall, this option has been assessed as having a positive effect on this objective.</p>					
6	<p>Reduce the need to travel and deliver a sustainable integrated transport network.</p> <ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	+	-	<p>Economic growth is likely to increase traffic within the City of York. The exact magnitude of effects on this aspect of the objective is dependent on the location and type of employment development, which is currently uncertain. However, given existing and projected congestion this option has been assessed as having a negative effect on this aspect of the objective.</p> <p>Economic development may present opportunities to increase investment in transport infrastructure and could help balance housing and employment provision, reducing net commuting. Further, there may be opportunities to encourage sustainable modes of transport alongside new development (although this is currently uncertain).</p> <p>Overall, this option has been assessed as having a mixed positive and negative effect on this objective.</p>	+		<p>firms.</p> <p>Higher level growth under this option may serve to support existing community services and facilities and, further, could stimulate additional investment.</p> <p>Overall, this option has been assessed as having a positive effect on this objective.</p> <p>As under Option 1, economic growth is likely to increase traffic within the City of York. The exact magnitude of effects on this aspect of the objective is dependent on the location and type of employment development which is currently uncertain. However, given existing and projected congestion and taking into account the fact that this option would promote higher levels of growth, Option 2 has been assessed as having a negative effect on this aspect of the objective.</p> <p>Economic development may present opportunities to increase investment in transport infrastructure and could help balance housing and employment provision, reducing net commuting. Further, there may be opportunities to encourage sustainable modes of transport alongside new development (although this is currently uncertain).</p> <p>Overall, this option has been assessed as having a mixed positive and negative effect on this objective.</p>		
7	<p>To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p> <ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	-		<p>Economic development will result in increased emissions of greenhouse gases both during construction (e.g. due to emissions from HGV movements and plant) and once development is complete (e.g. due to increased traffic generation and emissions from sites). Whilst the exact magnitude of effects will be dependent on the type, design and location of economic development at the individual site level which is currently uncertain, on balance this option has been assessed as having a negative effect on this objective.</p> <p>Notwithstanding, economic development may present opportunities to increase investment in transport infrastructure and could help balance housing and employment provision, reducing net commuting and associated emissions. Further, there may be opportunities to encourage sustainable modes of transport alongside new development (although this is currently uncertain).</p>	-		<p>As under Option 1, economic development will result in increased emissions of greenhouse gases both during construction (e.g. due to emissions from HGV movements and plant) and once development is complete (e.g. due to increased traffic generation and emissions from sites) although in view of the higher levels of growth envisaged under this option, emissions are also expected to be greater (although not at a level deemed to be significant). Whilst the exact magnitude of effects will be dependent on the type, design and location of economic development at the individual site level which is currently uncertain, on balance this option has been assessed as having a negative effect on this objective.</p> <p>Notwithstanding, economic development may present opportunities to increase investment in transport infrastructure and could help balance housing and</p>		

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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8	Conserve or enhance green infrastructure, bio-diversity, geo-diversity, flora and fauna for accessible high quality and connected natural environment.	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Protect and enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geo-diversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	?	Economic growth could have an adverse effect on bio-diversity as a result of land take and disturbance during construction and once development is complete (e.g. as a result of emissions to air from operational uses). However, this is dependent on the type and location of development which at this stage is uncertain.	?		employment provision, reducing net commuting and associated emissions. Further, there may be opportunities to encourage sustainable modes of transport alongside new development (although this is currently uncertain).	
9	Use land resources efficiently and safeguard their quality.	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	?	Economic growth could result in the development of Greenfield sites, generating a negative effect on this objective. However, until the locations of sites are known, effects are considered to be uncertain.	?		Increased economic growth under this option could place additional pressure on Greenfield land as well as Brownfield sites with high bio-diversity value to accommodate employment uses. Further, operational activities may also affect ecological assets (e.g. as a result of emissions to air). However, until the locations of sites are known and operational uses determined, effects on this objective are considered to be uncertain.	
10	Improve water efficiency and quality.	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwater. 	-	Economic growth will result in increased water consumption during both construction and in the longer term once development is complete. This has been assessed as having a negative effect on this objective.	-		Like Option 1, this option would result in increased water consumption to support economic growth. Water consumption under this option would be expected to be greater than under Option 1, commensurate with the enhanced scale of economic growth although adverse effects on this objective would not be expected to be significant.	
11	Reduce waste generation and increase level of reuse	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	-	Economic growth would result in resource use, particularly during the construction of new premises. Construction and the operation of premises would also generate waste. Overall, this option has been assessed as having a negative	-		Like Option 1, this option would increase resource use and generate waste. Resource use and waste generation would be increased under this option, commensurate with the scale of growth although adverse effects on this	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY		++ Very positive impact likely	+	O Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented
12	and recycling. Improve air quality.	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 				effect on this objective. Economic development will result in increased emissions to air both during construction (e.g. due to emissions from HGV movements and plant) and once development is complete (e.g. due to increased traffic sites). Whilst the exact magnitude of effects will be dependent on the type, design and location of development at the individual site level which is currently uncertain, on balance this option has been assessed as having a negative effect on this objective. Notwithstanding, economic development may present opportunities to increase investment in transport infrastructure and could help balance housing and employment provision, reducing net commuting and associated emissions. Further, there may be opportunities to encourage sustainable modes of transport alongside new development (although this is currently uncertain).				objective would not be expected to be significant. As under Option 1, economic development will result in increased emissions to air during construction (e.g. due to emissions from HGV movements and plant) and once development is complete (e.g. due to increased traffic generation and emissions from sites) although in view of the higher levels of growth envisaged under this option, emissions are expected to be greater (although not at a level deemed to be significant). Whilst the exact magnitude of effects will be dependent on the type, design and location of economic development at the individual site level which is currently uncertain, on balance this option has been assessed as having a negative effect on this objective. Notwithstanding, economic development may present opportunities to increase investment in transport infrastructure and could help balance housing and employment provision, reducing net commuting and associated emissions. Further, there may be opportunities to encourage sustainable modes of transport alongside new development (although this is currently uncertain).
13	Minimise flood risk and reduce the impact of flooding to people and property in York.	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 			0	Parts of York and its surrounding area are at significant risk of flooding. However, until the location of new development is known effects are considered to be uncertain. Further, it would be expected that any development would incorporate appropriate flood risk prevention measures, informed by a FRA. Overall, this option has therefore been assessed as having a neutral effect on this objective.		0	Parts of York and its surrounding area are at significant risk of flooding. However, until the location of new development is known effects are considered to be uncertain. Further, it would be expected that any development would incorporate appropriate flood risk prevention measures, informed by a FRA. Overall, this option has therefore been assessed as having a neutral effect on this objective.	
14	Conserve or enhance York's historic environment, cultural heritage, character and setting.	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the Six Principle Characteristics of the City as identified in the Heritage Topic Paper. 			?	Economic growth could have an adverse effect on cultural heritage assets as a result of the direct loss of assets during construction or due to impacts on their settings during both construction and once development is complete. However, this is dependent on the type, design and location of development which at this stage is uncertain.		?	As under Option 1, economic growth could have an adverse effect on cultural heritage assets as a result of the direct loss of assets during construction or due to impacts on their settings during both construction and once development is complete. However, this is dependent on the type, design and location of development which at this stage is uncertain. Under this option, faster growth would be prompted within the tourism and leisure sector (amongst other sectors). This may present opportunities to enhance cultural heritage assets and their settings although this is also considered to be uncertain at this stage.	
15	Conserve	<ul style="list-style-type: none"> Preserve or enhance the landscape 			?	Economic growth could have an adverse effect on landscape		?	As under Option 1, economic growth could have an	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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KEY							
	and enhance York's natural and built landscape.	<ul style="list-style-type: none"> including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 		and townscape during both construction and once development is complete. However, this is dependent on the type, design and location of development which at this stage is uncertain.			adverse effect on landscape and townscape during both construction and once development is complete. Increased economic growth under this option could place additional pressure on landscape and townscape to accommodate employment uses. However, until the location, type and design of sites are known, effects on this objective are considered to be uncertain.
General			<p>A total of two employment growth options have been identified, namely: The baseline scenario (14,471 additional jobs) (Option 1), and Scenario 2 (16,169 additional jobs) (Option 2).</p> <p>Option 1</p> <p>No significant positive effects have been identified in respect of this option. The option would deliver an estimated 14,471 jobs over the plan period. This will promote economic growth, attracting inward investment and enabling the growth of indigenous businesses through associated employment land supply. However, the option represents more constrained growth relative to Option 2 and, importantly, would not deliver the vision of the York Economic Strategy. In consequence, it has been assessed as having a positive effect only on employment (Objective 4). Further positive effects were identified in relation to education (Objective 3) and equality and accessibility (Objective 5).</p> <p>This option has not been assessed as having a significant negative effect on any of the SA Objectives. Negative effects have been identified in respect of objectives relating to climate change (Objective 7), water (Objective 10), waste and resource use (Objective 11) and air quality (Objective 12). This reflects the use of resources including energy (and associated emissions to air) and generation of waste during both the construction and operation of economic development. No further negative effects were identified although it should be noted that effects on health (Objective 2), biodiversity (Objective 8), land use (Objective 9), cultural heritage (Objective 14) and landscape (Objective 15) were considered to be uncertain at this stage. Economic growth could have an adverse effect on the City's natural and built environmental assets as well as health although this is dependent on the type, design and location of development which at this stage is unknown.</p> <p>Mixed positive and negative effects were identified in relation to transport (Objective 6). This reflects the likelihood that economic growth will increase traffic within the City of York but that it may also present opportunities to increase investment in transport infrastructure and could help balance housing and employment provision, reducing net commuting.</p> <p>Option 2</p> <p>This option would deliver an estimated 16,169 jobs over the plan period, facilitating faster growth in advanced manufacturing, science and research, financial and professional services, and tourism and leisure sectors. This is expected to support the realisation of the York Economic Strategy, helping the City fulfil its role as a key economic driver within both the Leeds City Region and the York and North Yorkshire Sub Region. Increased job provision may also stimulate additional growth in the construction sector relative to Option 1. In consequence, this option has been assessed as having a significant positive effect on employment (Objective 4). As this option is also expected to maximise opportunities to complement or support the City's educational institutions e.g. by supporting the Science City Sector, significant positive effects were also identified in relation to education (Objective 3). Further positive effects were identified on equality and accessibility (Objective 5).</p> <p>This option has not been assessed as having a significant negative effect on any of the SA Objectives. Negative effects have been identified in respect of objectives relating to climate change (Objective 7), water (Objective 10), waste and resource use (Objective 11) and air quality</p>				

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	<p>(Objective 12). This reflects the use of resources including energy (and associated emissions to air) and generation of waste during both the construction and operation of economic development which, under this option, would be expected to be greater relative to Option 1 (commensurate with the increased scale of economic growth). No further negative effects were identified. Like Option 1, effects on health (Objective 2), biodiversity (Objective 8), land use (Objective 9), cultural heritage (Objective 14) and landscape (Objective 15) were considered to be uncertain at this stage. Economic growth could have an adverse effect on the City's natural and built environmental assets as well as health although this is dependent on the type, design and location of development which at this stage is unknown. Notwithstanding, it is considered that this option presents a greater risk of adverse effects on these objectives compared to Option 1, commensurate with the scale of development envisaged.</p>						
Preferred Approach	<ul style="list-style-type: none"> • Environmental impact: Effects on the City's natural and built environmental assets are considered to be uncertain at this stage. Economic growth could have an adverse effect on these assets but this would be dependent on the type, design and location of development which at this stage is unknown. Economic growth will increase the use of resources including energy (and associated emissions to air) and generation of waste during both construction and operation. • Economic impact: The preferred option would deliver an estimated 16,169 jobs over the plan period, facilitating faster growth in advanced manufacturing, science and research, financial and professional services, and tourism and leisure sectors. This is expected to support the realisation of the York Economic Strategy, helping the City fulfil its role as a key economic driver within both the Leeds City Region and the York and North Yorkshire Sub Region. This option is also expected to maximise opportunities to complement or support the City's educational institutions e.g. by supporting the Science City Sector. • Social impact: The preferred option is likely to help address employment deprivation across the city. However, the extent to which new employment opportunities benefit these areas will depend to an extent on the type of jobs created and the skills present in the local labour market as well as the recruitment policies of firms. Higher level growth under this option may serve to support existing community services and facilities and, further, could stimulate additional investment. However, employment growth may generate minor, adverse effects on health in the short term during construction and once development is complete. However, until the location and nature of development is known, effects on health are considered to be uncertain. 						
Recommendations	<p>Economic development should be directed to locations that:</p> <ul style="list-style-type: none"> • Reduce the need to travel and/or encourage the use of sustainable modes of transport. • Avoid adverse impacts on the City's built and natural environmental assets. • Are appropriate for specific uses, avoiding adverse impacts on health. • Make best use of previously developed land. • Are accessible to areas of employment deprivation. 						

Employment Sites

Alternative sites could be selected for the provision of employment land based on the sites that were submitted through the 'Call for Sites' or alternative options put forward through this consultation process.

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Economic Growth in the Health and Social Care Sectors									
SA Objective	Option 1: Rely on the National Planning Policy Framework (NPPF) to guide health and social care related employment growth			Option 2 Provide generic local criteria to guide economic growth in the health and social care sectors		Option 3: Provide detailed allocations for economic growth in health and social care sectors			
1	To meet the diverse housing needs of the population in a sustainable way.	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	+	Reliance upon the NPPF to guide health and social care related employment growth will not directly deliver new homes, however, it will help to deliver community facilities for the needs of York's population and have indirect positive and permanent long term impacts upon this objective.	+	Whilst providing generic criteria to guide economic growth in the health and social care sectors will not directly deliver new homes, it will help to deliver community facilities for the needs of York's population and have indirect positive and permanent long term impacts upon this objective.	+	Whilst providing detailed criteria to guide economic growth in the health and social care sectors will not directly deliver new homes, it will help to deliver community facilities for the needs of York's population and have indirect positive and permanent long term impacts upon this objective.	
2	Improve the health and well-being of York's population	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	+	Reliance upon the NPPF to guide economic growth in the health and social care sectors will help to provide more health and social care facilities and services. Also the NPPF seeks to promote healthy communities. This would help to improve the health and well-being of York's population and have positive and permanent long term impacts upon this objective.	+	Providing generic criteria to guide economic growth in the health and social care sectors will help to provide more health and social care facilities and services. This would help to improve the health and well-being of York's population and have positive and permanent long term impacts upon this objective.	+	Providing detailed criteria to guide economic growth in the health and social care sectors will help to provide more health and social care facilities and services. This would help to improve the health and well-being of York's population and have positive and permanent long term impacts upon this objective.	
3	Improve education, skills development and training for an effective workforce	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	+	Reliance upon the NPPF to guide economic growth in the health and social care sectors will help to provide more health and social care facilities and services. This would help to provide training and education opportunities in these sectors, which would have positive and permanent long term impacts upon	+	Providing generic criteria to guide economic growth in the health and social care sectors will help to provide more health and social care facilities and services. This would help to provide training and education opportunities in these sectors,	+	Providing detailed criteria to guide economic growth in the health and social care sectors will help to provide more health and social care facilities and services. This would help to provide training and education opportunities in these sectors, which would have positive and permanent	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	Positive impact likely	Positive impact likely	No significant impact likely	Uncertain or insufficient information	Uncertain or insufficient information	Negative impact likely	Very negative impact likely	Positive or negative impact depending on how it is implemented
4	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	+	<p>Reliance upon the NPPF to guide economic growth in the health and social care sectors will help to provide more health and social care facilities and services as part of efforts to build a strong and competitive economy and to ensure the vitality of town centres. This will help to create jobs in these sectors and contribute to the overall growth of the economy, which will have positive and permanent long term impacts upon this objective.</p>	+	<p>Which would have positive and permanent long term impacts upon this objective.</p> <p>Providing generic criteria to guide economic growth in the health and social care sectors will help to create jobs in these sectors and contribute to the overall growth of the economy, which will have positive and permanent long term impacts upon this objective.</p>	+	<p>Providing detailed criteria to guide economic growth in the health and social care sectors will help to ensure that such growth is directed to areas which will reduce the need to travel. This would have positive and permanent long term impacts upon this objective.</p>	<p>long term impacts upon this objective.</p>
5	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	+	<p>Reliance upon the NPPF to guide economic growth in the health and social care sectors will help to provide more health and social care facilities and services. This will help to deliver equality and access to all in respect of healthcare and social care and have positive and permanent long term impacts upon this objective.</p>	?	<p>It is uncertain whether generic criteria to guide economic growth in the health and social care would include enough detail to include measures to deliver equality in terms of access to services and facilities. Impacts on this objective are therefore uncertain.</p>	+	<p>Providing detailed criteria to guide economic growth in the health and social care sectors will help to ensure that such growth is directed to areas which will reduce the need to travel. This would have positive and permanent long term impacts upon this objective.</p>	<p>Providing detailed criteria to guide economic growth in the health and social care sectors will help to ensure that such growth takes account of the</p>
6	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	+	<p>Reliance upon the NPPF to guide economic growth in the health and social care sectors will help to reduce the need to travel since the NPPF promotes sustainable forms of transport and seeks to reduce reliance upon the car, which will have positive and permanent long term impacts upon this objective.</p>	?	<p>It is uncertain whether generic criteria to guide economic growth in the health and social care would include enough detail to include measures to reduce the need to travel. Impacts on this objective are therefore uncertain.</p>	+	<p>Providing detailed criteria to guide economic growth in the health and social care sectors will help to ensure that such growth is directed to areas which will reduce the need to travel. This would have positive and permanent long term impacts upon this objective.</p>	<p>Providing detailed criteria to guide economic growth in the health and social care sectors will help to ensure that such growth takes account of the</p>
7	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of change and 	+	<p>Reliance upon the NPPF to guide economic growth in the health and social care sectors will help to minimise greenhouse gas emissions since the NPPF</p>	?	<p>It is uncertain whether generic criteria to guide economic growth in the health and social care would include enough</p>	+	<p>Providing detailed criteria to guide economic growth in the health and social care sectors will help to ensure that such growth takes account of the</p>	<p>Providing detailed criteria to guide economic growth in the health and social care sectors will help to ensure that such growth takes account of the</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	deliver a managed response to its effects	<ul style="list-style-type: none"> climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 		supports sustainable development and seeks to reduce harmful emissions and combat the adverse consequences of climate change				detail to include measures to reduce greenhouse gas emissions. Impacts on this objective are therefore uncertain.	need to use sustainable design and building materials, which will help to combat causes of climate change and manage its effects. There would therefore be positive and permanent long term impacts upon this objective.
8	Conserve or enhance green infrastructure, bio-diversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Protect and enhance locally important nature conservation sites (SINCs); Create new areas or site of biodiversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	+	Reliance upon the NPPF to guide economic growth in the health and social care sectors will help to conserve/enhance the natural environment since the NPPF affords strong protection to the natural environment and also seeks to enhance the natural environment. There would therefore be positive and permanent long term impacts upon this objective.	?		It is uncertain whether generic criteria to guide economic growth in the health and social care would include enough detail to include measures to protect the natural environment. Impacts on this objective are therefore uncertain.	+	Providing detailed criteria to guide economic growth in the health and social care sectors will help to direct these services to the best locations, taking account of local characteristics in York to ensure that the natural environment is protected as part of growth. This will have positive and permanent long term impacts upon this objective.
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	+	Reliance upon the NPPF to guide economic growth in the health and social care sectors will help to use land resources efficiently since the NPPF promotes the use of previously developed land and seeks to protect land of high environmental value. This will have positive and permanent long term impacts upon this objective.	?		It is uncertain whether generic criteria to guide economic growth in the health and social care would include enough detail to include measures to use land resources efficiently and safeguard their quality. Impacts on this objective are therefore uncertain.	+	Providing detailed criteria to guide economic growth in the health and social care sectors will help to direct these services to the best locations, taking account of local characteristics in York to ensure that previously developed land is used where possible to support such growth, and to protect other valuable land such as agricultural land and allotments. This would have permanent and positive long term impacts upon this objective.
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	+	Reliance upon the NPPF to guide economic growth in the health and social care sectors will help to protect water resources and quality since the NPPF affords strong protection to the natural	?		It is uncertain whether generic criteria to guide economic growth in the health and social care would include enough detail to include measures to	+	Providing detailed criteria to guide economic growth in the health and social care sectors will help to direct these services to the best locations, taking account of local characteristics in

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	+	environment. There would therefore be positive and permanent long term impacts upon this objective.	?	Reliance upon the NPPF to guide economic growth in the health and social care sectors will help to have positive and permanent long term impacts upon this objective. The NPPF promotes sustainable development and seeks to reduce waste, both of which will impact positively on this objective.	?	protect water resources and quality. Impacts on this objective are therefore uncertain.	+	It is uncertain whether generic criteria to guide economic growth in the health and social care would include enough detail to include measures to reduce waste. Impacts on this objective are therefore uncertain.	York to ensure that water resources and quality are not adversely impacted by such growth. This would have positive and permanent long term impacts on this objective.	Providing detailed criteria to guide economic growth in the health and social care sectors will help to take account of the need to reduce waste as part of such of growth, which would have positive and permanent long term impacts on this objective.		
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	+	environment. There would therefore be positive and permanent long term impacts upon this objective.	?	Reliance upon the NPPF to guide economic growth in the health and social care sectors will help to improve air quality since the NPPF seeks to reduce harmful emissions and to promote sustainable modes of transport	?	It is uncertain whether generic criteria to guide economic growth in the health and social care would include enough detail to include measures to avoid adverse impacts on air quality and to improve air quality where possible. Impacts on this objective are therefore uncertain.	+	It is uncertain whether generic criteria to guide economic growth in the health and social care sectors will help to direct these services to the best locations, taking account of local characteristics in York to ensure that such growth does not adversely impact on air quality and helps to improve air quality. This will have positive and permanent long term impacts upon this objective.	Providing detailed criteria to guide economic growth in the health and social care sectors will help to direct these services to the best locations, taking account of local characteristics in York to ensure that such growth does not adversely impact on air quality and helps to improve air quality. This will have positive and permanent long term impacts upon this objective.			
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	+	environment. There would therefore be positive and permanent long term impacts upon this objective.	?	Reliance upon the NPPF to guide economic growth in the health and social care sectors will help to minimise flood risk and reduce the impact of flooding to people and property in York since the NPPF seeks to direct development away from highest risk of flooding. This will	?	It is uncertain whether generic criteria to guide economic growth in the health and social care would include enough detail to include measures to minimise flood risk and reduce the impact of flooding to people	+	It is uncertain whether generic criteria to guide economic growth in the health and social care sectors will help to take account of the need to ensure that such growth is not in areas which are at risk of flooding. This will help to minimise flood risk and reduce the impacts of	Providing detailed criteria to guide economic growth in the health and social care sectors will help to take account of the need to ensure that such growth is not in areas which are at risk of flooding. This will help to minimise flood risk and reduce the impacts of			

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O No significant impact likely	?	?	?	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	+	have positive and permanent long term impacts upon this objective. Reliance upon the NPPF to guide economic growth in the health and social care sectors will help to conserve/enhance York's historic environment since the NPPF affords significant protection to the historic environment and seeks to enhance it where possible. There would be positive and permanent long term impacts upon this objective.	?	and property in York. Impacts on this objective are therefore uncertain. It is uncertain whether generic criteria to guide economic growth in the health and social care would include enough detail to include measures to conserve/enhance York's historic environment. Impacts on this objective are therefore uncertain.	+	Providing detailed criteria to guide economic growth in the health and social care sectors will help to direct these services to the best locations, taking account of local characteristics in York to ensure that the historic environment is protected and enhanced where possible. This will have positive and permanent long term impacts upon this objective.	flooding to people and property, which would have positive and permanent long term impacts upon this objective.
15	Conserve and enhance York's natural and built landscape	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Conserve or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	+	Reliance upon the NPPF to guide economic growth in the health and social care sectors will help to conserve/enhance York's natural and built landscape since the NPPF seeks to protect the most important environmental land. There will be positive and permanent long term impacts upon this objective.	?	It is uncertain whether generic criteria to guide economic growth in the health and social care would include enough detail to include measures to conserve/enhance York's natural and built landscape. Impacts on this objective are therefore uncertain.	+	Providing detailed criteria to guide economic growth in the health and social care sectors will help to direct these services to the best locations, taking account of local characteristics in York to ensure that the natural and built landscape is conserved and enhanced where possible. This will have positive and permanent long term impacts upon this objective.	
General									
Preferred Approach									
Recommendations									

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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Loss of Employment Land							
SA Objective							
	Option 1 Rely on NPPF to protect existing employment sites	Option 2 Do not protect existing employment sites	Option 3 Provide local level criteria to protect existing employment sites				
1	<p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	<p>Impacts on this objective are uncertain. Not protecting existing employment sites could mean that these sites are developed for housing. This would help increase the amount of new housing available in York. On the other hand, loss of employment land could mean loss of jobs and reduce people's chances of being able to afford to buy a home/rent accommodation.</p>	<p>+</p> <p>Providing local level criteria to protect existing employment sites will help to protect and create jobs. This will have indirect positive impacts on this objective, since it will help to increase wealth through safeguarding jobs and give the population of York a better chance to buy a house or rent accommodation.</p>				
2	<p>Improve the health and well-being of York's population</p> <ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	<p>Impacts on this objective are uncertain. It would depend what other uses were developed upon the existing employment sites and whether they resulted in any adverse impacts upon or contributed to improving the health and well-being of York's population.</p>	<p>0</p> <p>No significant effect/no clear link.</p>				
3	<p>Improve education, skills development and training for an effective workforce</p> <ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment 	<p>Not protecting existing employment sites would prevent any training or education opportunities which may have arisen from development of these. This would have negative and</p>	<p>+</p> <p>Providing local level criteria to protect existing employment sites would help to ensure that any training or education opportunities which would come from the development of these sites are</p>				

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O No significant effect / no clear link	?	-	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented	
4	Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	opportunities available to all.	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	<p>Reliance on the NPPF to protect existing employment sites will have some positive impacts upon this objective since the NPPF seeks to build a strong and competitive economy and to ensure the vitality of town centres. The NPPF also requires that <i>'planning policies should avoid the long term protection of sites allocated for employment uses where there is no reasonable prospects of a site being used for that purpose'</i>. This requirement may not permanently protect all employment sites but it will help to protect employment land which has reasonable chance of being developed for employment uses, or</p>	-	<p>Not protecting existing employment sites would prevent the creation of jobs which may have arisen from the development of these sites and so not contribute to growth of York's economy. This would have negative and permanent long term impacts on this objective.</p>	+	<p>protected and therefore accessible to the population of York. This would have positive and permanent long term impacts upon this objective.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	0 No significant effect / no clear link	?	- Negative impact likely	- Very negative impact likely	I Positive or negative impact depending on how it is implemented
5	Help deliver equality and access to all	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	<p>which has an existing long term employment use on it. Overall, reliance upon the NPPF to protect employment land will have positive and permanent long term impacts upon this objective.</p> <p>Reliance on the NPPF to protect existing employment sites will have positive impacts upon this objective since the NPPF will help to protect employment land, which will in turn ensure good access to goods and services and help to deliver equality and access to all. This would result in positive and permanent long term impacts on this objective.</p>	+	Not protecting existing employment sites would prevent an increase in the number of jobs available, which would exacerbate existing imbalances of equality and exclusion with respect to the jobs market. This would also not help people to afford to buy/rent homes. All of this would have negative and permanent long term impacts upon this objective.		Providing local level criteria to protect existing employment sites would help to ensure that there is a good range of sites for economic development.
6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	No significant effects/no clear link.	?	Impacts on this objective are uncertain. It would depend what other uses were developed upon existing employment sites if they were not protected for employment uses and whether that increased or decreased the need to travel.		No significant impacts/clear link
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	No significant effects/no clear link.	?	Impacts on this objective are uncertain. It would depend what other uses were developed upon existing employment sites and whether they contributed to minimising greenhouse gas emissions.		No significant impacts/clear link
8	Conserve or enhance green	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and 	No significant effects/no clear link.	?	Impacts on this objective are uncertain. It would depend what		No significant impacts/clear link

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	infrastructure, bio-diversity, flora and fauna for accessible high quality and connected natural environment	habitats within SACs, SPAs, RAMSARs and SSSIs ; • Protect and enhance locally important nature conservation sites (SINCS); • Create new areas or site of bio-diversity / geodiversity value; • Improve connectivity of green infrastructure and the natural environment; • Provide opportunities for people to access the natural environment.												
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> • Re-use previously developed land; • Prevent pollution contaminating the land and remediate any existing contamination; • Safeguard soil quality, including the best and most versatile agricultural land; • Protect or enhance allotments; • Safeguard mineral resources and encourage their efficient use. 	+	Reliance on the NPPF to protect existing employment sites would have positive and permanent long term impacts upon this objective since the NPPF seeks to promote the use of PDL and seeks to safeguard the highest value environmental land from development.	?	Impacts on this objective are uncertain. It would depend upon other uses were developed upon existing employment sites and whether they involved using land resources efficiently.	+	Providing local level criteria to protect existing employment sites would help to use land resources efficiently since it will help to reduce the amount of land which would be required for economic development. There would therefore be positive and permanent long term impacts upon this objective.						
10	Improve water efficiency and quality	<ul style="list-style-type: none"> • Conserve water resources and quality; • Improve the quality of rivers and groundwaters. 	0	No significant effects/no clear link.	?	Impacts on this objective are uncertain. It would depend upon other uses were developed upon existing employment sites and whether they contributed to improving water efficiency and quality.	0	No significant impacts/clear link						
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> • Promote reduction, re-use, recovery and recycling of waste; • Promote and increase resource efficiency. 	0	No significant effects/no clear link.	?	Impacts on this objective are uncertain. It would depend upon other uses were developed upon existing employment sites and whether they contributed to reducing waste generation and increasing reuse and recycling.	0	No significant impacts/clear link						
12	Improve air quality	<ul style="list-style-type: none"> • Reduce all emissions to air from current activities; • Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); • Support the development of city wide low 	0	No significant effects/no clear link.	?	Impacts on this objective are uncertain. It would depend upon other uses were developed upon existing employment sites and whether they contributed to improving air quality.	0	No significant impacts/clear link						

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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			<ul style="list-style-type: none"> emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 								
13	Minimise flood risk and reduce the impact of flooding to people and property in York		<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0	No significant effects/no clear link.		?	Impacts on this objective are uncertain. It would depend what other uses were developed upon existing employment sites and whether they contributed to minimising flood risk and reducing impact of flooding to people and property in York.	0		No significant impacts/clear link
14	Conserve or enhance York's historic environment, cultural heritage, character and setting		<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0	No significant effects/no clear link.		?	Impacts on this objective are uncertain. It would depend what other uses were developed upon existing employment sites and whether they contributed to conserving or enhancing York's historic environment.	0		No significant impacts/clear link
15	Conserve and enhance York's natural and built landscape		<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Conserve or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0	No significant effects/no clear link.		?	Impacts on this objective are uncertain. It would depend what other uses were developed upon existing employment sites and whether they contributed to conserving or enhancing York's natural and built landscape.	0		No significant impacts/clear link
General	<p>Option 1 has no significant effects/no clear link to a number of the SA objectives. In relation to the economy there will be largely positive impacts from reliance upon the NPPF to protect existing employment sites since the NPPF seeks to build a strong competitive economy and to ensure the vitality of town centres.</p> <p>Option 2 has either uncertain or negative impacts since not protecting employment land could lead to a loss of jobs, training and</p>										

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Preferred Approach	education opportunities, which not help the economy to grow. Impacts on the rest of the SA objectives are uncertain, as the impacts that would occur would depend upon what other uses were developed on the lost employment sites. The preferred approach will have positive economic and social impacts since it will help to protect jobs and grow the economy by avoiding the loss of employment land. This in turn will help to ensure that there is a good range of employment sites available for economic development. There will also be positive social impacts through the protection of existing employment sites which will help to protect jobs, increase wealth and ensure good access to jobs and services. Local level criteria can take account of local specific circumstances in relation to the environment to ensure that existing employment sites do not adversely impact upon the environment.
Recommendations	It is recommended that the local level criteria include sufficient environmental safeguards to ensure that the development of existing employment sites does not adversely impact upon the environment or the health and well-being of York's population. This would then help to remove uncertainties in relation to some of the SA objectives.

Business and Industrial Uses within Residential Areas		Option 1 Rely on NPPF to control business and industrial uses within residential areas.		Option 2 Provide local level criteria to control business and industrial uses within residential areas.	
SA Objective					
1	To meet the diverse housing needs of the population in a sustainable way. <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	0	No significant effects/no clear link.	+	Providing local level criteria to control business and industrial uses within residential areas will help to take account of locally specific circumstances and help ensure that residential areas are not adversely affected by business and industrial developments. This will have positive and permanent long term impacts upon this objective.
2	Improve the health and well-being of York's population <ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to open space / multi-functional open space Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	+	The NPPF seeks to improve people's health and well being through a variety of measures including promoting sustainable modes of transport, including walking and cycling and that planning policies should ensure that 'a site is suitable for its new use taking account of ground conditions and land instability, including from natural hazards or former activities such as mining, pollution arising from previous uses and any proposals for mitigation including land remediation'. Such measures will help to	+	Providing local level criteria to control business and industrial uses within residential areas will help to avoid locating such development where environmental circumstances could negatively impact on people's health. This would help to have positive and permanent long term impacts upon this objective.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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3	Improve education, skills development and training for an effective workforce	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0	improve human health and therefore reliance upon the NPPF to control business and industrial uses within residential areas will have positive and permanent long term impacts upon this objective.	0	There is no significant effects/clear link.	0	There is no significant effects/clear link.	0	There is no significant effects/clear link.	0	There is no significant effects/clear link.	0	There is no significant effects/clear link.		
4	Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	0	There is no significant effects/clear link.	0	There is no significant effects/clear link.	0	There is no significant effects/clear link.	-	There may be negative effects on this objective as providing local level criteria to control businesses and industrial users within residential areas may overly restrict business from developing where it wishes to locate.						
5	Help deliver equality and access to all	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	+	Reliance upon the NPPF to control business and industrial uses within residential areas will have positive and permanent long term impacts upon this objective since the NPPF seeks to create sustainable, inclusive and mixed communities and to direct new development to the most appropriate locations.	+	Reliance upon the NPPF to control business and industrial uses within residential areas will have positive and permanent long term impacts upon this objective.	+	Reliance upon the NPPF to control business and industrial uses within residential areas will have positive and permanent long term impacts upon this objective.	+	Providing local level criteria to control business and industrial uses within residential areas will help to avoid locating such development where it could adversely impact upon safety and security for people and property. This will have positive and permanent long term impacts upon this objective.						
6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	+	The NPPF promotes the use of sustainable modes of transport and to reduce reliance upon the car and to seek to deliver an integrated transport network. Reliance upon the NPPF to control business and industrial uses within residential areas will therefore have positive and permanent long term impacts on this objective.	+	The NPPF promotes the use of sustainable modes of transport and to reduce reliance upon the car and to seek to deliver an integrated transport network. Reliance upon the NPPF to control business and industrial uses within residential areas will therefore have positive and permanent long term impacts on this objective.	+	The NPPF promotes the use of sustainable modes of transport and to reduce reliance upon the car and to seek to deliver an integrated transport network. Reliance upon the NPPF to control business and industrial uses within residential areas will therefore have positive and permanent long term impacts on this objective.	+	Providing local level criteria to control business and industrial uses within residential areas will help to take account of locally specific circumstances and help reduce the need to travel from residential to business/industrial developments. There would therefore be positive and permanent long term impacts upon this objective.						
7	To minimise greenhouse gases that cause climate change and deliver a managed response	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and 	+	The NPPF seeks to reduce greenhouse gas emissions through a variety of measures and also seeks to combat the adverse consequences of climate change. Reliance upon the NPPF to control business and industrial uses within	+	The NPPF seeks to reduce greenhouse gas emissions through a variety of measures and also seeks to combat the adverse consequences of climate change. Reliance upon the NPPF to control business and industrial uses within	+	The NPPF seeks to reduce greenhouse gas emissions through a variety of measures and also seeks to combat the adverse consequences of climate change. Reliance upon the NPPF to control business and industrial uses within	+	Providing local level criteria to control business and industrial uses within residential areas will help to take account of locally specific circumstances to help minimise greenhouse gas emissions from these developments and avoid						

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		zero carbon technologies; <ul style="list-style-type: none"> Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 				residential areas would therefore have positive and permanent long term impacts upon this objective.			adverse impacts upon the population of residential areas in York. This would have positive and permanent long term impacts upon this objective.
8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Protect and enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	+	+	The NPPF seeks to conserve and enhance the natural environment through a variety of measures including <i>'protecting and enhancing valued landscapes, geological conservation interests and soils; minimising impacts on biodiversity and providing net gains in biodiversity where possible'</i> . Reliance on the NPPF to control business and industrial uses within residential areas would therefore have positive and permanent long term impacts upon this objective.	+		Providing local level criteria to control business and industrial uses within residential areas will help to take account of locally specific circumstances to help protect the natural environment as part of controlling these developments.	
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	+	+	The NPPF promotes the use of previously developed and seeks to protect the most valuable land from development. Reliance upon the NPPF to control business and industrial uses would therefore have positive and permanent long term impacts upon this objective.	+		Providing local level criteria to control business and industrial uses within residential areas will help to ensure that such development is built in appropriate locations and avoids development on high value land. This will help to use land resources efficiently and safeguard their quality.	
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	0	No significant effect/no clear link.			Providing local level criteria to control business and industrial uses within residential areas will help to take account of locally specific circumstances to help conserve water quality and where possible improve it. This will have positive and permanent long term impacts upon this objective.	
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	+	+	The NPPF promotes sustainable development and seeks to reduce waste. Reliance upon the NPPF to control business and industrial uses would therefore have positive and permanent long term impacts upon this objective.	+		Providing local level criteria to control business and industrial uses within residential areas will help to ensure that such development is built in appropriate locations which reduces waste generation and encourages recycling. This would have positive and permanent long term impacts upon this objective.	
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); 	+	+	The NPPF requires that <i>'planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of</i>	+		Providing local level criteria to control business and industrial uses within residential areas will help to ensure that such development is built in appropriate locations which does not adversely	

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	<ul style="list-style-type: none"> Support the development of city wide low emission infrastructure; Improve air quality in AQMAS and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 				<p>AQMAS and the cumulative impacts on air quality from individual sites in local areas.' Together with other efforts in the NPPF to promote sustainable forms of travel and reduce greenhouse gas emissions, reliance upon the NPPF to control business and industrial uses within residential areas will have positive and permanent long term impacts upon this objective.</p>			<p>Impact upon air quality and helps to improve air quality. This will help to improve air quality and have positive and permanent long term impacts upon this objective.</p>
13	<ul style="list-style-type: none"> Minimise flood risk and reduce the impact of flooding to people and property in York 	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	+		<p>The NPPF seeks to direct development away from areas at risk of flooding. This will help to ensure that business and industrial developments do increase the risk of flooding to people and property in York's residential areas. This will have positive and permanent long term impacts on this objective.</p>	+		<p>Providing local level criteria to control business and industrial uses within residential areas will help to ensure that such development is not built in areas at risk of flooding. This will help to minimise flood risk and reduce the impact of flooding to people and property in York's residential areas. This will have positive and permanent long term impacts upon this objective.</p>
14	<ul style="list-style-type: none"> Conserve or enhance York's historic environment, cultural heritage, character and setting 	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	+		<p>The NPPF seeks to protect the historic environment and also to enhance it where possible. This will help to ensure that business and industrial development does not adversely impact upon the historic environment of York, which will have positive and permanent long term impacts on this objective.</p>	+		<p>Providing local level criteria to control business and industrial uses within residential areas will help to take account of locally specific circumstances to help conserve/enhance York's historic environment. This will have positive and permanent long term impacts upon this objective.</p>
15	<ul style="list-style-type: none"> Conserve and enhance York's natural and built landscape 	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Conserve or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	+		<p>The NPPF seeks to conserve and enhance the natural environment through a variety of measures including 'protecting and enhancing valued landscapes'. Reliance upon the NPPF to control business and industrial uses within residential areas would therefore have positive and permanent long term impacts on this objective.</p>	+		<p>Providing local level criteria to control business and industrial uses within residential areas will help to take account of locally specific circumstances to help conserve/enhance York's natural and built environment. This will have positive and permanent long term impacts upon this objective.</p>
General	<p>Option 1 has a number of positive impacts since the NPPF seeks to direct new development to the most suitable locations, supports sustainable development, supports the development of a strong and prosperous economy and affords significant protection to the environment.</p>							
Preferred Approach	<p>The preferred approach will have positive impacts on the majority of the SA objectives. Providing local level criteria to control business and industrial uses within residential areas can take account of locally specific circumstances to direct development to the most suitable locations and help to avoid any adverse impacts. This will have positive</p>							

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Recommendations	<p>impacts on the environment. It will also have positive impacts on the social objectives, as the preferred approach will help to avoid adverse impacts upon residents of York. There may be a negative effect on the economy objective as local criteria may restrict business from developing where it wishes to locate.</p> <p>The preferred approach may have a negative effect on the economy objective by overly restricting business from developing where it wishes to locate. Consideration should therefore be given to the balance between protecting residential areas from inappropriate development and the need for economic development.</p>											
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SECTION 9: RETAIL

Retail Hierarchy

SA Objective		Option 1: Retain existing retail centre hierarchy (City Centre, district and local centres)	Option 2: Review Retail hierarchy to include Monks Cross and Clifton Moor
1	<p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	<p>0</p> <p>There is no clear link between this alternative and the objective</p>	<p>0</p> <p>There is no clear link between this alternative and the objective</p>
2	<p>Improve the health and well-being of York's population</p> <ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution 	<p>0</p> <p>There is no clear link between this alternative and the objective</p>	<p>0</p> <p>There is no clear link between this alternative and the objective</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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3	Improve education, skills development and training for an effective workforce	does not pose unacceptable risks to health. <ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
4	Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	+	<p>The city as a whole has an extensive and diverse array of retail facilities and is regionally significant as a sub-regional centre. The current retail hierarchy reflects the wider role and potential of different retail locations to support the local population as well as ensuring the vitality and viability of the city centre. Sites within these locations would allow for enhancement of the facilities they contain to enable this to reinforce their role whilst complementing the roles of other centres.</p> <p>This approach would support the overall retail sector as well as the overall economy given the strategic importance of the city centre to this. It would help ensure that the City Centre is protected from additional competitive uses on other centres, which would have a significant impact of its vitality and viability.</p> <p>This approach would support the implementation of NPPF particularly given that it states a sequential test to planning applications as follows : <i>“applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out-of-centre sites be considered”</i>.</p>	-	<p>This approach would support the role of York as a regional centre and reflect the extensive contribution made by the out-of-centre site given that Monks Cross and Clifton Moor contain a concentrated proportion of convenience shopping as well as business and commercial business.</p> <p>However, including these sites in the hierarchy would acknowledge support for their growth in the future. Whilst this would be positive for supporting this out-of-centre offer, tensions would be revealed between the viability of these centres and the vitality and viability of the City Centre given that it could reinforce their competing roles.</p> <p>The city centre is already planned expansion at Monks Cross. Further development could cause harm to the vitality and viability of the city centre.</p> <p>The retail expansion/community stadium development of Monks cross will be including community facilities as part of the development. New employment and residential development to the north as well as north of Clifton Moor would need to have additional facilities for the population. Expanding these sites could offer a potential solution to the need required. However, until this site and the Clifton Gate urban Expansion are planned, the level of facilities is not known and may better be catered for through a new local centre to enable better accessibility with the site.</p>	<p>This approach would support the role of York as a regional centre and reflect the extensive contribution made by the out-of-centre site given that Monks Cross and Clifton Moor contain a concentrated proportion of convenience shopping as well as business and commercial business.</p> <p>However, including these sites in the hierarchy would acknowledge support for their growth in the future. Whilst this would be positive for supporting this out-of-centre offer, tensions would be revealed between the viability of these centres and the vitality and viability of the City Centre given that it could reinforce their competing roles.</p> <p>The city centre is already planned expansion at Monks Cross. Further development could cause harm to the vitality and viability of the city centre.</p> <p>The retail expansion/community stadium development of Monks cross will be including community facilities as part of the development. New employment and residential development to the north as well as north of Clifton Moor would need to have additional facilities for the population. Expanding these sites could offer a potential solution to the need required. However, until this site and the Clifton Gate urban Expansion are planned, the level of facilities is not known and may better be catered for through a new local centre to enable better accessibility with the site.</p>
5	Help deliver equality and access to all	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; 	+	<p>Following the current retail hierarchy would show support for the existing centres that perform a day-to-day convenience shopping as well as a general comparison role for the resident and worker population. In addition this would complement York’s regional role, which would draw people in from other places. This will have an overall</p>	+	<p>The impacts of following this would not be dissimilar to option one. Including Monks Cross and Clifton Moor as part of the hierarchy would enable the offer at these location to expand to accommodate the wider needs of the population rather than just a predominantly convenience shopping role.</p>	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
		<ul style="list-style-type: none"> Help reduce homelessness; Promote the safety and security for people and/or property. 		<p>positive benefit for the resident population now and in the future.</p>			<p>The retail expansion/community stadium development of Monks Cross will be including community facilities as part of the development. New employment and residential development to the north as well as north of Clifton Moor would need to have additional facilities for the population. Expanding these sites could offer a potential solution to the need required. However, until this site and the Clifton Gate urban Expansion are planned, the level of facilities is not known and may better be catered for through a new local centre to enable better accessibility with the site.</p> <p>However, should the out-of-centre sites become increasingly competitive with the city centre this may have a detrimental impact on facilities for communities within proximity to city centre in the long-term.</p>
6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	0	There is no clear link between this alternative and the objective	0		There is no clear link between this alternative and the objective
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	0	There is no clear link between this alternative and the objective	0		There is no clear link between this alternative and the objective
8	Conserve or enhance green infrastructure , bio-diversity, geodiversity,	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Conserve or enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / 	0	There is no clear link between this alternative and the objective	0		There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
	flora and fauna for accessible high quality and connected natural environment	geodiversity value; <ul style="list-style-type: none"> Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0				
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Conserve or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
13	<ul style="list-style-type: none"> Minimise flood risk and reduce the impact of flooding to people and property in York 	<ul style="list-style-type: none"> Promote sustainable and integrated transport network to minimise the use of the car. Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
14	<ul style="list-style-type: none"> Conserve or enhance York's historic environment, cultural heritage, character and setting 	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
15	<ul style="list-style-type: none"> Conserve or enhance York's natural and built landscape 	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
General	<p>Option 1 is likely to support the role of York's multi-layered retail offer through defining the centres and showing support for their overall growth. This would prioritise the city centre as the main location for retail ensuring complimentary rather competing convenience is offered in the other tiers.</p> <p>Including Monks Cross and Clifton Moor within these hierarchies would also support York's retail offer. However, it is likely to lead to competition, particularly given the recent permission for the expansion of Monks Cross. The city centre is under pressure from these centres already and by allocating these sites in the hierarchy, its may have a further detrimental impact on the city centre's vitality and viability. This in turn may also impact on other aspects of the economy located within the city centre. It is acknowledged that the permission at Monks Cross would be including community facilities as well which could be a solution to some need required from the allocations for employment and housing to the north. Given that this is yet unknown and that the function of a new local centre may also be a practical solution too, the overall impacts of this approach are likely to be negative.</p>						
Preferred Approach	<ul style="list-style-type: none"> Option 1: Retain the existing retail centre hierarchy (city centre, district and local centres) This approach is likely to have positive impacts for the economy in the long-term. Ensuring the city centre is the focus for retail will 						

KEY	++ Very positive impact likely	+	Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	-	Very negative impact likely	+	Positive or negative impact depending on how it is implemented
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Recommendations	<p>support its sub-regional role as well as reinforcing local centres/district centres to support the needs of the local population. This approach will cause the least harm to York by limiting growth of out-of-town shopping areas.</p> <p>There were no adverse impacts identified from having a local policy for retaining the current retail hierarchy and therefore there is no need for the policy wording to take account of any negative impacts.</p>
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Retail Centres – Issue 1: Guiding development

SA Objective		Option 1: Rely on the NPPF policies to guide retail development	Option 2: Provide Local level policy to guide retail development in retail centres / out of town centres
1	<p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective
2	<p>Improve the health and well-being of York's population</p> <ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective
3	<p>Improve education, skills development and training for an effective</p> <ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment 	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented	
4	workforce Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	opportunities available to all. <ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	+ 0	The NPPF approach is clear that the vitality of town centres is recognised and positively planned for. It dictates that a sequential approach to designating and consenting sites could be applied to ensure this happens under the remit of a hierarchy locations. The NPPF would put the onus on developers to define why retail needs to be designated within different areas and may cause tensions for development in locations that the Council would not consider suitable based upon a local assessment and hierarchy. This approach lacks a local and York centric understanding of impacts on specific areas and sectors within York. The approach would be general and therefore would be open to challenge causing tensions between developer and council requirements for the long-term.	+	This approach would be build upon the NPPF approach to allow the hierarchy and retail needs/impacts to be designated locally. This would allow the retail needs to be defined using known locations and development proposals as well as an understanding of the overall impact on the economy. This approach is likely to maximise the economic potential from the retail sector for the overall economy as well as for the local population and workforce.		
5	Help deliver equality and access to all	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective		
6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective		
7	To minimise greenhouse gases that cause climate change and deliver a	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective		

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	0 Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
	managed response to its effects	technologies; <ul style="list-style-type: none"> Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	0 No significant link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective
8	Conserve or enhance green infrastructure , bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Conserve or enhance internationally and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Conserve or enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0	0	0	0	0	0	0
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Conserve or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0	0	0	0	0	0	0
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	0	0	0	0	0	0
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	0	0	0	0	0	0
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air 	0	0	0	0	0	0	0

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
		from new development (including reducing transport emissions through low emission technologies and fuels); <ul style="list-style-type: none"> Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
15	Conserve or enhance York's natural and built landscape	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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General	<p>Option 1 is likely to have negative impacts in the long-term given that the NPPF sets out a general approach and this would be left open to interpretation by developers. It is likely that this would cause tensions between the Council and developers due to a lack of a locally designated hierarchy and policy.</p> <p>The approach of option 2 is likely to have a positive impact for York's overall economy. This approach would be build upon the NPPF approach allow the hierarchy to be designated locally. This would allow the retail needs to be defined using known locations and development as well as what is known regarding the impact on the economy.</p> <p>This approach is likely to maximise the economic potential from the retail sector for the overall economy as well as for the local population and workforce.</p>
Preferred Approach	<p>Option 2: Provide Local Level policy to guide retail development in retail centres/out of town centres.</p> <ul style="list-style-type: none"> This approach would be NPPF compliant but allow the retail impact and hierarchy to be designated locally. This would allow the retail needs and impacts to be defined using known locations and development proposals as well as permitting an understanding on the overall the impact on the economy. This approach is likely to maximise the economic potential from the retail sector for the overall economy as well as for the local population and workforce in the long-term. <p>There were no adverse impacts identified from having a local policy on having a locally focussed retail approach and therefore there is no need for the policy wording to take account of any negative impacts.</p>
Recommendations	

Retail Centres – Issue 2: Protection		Option 1: Rely on the NPPF policies to protect the vitality and viability of retail centres	Option 2: Provide Local level policy that protects retail centres' function, vitality and viability
SA Objective		There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
1	<p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; and future housing stock; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	0	0
2	<p>Improve the health and well-being of York's population</p> <ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though 	0	0

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
		access to leisure opportunities (walking / cycling) <ul style="list-style-type: none"> Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 					
3	Improve education, skills development and training for an effective workforce	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0	There is no clear link between this alternative and the objective			There is no clear link between this alternative and the objective
4	Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	+	<p>The NPPF approach is clear that the vitality of town centres is recognised and positively planned for. It dictates that a sequential approach to designating and consenting sites could be applied to ensure this happens under the remit of a hierarchy locations.</p> <p>The NPPF would put the onus on developers to define why retail needs to be designated within different areas and may cause tensions for development in locations that the Council would not consider suitable based upon a local assessment and hierarchy. This approach lacks a local and York centric understanding of impacts on specific areas and sectors within York. The approach would be general and therefore would be open to challenge causing tensions between developer and council requirements for the long-term.</p>	+	<p>This approach would be build upon the NPPF approach to allow the hierarchy and retail needs/impacts to be designated locally. This would allow the retail needs to be defined using known locations and development proposals as well as an understanding of the overall impact on the economy.</p> <p>This approach is likely to maximise the economic potential from the retail sector for the overall economy as well as for the local population and workforce.</p>	There is no clear link between this alternative and the objective
5	Help deliver equality and access to all	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for 	0	There is no clear link between this alternative and the objective			There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs; Conserve or enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve or enhance allotments; Safeguard mineral resources and encourage their efficient use. Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
14	Conserve or enhance York's historic	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
15	environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
General	Conserve or enhance York's natural and built landscape	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0	Option 1 is likely to have negative impacts in the long-term given that the NPPF sets out a general approach and this would be left open to interpretation by developers. It is likely that this would cause tensions between the Council and developers due to a lack of a locally designated hierarchy and policy.			
Preferred Approach							
Recommendations							

KEY	++ Very positive impact likely	+	0 Positive impact likely	?	0 No significant effect / no clear link	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
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Retail Centres – Issue 3: Development of out-of-centre retail

SA Objective

Option 1: Provide local level policy that permits development of out-of-town centre retail if the development would not undermine the existing, committed or planned investment into centres within the retail hierarchy, the development cannot be accommodated (either in whole or disaggregated) to more sequentially preferable sites, a business case can be demonstrated for the provision of additional floorspace or the development would provide additional economic benefits to the City as a whole without undermining the role and function of the City Centre.

Option 2: Provide local level policy that restricts development of out-of-town centre retail to small scale expansion (less than 200sqm)

1	To meet the diverse housing needs of the population in a sustainable way.	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
2	Improve the health and well-being of York's population	0	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
3	Improve education, skills development and training for an effective workforce	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
4	Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; 	-	Whilst this approach might help the conditions for business and economic growth overall, it does not reflect the spatial importance of other areas where investment is critical to ensure the wider objectives of the plan are met. This is particularly true of the city centre which is important for the overall delivery of York's economic vision.	0	There is no clear link between this alternative and the objective	+	This approach allows the targeting of development in a more spatially specific way recognising the importance of investment in key locations to deliver York economic vision. This would provide the most positive approach for the long-term.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
		<ul style="list-style-type: none"> Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 					
5	Help deliver equality and access to all	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	0	There is no clear link between this alternative and the objective		0	There is no clear link between this alternative and the objective
6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	0	There is no clear link between this alternative and the objective		0	There is no clear link between this alternative and the objective
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	0	There is no clear link between this alternative and the objective		0	There is no clear link between this alternative and the objective
8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Conserve or enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green 	0	There is no clear link between this alternative and the objective		0	There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	+		0		?		-		I	
	Very positive impact likely	Positive impact likely	No significant impact likely	No clear link	effect /	Uncertain or insufficient information	Negative impact likely	Very negative impact likely	Very negative impact likely	Positive or negative impact depending on how it is implemented
	accessible high quality and connected natural environment	infrastructure and the natural environment; <ul style="list-style-type: none"> Provide opportunities for people to access the natural environment. 								
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Conserve or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0	There is no clear link between this alternative and the objective			0	There is no clear link between this alternative and the objective		
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	There is no clear link between this alternative and the objective			0	There is no clear link between this alternative and the objective		
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	There is no clear link between this alternative and the objective			0	There is no clear link between this alternative and the objective		
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of 	0	There is no clear link between this alternative and the objective			0	There is no clear link between this alternative and the objective		

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
15	Conserve or enhance York's natural and built landscape	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
General	<p>Whilst Option 1 might help the conditions for business and economic growth overall, it does not reflect the spatial importance of other areas where investment is critical to ensure the wider objectives of the plan are met. This is particularly true of the city centre which is important for the overall delivery of York's economic vision. In the long-term it is anticipated that this would have negative impacts.</p> <p>Option 2 allows the targeting of development in a more spatially specific way recognising the importance of investment in key locations to deliver York economic vision. This would provide the most positive approach for the long-term.</p> <p>Option 2: Provide Local level policy that restricts development of out-of-town centre retail to small scale expansion (less than 200sq m)</p> <p>This approach is likely to deliver the most positive economic approach in the long-term. This would allow the targeting of development in a more spatially specific way recognising the importance of investment in key locations to deliver York economic vision.</p> <p>There were no adverse impacts identified from having a local policy to restrict out-of-centre development and therefore there is no need for the policy wording to take account of any negative impacts.</p>						
Preferred Approach							
Recommendations							

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
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SECTION 10: HOUSING GROWTH AND DISTRIBUTION

Housing Growth		Option 1: 750 dwellings per annum	Option 2: 1090 dwellings per annum	Option 3: 1500 dwellings per annum	Option 4: 2060 dwellings per annum
SA Objective		+	++	++	++
1	<ul style="list-style-type: none"> • Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; • Locate sites in areas of known housing need; • Deliver community facilities for the needs of the population; • Deliver pitches required for Gypsies and Travellers and Show people. 	<p>This option would deliver 750 dwellings per annum. This would be in-line with CLG household projections and will help to meet housing needs in the City of York. However, the option would not fully address affordable need identified in the North Yorkshire SHMA for 790 affordable dwellings per annum. This option would also not be aligned with forecast economic growth and in consequence would not provide the choice of housing for the working population to live in York.</p> <p>Overall, this option has been assessed as having a positive effect on this objective.</p>	<p>This option would deliver a total of 1090 dwellings per annum. This represents a substantial increase in delivery relative to Option 1 of approximately 5,100 dwellings over a 15 year period. This scale of delivery will support forecasted employment growth and would provide the choice for those who may take up new jobs to reside in York.</p> <p>The evidence base indicates that this option would generate a moderate boost to affordable housing supply over the plan period although like Option 1, it would not meet the 790 target for affordable dwellings per annum set in the North Yorkshire SHMA.</p>	<p>This option would deliver a total of 1500 dwellings per annum. Unlike Options 1 and 2, this option would meet the newly arising affordable housing need over the plan period. However, the option would not meet the affordable housing backlog over the Plan period.</p> <p>This option could present opportunities to accommodate additional housing demand from neighbouring authorities which is particularly pertinent given the linkages between housing market areas.</p> <p>Overall, this option has been assessed as having a significant positive effect on this objective.</p>	<p>This option would deliver 2060 dwellings per annum. This significantly exceeds CLG household projections, increasing delivery by an additional 19,650 dwellings over a 15 year period. This level of growth is also substantially greater than that under Options 2 and 3.</p> <p>Reflecting the scale of housing growth envisaged under this option, the affordable housing target of 790 affordable dwellings per annum over the plan period would be met including both the backlog and the newly arising affordable housing need as set out within the North Yorkshire SHMA. This option could also present opportunities to</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	O No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-/- Very negative impact likely	I Positive or negative impact depending on how it is implemented			
2	<p>Improve the health and well-being of York's population.</p> <ul style="list-style-type: none"> • Avoid locating development where environmental circumstances could negatively impact on people's health; • Improve access to open space / multi-functional open space; • Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling); • Improves access to healthcare; • Provides or promotes safety and security for residents; • Ensure that land contamination/pollution does not pose unacceptable risks to health. 				<p>In view of the scale of housing growth under this option (which exceeds CLG household projections), and the boost to affordable housing supply, this option has been assessed as having a significant positive effect on this objective.</p>					
				<p>Housing growth is likely to generate minor, temporary adverse effects on health in the short term during construction (e.g. as a result of emissions to air from HGV movements and plant). Whilst effects will be dependent on the exact location of new development and its proximity to sensitive receptors, it can be assumed that new housing would be delivered within and in close proximity to existing residential areas. In the longer term, new housing could also adversely affect health due to, for example, emissions from increased traffic.</p> <p>Whilst the scale of housing delivery under this option is relatively low compared to Options 2, 3 and 4, there is likely to be a need to accommodate some development at Greenfield</p>						
					<p>The range and type of effects on health associated with this option are likely to be similar to those identified in respect of Option 1. This option would deliver substantially higher housing growth and in consequence there is the potential for the severity of effects to be increased (e.g. as a result of increased traffic or pressure on open space) although not to a level considered to be significant.</p> <p>As with Option 1, new housing development may provide opportunities to incorporate health facilities, open space and measures that facilitate walking and cycling.</p>					
					<p>The range and type of effects on health associated with this option are likely to be similar to those identified in respect of Option 1. This option would deliver substantially increased relative to Options 1, 2 and 3. Further, in view of the anticipated pressure for housing land there is expected to be an increased risk that new development would be located in inappropriate areas (e.g. within AQMAs) and in locations that are relatively inaccessible to both healthcare facilities as well as other services which could discourage walking and cycling.</p> <p>Overall, this option has been assessed as having a significant negative effect on this objective.</p>					
					<p>accommodate additional housing demand from neighbouring authorities which is particularly pertinent given the linkages between housing market areas.</p> <p>Overall, this option has been assessed as having a significant positive effect on this objective.</p>					

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY		++ Very positive impact likely	+	O No significant impact likely	?	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented
3	<p>Improve education, skills development and training for an effective workforce.</p> <ul style="list-style-type: none"> • Provide good education and training opportunities for all; • Support existing higher and further educational establishments for continued success; • Provide good quality employment opportunities available to all. 	+	+	+	?	<p>sites which could result in the loss of open space.</p> <p>Overall, this option has been assessed as having a negative effect on this objective. Notwithstanding, it should be noted that new housing development may provide opportunities to incorporate health facilities, open space and measures that facilitate walking and cycling.</p> <p>This option is expected to help deliver student accommodation, generating a positive effect on this objective. Whilst new development may encourage additional educational provision, there is a risk that in areas such as Clifton this could further increase pressure on existing educational facilities, particularly primary schools.</p> <p>Overall, this option has been assessed as having a positive effect on this objective.</p>	+	+	+
4	<ul style="list-style-type: none"> • Create jobs and deliver growth of a sustainable, low carbon and inclusive economy. • Help deliver conditions for business success and investment; • Deliver a flexible and relevant workforce for the future; • Deliver and promote stable economic growth; • Enhance the city centre and its opportunities for business and leisure; • Provide the appropriate infrastructure for economic growth; 	+	+	+	+	<p>Housing development will generate economic benefits associated with construction including, for example, direct job creation, supply chain benefits and increased spend in the local economy by contractors and construction workers.</p>	+	+	++

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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5	<ul style="list-style-type: none"> Support existing employment drivers; Promote a low carbon economy. 	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	<p>In the longer term, new housing and associated population growth will in-turn help enhance the viability of businesses in the City of York and the vitality of the City Centre as well as other centres, encouraging additional investment in sectors such as retail and leisure and generating employment opportunities.</p> <p>Overall, this option has been assessed as having a positive effect on this objective.</p>	+	<p>Effects associated with this option are likely to be similar to those identified in respect of Option 1 although their magnitude is likely to be increased, commensurate with the scale of growth under this option. As noted above, this option would generate a moderate boost to affordable housing supply across the plan period although like Option 1 it would not meet the 790 target for affordable dwellings per annum.</p> <p>New housing development is likely to increase the viability of existing services and facilities and stimulate investment in new</p>	<p>to a level considered to be significant).</p> <p>Additionally, this option will provide the scale of housing growth to support the employment growth forecast in the York Economic and Retailing Growth and Analysis and Visioning Work. This would provide the choice for those who may take up new jobs to reside in York rather than commute into the district and may help encourage business retention and inward investment.</p> <p>Overall, this option has been assessed as having a positive effect on this objective.</p>	+	<p>Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the scale of growth under this option. In this respect, this option would provide a significant boost to help meet the newly arising affordable housing need element of the SHMA target. However, this option would not meet</p>	++	<p>As noted above, Option 3 would meet the affordable housing target of 790 affordable dwellings including both the backlog and the newly arising affordable housing need as set out in the North Yorkshire SHMA.</p> <p>The scale of growth under this option has the potential to significantly boost the viability of existing services and facilities and stimulate new investment</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	+		?		-		I	
	++ Very positive impact likely	+ Positive impact likely	O No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented
					provision. Overall, this option has been assessed as having a positive effect on this objective.		annum set in the North Yorkshire SHMA. In consequence, the option has been assessed as having a positive effect only on this objective.	the affordable housing backlog over the Plan period. In consequence, this option has been assessed as having a positive effect only on this objective.
								including within the main urban area, City Centre and at smaller settlements. However, this option could also result in increased pressure on existing services and facilities such as primary schools if adequate provision to meet newly arising need is not made. Further, this option is likely to result in a high quantum of development being located outside the existing urban area which could serve to reduce the accessibility of prospective residents to services and facilities. On balance, this option has been assessed as having a significant positive effect on this objective.
6	Reduce the need to travel and deliver a sustainable integrated transport network.	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 			Effects on this objective will be largely dependent on the location of new development in relation to access to services and facilities and public transport. However, in the short term (during construction) and once development is complete, there is likely to be an increase in transport movements and associated congestion, although this would also be expected under baseline conditions		As under Option 1 and 2, this option will generate increased transport movements and congestion. Increased growth may also drive a higher quantum of development toward more unsustainable locations (e.g. beyond and not connected to the existing urban area) which increase the need to travel.	As under Option 1, this option will generate increased transport movements and congestion. Further, it is likely that this option would require increased development outside the urban area which could increase the need to travel. However, as noted above Option 2 would provide the scale of housing growth to support the employment growth forecast in the
								The types of effects associated with this option are expected to be similar to those under Options 1, 2 and 3. Under this option, housing growth would be substantial which could serve to significantly exacerbate congestion. This option is also likely to result in a high quantum of development being located outside and not connected to the

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	and in this respect it is noted that congestion delay is predicted to double by 2026. Overall, this option has been assessed as having a negative effect on this objective.	-	-	<p>York Economic and Retailing Growth and Visioning Work, which may help to reduce in-commuting and stem the rise in commuting trips to the City.</p> <p>Overall, this option has been assessed as having a mixed positive and negative effect on this objective.</p>	<p>Whilst this option could provide housing to support economic growth, in not being aligned with the forecasts it could result in increased out-commuting.</p> <p>Overall, this option has been assessed as having a negative effect on this objective.</p>	<p>existing urban area which could serve to increase car use.</p> <p>Whilst this option could support economic growth, in not being aligned with the forecasts it could result in increased out-commuting.</p> <p>Overall, this option has been assessed as having a significant negative effect on this objective.</p>	<p>The types of effects associated with this option are expected to be similar to those under Options 1, 2 and 3. However, reflecting the scale of development under this option, the likelihood that new development may be located in unsustainable locations which increase the need to travel, and the potential for increased out-commuting, it is considered that negative effects on this objective would be significant.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely		+		O No significant effect / no clear link		? Uncertain or insufficient information		- Negative impact likely		-- Very negative impact likely		I Positive or negative impact depending on how it is implemented	
	associated emissions. On balance, this option has been assessed as having a negative effect on this objective.													
8	<p>Conserve or enhance green infrastructure, re, bio-diversity, geo-diversity, flora and fauna for accessible high quality and connected natural environment.</p> <ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Protect and enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geo-diversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	<p>significant. Further, housing growth may present opportunities to increase investment in transport infrastructure and renewable energy. Additionally, there may be opportunities to encourage sustainable modes of transport alongside new development (although this is currently uncertain).</p> <p>Housing growth could have an adverse effect on biodiversity for example, as a result of land take/habitat loss and disturbance during construction and increased recreational pressure once development is complete. Whilst this is largely dependent on the location of development which at this stage is uncertain, it is expected that there is likely to be a need to accommodate some development at Greenfield sites which has been assessed as having a negative effect on this objective. However, in view of the scale of growth under this option, adverse effects are not expected to be significant. Further, it should be noted that new housing development may provide opportunities to incorporate green infrastructure provision which could help to offset adverse effects.</p>	-	<p>associated emissions. On balance, this option has been assessed as having a negative effect on this objective.</p>	-	<p>The range and type of effects on health associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the higher scale of growth under this option.</p>	<p>objective.</p>	--	<p>This option would deliver significant housing growth which is likely to require substantial Greenfield land and may increase pressure on the development of Brownfield sites with high biodiversity value as well as sites in close proximity to designated conservation assets and within green corridors. In consequence, this option has been assessed as having a potentially significant negative effect on this objective.</p>					

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	+		O		?		-		I							
	++	Very positive impact likely	+	Positive impact likely	No significant effect / no clear link	Whilst effects on this objective are largely dependent on the location of development which at this stage is uncertain, it is expected that there is likely to be a need to accommodate some development at Greenfield sites which has been assessed as having a negative effect on this objective. However, in view of the scale of growth under this option, adverse effects are not expected to be significant.	-	The range and type of effects on health associated with this option are likely to be similar to those identified in respect of Option 1, this option would deliver higher housing growth and in consequence there is the potential for the severity of effects to be increased (as a result of pressure on Greenfield sites) although not to a level considered to be significant.	Very negative impact likely	Negative impact likely	Very negative impact likely	Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the higher scale of growth under this option.	Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the higher scale of growth under this option.	Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the scale of growth under this option.	Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the scale of growth under this option.	Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the scale of growth under this option.
9	Use land resources efficiently and safeguard their quality.	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	-	Whilst effects on this objective are largely dependent on the location of development which at this stage is uncertain, it is expected that there is likely to be a need to accommodate some development at Greenfield sites which has been assessed as having a negative effect on this objective. However, in view of the scale of growth under this option, adverse effects are not expected to be significant.	-	The range and type of effects on health associated with this option are likely to be similar to those identified in respect of Option 1, this option would deliver higher housing growth and in consequence there is the potential for the severity of effects to be increased (as a result of pressure on Greenfield sites) although not to a level considered to be significant.	-	Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the higher scale of growth under this option.	-	Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the scale of growth under this option.	-	Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the scale of growth under this option.	-	Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the scale of growth under this option.	-	Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the scale of growth under this option.
10	Improve water efficiency and quality.	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwater. 	-	Housing growth will result in increased water consumption during both construction and in the longer term once development is complete. This has been assessed as having a negative effect on this objective.	-	Like Option 1, this option would result in increased water consumption to support housing growth. Water consumption under this option would be expected to be greater than under Option 1, commensurate with the enhanced scale of growth although adverse effects on this objective would not be expected to be significant.	-	Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the higher scale of growth under this option.	-	Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the scale of growth under this option.	-	Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the scale of growth under this option.	-	Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the scale of growth under this option.	-	Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the scale of growth under this option.
11	Reduce waste generation and increase level of reuse and recycling.	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	-	Housing growth would result in resource use, particularly during the construction of new dwellings. Construction and the occupation of new dwellings would also generate waste. Overall, this option has been	-	Like Option 1, this option would increase resource use and generate waste. Resource use and waste generation would be increased under this option, commensurate with the higher scale of growth although adverse effects on this objective	-	Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the higher scale of growth under this option.	-	Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the scale of growth under this option.	-	Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the scale of growth under this option.	-	Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the scale of growth under this option.	-	Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the scale of growth under this option.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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12	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	<p>assessed as having a negative effect on this objective.</p> <p>Housing growth will result in increased emissions to air both during construction (e.g. due to emissions from HGV movements and plant) and once development is complete (e.g. due to increased traffic generation). Whilst the exact magnitude of effects will be dependent on the location of development at the individual site level which is currently uncertain, on balance this option has been assessed as having a negative effect on this objective. However, in view of the scale of growth under this option, adverse effects are not expected to be significant.</p>	<p>would not be expected to be significant.</p> <p>Effects associated with this option are likely to be similar to those identified in respect of Option 1 although their magnitude could be increased, commensurate with the higher scale of growth under this option.</p> <p>As noted above, this option would provide the scale of housing growth to support the employment growth forecast in the York Economic and Retailing Visioning Work which may help to reduce in-commuting and minimise associated emissions.</p> <p>On balance, this option has been assessed as having a negative effect on this objective.</p>	<p>Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the higher scale of growth under this option.</p> <p>Increased growth may also drive a higher quantum of development toward more unsustainable locations which increase the need to travel (e.g. beyond and not connected to the existing urban area) and to areas with existing air quality issues.</p> <p>Whilst this option could provide housing to support economic growth, in not being aligned with the forecasts in could result in increased out-commuting and associated emissions.</p> <p>Overall, this option has been assessed as having a negative effect on this objective.</p>	<p>The types of effects associated with this option are expected to be similar to those under Options 1, 2 and 3. However, negative effects have been assessed as significant. This reflects the scale of development under this option and the likely emissions to air during both construction and once development is complete. Further, there is considered to be an increased likelihood that new development may be located in unsustainable locations which increase the need to travel and that the potential for out-commuting would be increased.</p>		
13	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design 	<p>Parts of York and its surrounding area are at significant risk of flooding. However, until the location</p>	<p>Effects associated with this option are likely to be similar to those identified in respect of</p>	<p>Effects associated with this option are likely to be similar to those identified in respect of</p>	<p>Effects associated with this option are likely to be similar to those identified in respect of</p>		

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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14	<p>of flooding to people and property in York.</p> <ul style="list-style-type: none"> Conserve or enhance York's historic environment, cultural heritage, character and setting. 	<p>sustainable urban drainage systems (SuDs).</p> <ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the Six Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0	<p>of new development is considered to be uncertain. Further, it would be expected that any development would incorporate appropriate flood risk prevention measures, informed by a FRA. Overall, this option has therefore been assessed as having a neutral effect on this objective.</p>	<p>Housing growth could have an adverse effect on cultural heritage assets as a result of the direct loss of assets during construction or due to impacts on their settings during both construction and once development is complete. Whilst this is to a large extent dependent on the design and location of development which at this stage is uncertain, as this option would promote relatively low levels of growth effects on this objective have been assessed as neutral. It should also be noted that housing growth may present opportunities to enhance the settings of heritage assets as well as access to them.</p>	-	<p>Option 1. The type of effects associated with this option are likely to be similar to those identified in respect of Option 1 although their magnitude is likely to be increased, commensurate with the higher scale of growth under this option.</p>	<p>Option 1. Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the higher scale of growth under this option.</p>	<p>Option 1. Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the higher scale of growth under this option.</p>	<p>Option 1. Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the higher scale of growth under this option.</p>	<p>Option 1. Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the higher scale of growth under this option.</p>	<p>Option 1. Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the higher scale of growth under this option.</p>
15	<ul style="list-style-type: none"> Protect and enhance York's natural and built 	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value; Protect or enhance geologically important sites; Promote high quality design in context 	-	<p>Housing growth could have an adverse effect on landscape character. Whilst this is to a large extent dependent on the design</p>	<p>Housing growth could have an adverse effect on landscape character. Whilst this is to a large extent dependent on the design</p>	-	<p>Option 1. Effects associated with this option are likely to be similar to those identified in respect of Option 1 although their magnitude is likely to be increased, commensurate with the higher scale of growth under this option.</p>	<p>Option 1. Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the higher scale of growth under this option.</p>	<p>Option 1. Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the higher scale of growth under this option.</p>	<p>Option 1. Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the higher scale of growth under this option.</p>	<p>Option 1. Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the higher scale of growth under this option.</p>	<p>Option 1. Effects associated with this option are likely to be similar to those identified in respect of Options 1 and 2 although their magnitude is likely to be increased, commensurate with the higher scale of growth under this option.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper.		and location of development which at this stage is uncertain, it is expected that there is likely to be a need to accommodate some development at Greenfield sites and to remove land from the Green Belt under this option which could affect the character and setting of City. However, in view of the scale of growth under this option, adverse effects are not expected to be significant. Development may also affect townscape and the visual amenity of residential and recreational receptors both in the short term during construction and once development is complete. Notwithstanding the above, housing growth may present an opportunity to improve townscape which could have a long term positive effect on this objective. On balance, this option has been assessed as having a negative effect on this objective.		magnitude could be increased, commensurate with the higher scale of growth under this option. In particular there may be increased pressure on Greenfield sites and on the removal of land from the Green Belt such that the risk of adverse effects on the character and setting of York is elevated, although this will be to a large extent dependent on the location and design of new development.	their magnitude is likely to be increased, commensurate with the scale of growth under this option.
General			A total of four housing growth options have been identified, namely: 750 dwellings per annum (Option 1); 1090 dwellings per annum (Option 2); 1500 dwellings per annum (Option 3); 2060 dwellings per annum (Option 4).			within both the urban area and on Greenfield land including sites within the Green Belt and at smaller villages. This is likely to place considerable pressure on landscape character and visual amenity. It may also present a risk of significant adverse effects on views from/toward Minster tower. In consequence, this option has been assessed as having a significant negative effect on this objective.
			Option 1 No significant positive effects have been identified in respect of this option. The option would deliver 750 dwelling per annum over the plan period. This would be in-line with CLG household projections and will help to meet housing needs in the City of York. However, the option would not fully address affordable need identified in the North Yorkshire SHMA for 790 affordable dwellings per annum. This option would also not be aligned with forecast economic growth and in consequence would not provide the choice of housing for the working population to live in			

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	<p>York. In consequence, the option has been assessed as having a positive effect only on housing (Objective 1). Further positive effects were identified in relation to education (Objective 3), employment (Objective 4) and equality and accessibility (Objective 5).</p> <p>This option has not been assessed as having a significant negative effect on any of the SA Objectives, reflecting the relatively low level of housing growth. Potential minor negative effects have been identified in respect of objectives relating to health (Objective 2), transport (Objective 6), climate change (Objective 7), water (Objective 10), waste and resource use (Objective 11) and air quality (Objective 12). This reflects the use of resources required to support housing growth and the generation of waste both during construction and once dwellings are occupied as well as the potential for increased traffic and congestion. Further negative effects were identified in respect of biodiversity (Objective 8), land use (Objective 9) and landscape (Objective 15) due to the potential pressure placed on the City's environmental assets by housing growth.</p> <p>Option 2</p> <p>This option would deliver a total of 1090 dwellings per annum. This represents a substantial increase in delivery relative to Option 1 of approximately 5,100 dwellings over a 15 year period. The evidence base indicates that this option would generate a moderate boost to affordable housing supply over the plan period although like Option 1, it would not meet the 790 target for affordable dwellings per annum set in the North Yorkshire SHMA. Overall, in view of the scale of housing growth under this option (which exceeds CLG household projections), and the boost to affordable housing supply, this option has been assessed as having a significant positive effect on housing (Objective 1). Further positive effects were identified in relation to education (Objective 3), employment (Objective 4) and equality and accessibility (Objective 5).</p> <p>Potential negative effects have been identified in respect of objectives relating to health (Objective 2), climate change (Objective 7), water (Objective 10), waste and resource use (Objective 11) and air quality (Objective 12). This reflects the use of resources required to support housing growth and generation of waste both during construction and once dwellings are occupied as well as the potential for increased traffic and congestion. Further negative effects were identified in respect of biodiversity (Objective 8), land use (Objective 9) and landscape (Objective 15) due to the potential pressure placed on the City's environmental assets by housing growth. Whilst the magnitude of effects on these objectives would be likely to be increased relative to Option 1, commensurate with the higher scale of growth under this option, effects would not be expected to be significant. Additionally, this option is considered more likely (relative to Option 1), to generate adverse effects on cultural heritage due to increased pressure on both sites within the urban area and on Greenfield land, although this will be to a large extent dependent on the location and design of new development.</p> <p>This option has been assessed as having a mixed positive and negative effect on transport (Objective 6). Whilst housing growth will generate increased transport movements and congestion, this option would provide the scale of housing growth to support the employment growth forecast in the York Economic and Retailing Growth and Analysis and Visioning Work, which may help to reduce in-commuting and stem the rise in commuting trips to the City.</p> <p>Option 3</p> <p>This option would deliver a total of 1500 dwellings per annum. Unlike Options 1 and 2, this option would meet the newly arising affordable housing need over the plan period although the option would not meet the affordable housing backlog. Overall, Option 3 has been assessed as having a significant positive effect on housing (Objective 1). Further positive effects were identified in relation to education (Objective 3), employment (Objective 4) and equality and accessibility (Objective 5).</p> <p>Potential negative effects have been identified in respect of objectives relating to health (Objective 2), transport (Objective 6), climate change (Objective 7), water (Objective 10), waste and resource use (Objective 11) and air quality (Objective 12). This reflects the use of resources required to support housing growth and generation of waste both during construction and once dwellings are occupied as well as the potential for increased traffic and congestion. Further negative effects were identified in respect of biodiversity (Objective 8), land use (Objective 9),</p>
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Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	<p>cultural heritage (Objective 14) and landscape (Objective 15) due to the potential pressure placed on the City's environmental assets by housing growth. Whilst the magnitude of effects on these objectives would be likely to be increased relative to Options 1 and 2, commensurate with the higher scale of growth under this option, effects would not be expected to be significant.</p> <p>Option 4 This option would deliver 2060 dwellings per annum. This significantly exceeds CLG household projections, increasing delivery by an additional 19,650 dwellings over a 15 year period. This level of growth is also substantially greater than that under Options 2 and 3 and under this option the affordable housing target of 790 affordable dwellings per annum over the plan period would be met including both the backlog and the newly arising affordable housing need as set out in the North Yorkshire SHMA. Reflecting the scale of housing growth under this option, significant positive effects were also identified in relation to employment (Objective 4) and equality and access (Objective 5). Further positive effects were identified in relation to education (Objective 3).</p> <p>This option has been assessed as having a significant negative effect on the majority of the environmental SA Objectives as well as on health (Objective 3) and transport (Objective 6). This reflects the anticipated substantial use of resources required to support housing growth under this option, the potential for increased traffic and congestion and the significant pressure that is likely to be placed on the City's built and natural environmental assets by housing growth.</p> <p>Preferred Approach</p> <ul style="list-style-type: none"> • Environmental Impact: Housing growth will result in an increase in the use of resources including energy (and associated emissions to air) and generation of waste during both construction and operation. New housing development may also place pressure on the City's built and natural environmental assets, although (subject to site location), adverse effect would not be expected to be significant. • Economic Impact: Housing growth will help stimulate the local economy both during construction and once development is complete. Further, the preferred option would provide the scale of housing growth to support the employment growth forecast in the York Economic and Retailing Growth and Analysis and Visioning Work, which may help to reduce in-commuting and stem the rise in commuting trips to the City. • Social Impact: The preferred option would deliver a total of 1090 dwellings per annum, helping to meet the needs of existing and prospective residents. The evidence base indicates that this option would generate a moderate boost to affordable housing supply over the plan period although it would not meet the 790 target for affordable dwellings per annum set in the North Yorkshire SHMA. Whilst new housing development is likely to stimulate investment in community facilities and services, growth could have adverse minor effects on human health in the short term during construction and once development is complete.
<p>Recommendations</p>	<p>New housing development should be directed to locations that:</p> <ul style="list-style-type: none"> • Reduce the need to travel and/or encourage the use of sustainable modes of transport. • Avoid adverse impacts on the City's built and natural environmental assets. • Avoid locations that could exacerbate existing health issues (e.g. AQMAs). • Make best use of previously developed land. • Incorporate service provision where possible.

Housing Supply Buffer			
SA Objective	Option 1: Housing target to	Option 2: Housing target to	Option 3: Housing target to
			Option 4: Housing target to

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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1	To meet the diverse housing needs of the population in a sustainable way.	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Show people. 	0	incorporate 5% buffer	0	This option would make provision for a housing land supply buffer of 5% (approximately 55 dwellings per annum based on a planned annual supply of 1090 dwellings). It is assumed that this would not result in the development of additional housing but instead would identify additional land to help ensure choice and competition in the market for land, in accordance with the NPPF. Overall, this option has been assessed as having a neutral effect on this objective.	0	incorporate 10% buffer	0	This option would make provision for a housing land supply buffer of 10% (109 dwellings per annum based on a planned annual supply of 1090 dwellings). As under Option 1, it is assumed that this would not result in the development of additional housing but instead would identify additional land to help ensure choice and competition in the market for land, in accordance with the NPPF. Overall, this option has been assessed as having a neutral effect on this objective.	+	incorporate 15% buffer	0	This option would make provision for a housing land supply buffer of 15% (approximately 164 dwellings per annum based on a planned annual supply of 1090 dwellings). A larger buffer of 15% (relative to Options 1 and 2) may help to ensure that planned supply is achieved and would be in accordance with guidance contained within the NPPF. In consequence, this option has been assessed as having a positive effect on this objective.	+	incorporate 20% buffer	0	This option would make provision for a housing land supply buffer of 20% (approximately 218 dwellings per annum based on a planned annual supply of 1090 dwellings). A larger buffer of 20% may help to ensure that planned supply is achieved and would be in accordance with guidance contained within the NPPF. In consequence, this option has been assessed as having a positive effect on this objective.
2	Improve the health and well-being of York's population.	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to open space / multi-functional open space; Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling); Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	0	incorporate 5% buffer	0	Whilst the need to identify an additional supply of housing land could in theory place increased pressure on open space, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.	0	incorporate 10% buffer	0	Whilst the need to identify an additional supply housing land could in theory place increased pressure on open space, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.	0	incorporate 15% buffer	0	Whilst the need to identify an additional supply housing land could in theory place increased pressure on open space, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.	0	incorporate 20% buffer	0	Whilst the need to identify an additional supply housing land could in theory place increased pressure on open space, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.
3	Improve education, skills developme	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for 	0	incorporate 5% buffer	0	This option is not expected to have a significant effect on this objective.	0	incorporate 10% buffer	0	This option is not expected to have a significant effect on this objective.	0	incorporate 15% buffer	0	This option is not expected to have a significant effect on this objective.	0	incorporate 20% buffer	0	This option is not expected to have a significant effect on this objective.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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4	nt and training for an effective workforce.	<ul style="list-style-type: none"> continued success; Provide good quality employment opportunities available to all. 	0	This option is not expected to have a significant effect on this objective.	0	This option is not expected to have a significant effect on this objective.	0	This option is not expected to have a significant effect on this objective.	0	This option is not expected to have a significant effect on this objective.	0	This option is not expected to have a significant effect on this objective.	0	This option is not expected to have a significant effect on this objective.
5	Help deliver equality and access to all.	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	0	This option is not expected to have a significant effect on this objective.	0	This option is not expected to have a significant effect on this objective.	0	This option is not expected to have a significant effect on this objective.	0	This option is not expected to have a significant effect on this objective.	0	This option is not expected to have a significant effect on this objective.	0	This option is not expected to have a significant effect on this objective.
6	Reduce the need to travel and deliver a sustainable integrated transport network.	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	0	Whilst the need to identify an additional supply of housing land could result in less accessible locations this is uncertain. Further, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.	0	Whilst the need to identify an additional supply of housing land could result in less accessible locations this is uncertain. Further, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.	0	Whilst the need to identify an additional supply of housing land could result in less accessible locations this is uncertain. Further, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.	0	Whilst the need to identify an additional supply of housing land could result in less accessible locations this is uncertain. Further, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.	0	Whilst the need to identify an additional supply of housing land could result in less accessible locations this is uncertain. Further, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.	0	Whilst the need to identify an additional supply of housing land could result in less accessible locations this is uncertain. Further, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	0 Positive impact likely	?	0 Uncertain or insufficient information	- Negative impact likely	- Very negative impact likely	I Positive or negative impact depending on how it is implemented
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	0 No significant link	As noted above, whilst the need to identify an additional supply of housing land could in theory result in less sites coming forward in less accessible locations (thereby increasing emissions to air associated with transport) this is uncertain. Further, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.	0	As noted above, whilst the need to identify an additional supply of housing land could in theory result in less coming forward in less accessible locations (thereby increasing emissions to air associated with transport) this is uncertain. Further, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.	0	As noted above, whilst the need to identify an additional supply of housing land could in theory result in less coming forward in less accessible locations (thereby increasing emissions to air associated with transport) this is uncertain. Further, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.
8	Conserve or enhance green infrastructure, bio-diversity, geo-diversity, flora and fauna for accessible high quality and connected natural environment.	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Protect and enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geo-diversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0	Whilst the need to identify an additional supply of housing land could in theory place increased pressure on biodiversity assets (e.g. Greenfield sites or Brownfield land with high biodiversity value), this is uncertain. Further, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.	0	Whilst the need to identify an additional supply of housing land could in theory place increased pressure on biodiversity assets (e.g. Greenfield sites or Brownfield land with high biodiversity value), this is uncertain. Further, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.	0	Whilst the need to identify an additional supply of housing land could in theory place increased pressure on biodiversity assets (e.g. Greenfield sites or Brownfield land with high biodiversity value), this is uncertain. Further, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.
9	Use land resources efficiently and safeguard their quality.	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and 	0	Whilst the need to identify an additional supply of housing land could in theory place increased pressure on Greenfield land this is uncertain. Further, as this option would not result in additional housing	0	Whilst the need to identify an additional supply of housing land could in theory place increased pressure on Greenfield land this is uncertain. Further, as this option would not	0	Whilst the need to identify an additional supply of housing land could in theory place increased pressure on Greenfield land this is uncertain. Further, as this option would not

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	Very positive impact likely	Positive impact likely	Positive impact likely	Positive impact likely	No significant effect / no clear link	No significant effect / no clear link	Uncertain or insufficient information	Uncertain or insufficient information	Negative impact likely	Negative impact likely	Positive or negative impact depending on how it is implemented	Positive or negative impact depending on how it is implemented
10	Improve water efficiency and quality.	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwater. 	0	This option is not expected to have a significant effect on this objective.	0	development, it has been assessed as having a neutral effect on this objective.	0	result in additional housing development, it has been assessed as having a neutral effect on this objective.	0	This option is not expected to have a significant effect on this objective.	0	result in additional housing development, it has been assessed as having a neutral effect on this objective.
11	Reduce waste generation and increase level of reuse and recycling.	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	This option is not expected to have a significant effect on this objective.	0	development, it has been assessed as having a neutral effect on this objective.	0	result in additional housing development, it has been assessed as having a neutral effect on this objective.	0	This option is not expected to have a significant effect on this objective.	0	This option is not expected to have a significant effect on this objective.
12	Improve air quality.	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	0	Whilst the need to identify an additional supply of housing land could in theory result in forward in less accessible locations (thereby increasing emissions to air associated with transport) this is uncertain. Further, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.	0	development, it has been assessed as having a neutral effect on this objective.	0	result in additional housing development, it has been assessed as having a neutral effect on this objective.	0	This option is not expected to have a significant effect on this objective.	0	Whilst the need to identify an additional supply of housing land could in theory result in sites coming forward in less accessible locations (thereby increasing emissions to air associated with transport) this is uncertain. Further, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.
13	Minimise flood risk and reduce the impact of flooding to people	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SUDs). 	0	This option is not expected to have a significant effect on this objective.	0	development, it has been assessed as having a neutral effect on this objective.	0	result in additional housing development, it has been assessed as having a neutral effect on this objective.	0	This option is not expected to have a significant effect on this objective.	0	This option is not expected to have a significant effect on this objective.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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14	and property in York. Conserve or enhance York's historic environment, cultural heritage, character and setting.	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the Six Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0	Whilst the need to identify an additional supply of housing land could in theory place increased pressure on the York's historic assets and the character and setting the city (e.g. as a result of more intensive development within the urban area or the identification of additional sites within the Green Belt), this is uncertain. Further, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.	0	Whilst the need to identify an additional supply of housing land could in theory place increased pressure on the York's historic assets and the character and setting the city (e.g. as a result of more intensive development within the urban area or the identification of additional sites within the Green Belt), this is uncertain. Further, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.	0	Whilst the need to identify an additional supply of housing land could in theory place increased pressure on the York's historic assets and the character and setting the city (e.g. as a result of more intensive development within the urban area or the identification of additional sites within the Green Belt), this is uncertain. Further, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.
15	Protect and enhance York's natural and built landscape.	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0	Whilst the need to identify an additional supply of housing land could in theory place increased pressure on the York's landscape character (e.g. as a result of more intensive development within the urban area or the identification of additional sites within the Green Belt), this is uncertain. Further, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.	0	Whilst the need to identify an additional supply of housing land could in theory place increased pressure on the York's landscape character (e.g. as a result of more intensive development within the urban area or the identification of additional sites within the Green Belt), this is uncertain. Further, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.	0	Whilst the need to identify an additional supply of housing land could in theory place increased pressure on the York's landscape character (e.g. as a result of more intensive development within the urban area or the identification of additional sites within the Green Belt), this is uncertain. Further, as this option would not result in additional housing development, it has been assessed as having a neutral effect on this objective.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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General	<p>A total of four housing supply buffer options have been identified, namely: Housing target to incorporate 5% buffer (Option 1); Housing target to incorporate 10% buffer (Option 2); Housing target to incorporate 15% buffer (Option 3); Housing target to incorporate 20% buffer (Option 4).</p> <p>Option 1 This option would make provision for a housing land supply buffer of 5% (approximately 55 dwellings per annum based on a planned annual supply of 1090 dwellings). It is assumed that this would not result in the development of additional housing but instead would identify additional land to help ensure choice and competition in the market for land, in accordance with the NPPF. In consequence, effects across all of the SA Objectives have been assessed as neutral.</p> <p>Option 2 Like Option 1, this option has been assessed as having a neutral effect across all of the SA Objectives. This option would make provision for a housing land supply buffer of 10% (109 dwellings per annum based on a planned annual supply of 1090 dwellings). As under Option 1, it is assumed that this would not result in the development of additional housing but instead would identify additional land to help ensure choice and competition in the market for land, in accordance with the NPPF. In consequence, effects across all of the SA Objectives have been assessed as neutral.</p> <p>Option 3 This option would make provision for a housing land supply buffer of 15% (approximately 164 dwellings per annum based on a planned annual supply of 1090 dwellings). A larger buffer of 15% (relative to Options 1 and 2) may help to ensure that planned supply is achieved. In consequence, this option has been assessed as having a positive effect on housing (Objective 1) and equality and accessibility (Objective 5). As this option would not result in the development of additional housing it has been assessed as having a neutral effect across the remaining SA Objectives.</p> <p>Option 4 This option would make provision for a housing land supply buffer of 20% (approximately 218 dwellings per annum based on a planned annual supply of 1090 dwellings). A larger buffer of 20% may help to ensure that planned supply is achieved and would be in accordance with guidance contained within the NPPF. In consequence, this option has been assessed as having a positive effect on housing (Objective 1) and equality and accessibility (Objective 5). As this option would not result in the development of additional housing it has been assessed as having a neutral effect across the remaining SA Objectives.</p>									
Preferred Approach	<ul style="list-style-type: none"> Environmental Impact: Whilst the identification of additional housing land could in theory place additional pressure on the City's built and natural environmental assets and, further, could result in the identification of sites in more unsustainable locations, this is uncertain. Further, the option would not result in additional housing development. Economic Impact: No significant effects on the economy are expected under the preferred option. Social Impact: The preferred option would make provision for a housing land supply buffer of 15% (approximately 164 dwellings per annum based on a planned annual supply of 1090 dwellings). This may help to ensure that planned supply is achieved. 									
Recommendations	<p>Additional housing land supply should be directed to locations that:</p> <ul style="list-style-type: none"> Reduce the need to travel and/or encourage the use of sustainable modes of transport. Avoid adverse impacts on the City's built and natural environmental assets. Avoid locations that could exacerbate existing health issues (e.g. AQMAs). Make best use of previously developed land. Incorporate service provision where possible. 									

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Phasing and Delivery									
SA Objective									
1	<p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	+	<p>Option 1: Rely on the National Planning Policy Framework policy to guide housing related development</p> <p>Phasing development by relying on the NPPF requires strategic sites to be allocated into current, 6-10 year and 11-15 year brackets. In York's case sites have also been allocated for development in 15 years plus. This will enable housing development to meet local needs to be delivered.</p>	++	<p>Option 2: Provide local level policy to guide phasing of development, market led approach to be adopted</p> <p>By adopting a market led approach sites can be released if the market requires them, even if allocated for development in 15 years plus. By enabling the market to respond to local housing need there will be a very positive effect.</p>	?	<p>Option 3: Provide local level policy to guide phasing of development, hierarchy of development sites to be adopted (enabling least sustainable sites to be released later if required during review process)</p> <p>Phasing development so that the least sustainable strategic sites are released only if required will have an uncertain effect. In the long term it will enable housing development to meet local needs to be delivered, but it may restrict development in the short term.</p>	++	<p>Option 4: Provide local level policy to guide phasing of development, development only once Strategic Site Supplementary Planning Document (SPD) adopted (enabling least sustainable sites to be released later if required during review process)</p> <p>Phasing development such that the least sustainable strategic sites can only be released only once an SPD is in place will have a very positive effect on allowing housing development to meet local needs to be delivered, since sites that are allocated for development in 15 years plus can still come forward in the short term.</p>
2	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling) Improves access to healthcare; 	I	<p>Phasing development by relying on the NPPF requires strategic sites to be allocated into current, 6-10 year and 11-15 year brackets. In York's case sites have also been allocated for development in 15</p>	-	<p>Phasing development by allowing strategic sites to be released if the market requires it may mean that sites that Greenfield sites or those impacting on open space provision come forward for development in the</p>	+	<p>Phasing development so that the least sustainable strategic sites (including those on Greenfield sites or those impacting on open space provision) are released only if required should have a positive effect in the short to medium</p>	I	<p>Phasing development such that the least sustainable strategic sites can only be released only once a SPD is in place should help to mitigate for any negative effect. However, effects depend on the timing of</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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3	<ul style="list-style-type: none"> Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	<ul style="list-style-type: none"> Provides good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0 No significant effect / no clear link	years plus. Effects depend on how the release of Greenfield sites or those sites impacting on open space provision is phased.	0 No significant effect / no clear link	short to medium term, even if allocated for development in 15 years plus.	the SPD since less sustainable sites that are allocated for development in 15 years plus could still come forward in the short to medium term if an SPD is adopted. No significant effect / no clear link
4	<ul style="list-style-type: none"> Create jobs and deliver growth of a sustainable, low carbon and inclusive economy 	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	0 No significant effect / no clear link	years plus. Effects depend on how the release of Greenfield sites or those sites impacting on open space provision is phased.	0 No significant effect / no clear link	short to medium term, even if allocated for development in 15 years plus.	the SPD since less sustainable sites that are allocated for development in 15 years plus could still come forward in the short to medium term if an SPD is adopted. No significant effect / no clear link
5	<ul style="list-style-type: none"> Help deliver equality and access to all 	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	0 No significant effect / no clear link	years plus. Effects depend on how the release of Greenfield sites or those sites impacting on open space provision is phased.	0 No significant effect / no clear link	short to medium term, even if allocated for development in 15 years plus.	the SPD since less sustainable sites that are allocated for development in 15 years plus could still come forward in the short to medium term if an SPD is adopted. No significant effect / no clear link

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	I	<p>However, effects also depend on how sites that have greater accessibility to public transport or services/facilities are phased.</p> <p>Phasing development by relying on the NPPF requires strategic sites to be allocated into current, 6-10 year and 11-15 year brackets. In York's case sites have also been allocated for development in 15 years plus. Effects depend on how sites that have greater accessibility to public transport or require new infrastructure to support them are phased.</p>	-	<p>accessibility to public transport or services/facilities may not be prioritised under a market led approach.</p> <p>Sites that have greater accessibility to public transport may not be prioritised under a market led approach and sites that require new infrastructure to support them could be developed ahead of this infrastructure being in-situ.</p>	+	<p>would help to prioritise sites that have greater accessibility to public transport and services/facilities resulting in a positive effect.</p> <p>Phasing development so that the least sustainable strategic sites (considering accessibility issues) are released only if required should have a positive effect in the short to medium term. Hierarchy approach would help to prioritise sites that have greater accessibility to public transport.</p>	I	<p>term. However, effects depend on the timing of the SPD since less sustainable sites that are allocated for development in 15 years plus could still come forward in the short to medium term if an SPD is adopted.</p> <p>Phasing development such that the least sustainable strategic sites (considering accessibility issues) can only be released once a SPD is in place should help to mitigate for any negative effect, particularly in relation to sites that require new infrastructure. However, effects depend on the timing of the SPD since less sustainable sites that are allocated for development in 15 years plus could still come forward in the short to medium term if an SPD is adopted.</p>
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy 	0	0	0	No significant effect / no clear link	0	No significant effect / no clear link	0	No significant effect / no clear link

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8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Conserve or enhance internationally and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs; Conserve or enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	No significant link	?	Phasing development by relying on the NPPF requires strategic sites to be allocated into current, 6-10 year and 11-15 year brackets. In York's case sites have also been allocated for development in 15 years plus. Effects depend on when sites that could have a negative effect on the natural environment are phased.	-	Phasing development by allowing strategic sites to be released if the market requires it may mean that sites that could have a negative effect on the natural environment come forward for development in the short to medium term, even if allocated for development in 15 years plus.	+	Phasing development so that the least sustainable strategic sites (including those that could have a negative effect on the natural environment) are released only if required should have a positive effect in the short to medium term.	I	Phasing development such that the least sustainable strategic sites can only be released once a SPD is in place should help to mitigate for any negative effect. However, effects depend on the timing of the SPD since less sustainable sites that are allocated for development in 15 years plus could still come forward in the short to medium term if an SPD is adopted.	+	Phasing development by allowing strategic sites to be released if the market requires it may mean that sites that could have a negative effect on the natural environment come forward for development in the short to medium term, even if allocated for development in 15 years plus.	+	Phasing development so that the least sustainable strategic sites (including those that could have a negative effect on the natural environment) are released only if required should have a positive effect in the short to medium term.	+	Phasing development such that the least sustainable strategic sites can only be released once a SPD is in place should help to mitigate for any negative effect. However, effects depend on the timing of the SPD since less sustainable sites that are allocated for development in 15 years plus could still come forward in the short to medium term if an SPD is adopted.
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Conserve or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	No significant link	?	Phasing development by relying on the NPPF requires strategic sites to be allocated into current, 6-10 year and 11-15 year brackets. In York's case sites have also been allocated for development in 15 years plus. Effects depend on how brownfield sites are phased in relation to release of Greenfield sites or those impacting on open space provision.	-	Phasing development by allowing strategic sites to be released if the market requires it may mean that sites that Greenfield sites or those impacting on open space provision come forward for development in the short to medium term, even if allocated for development in 15 years plus. Brownfield sites, especially those that are contaminated, may not be prioritised under a market led approach.	+	Phasing development so that the least sustainable strategic Greenfield sites or those impacting on open space provision) are released only if required should have a positive effect in the short to medium term. Hierarchy approach would help to prioritise brownfield site development, encouraging the reuse of previously developed land.	I	Phasing development such that the least sustainable strategic sites released only once a SPD is in place should help to mitigate for any negative effect. However, effects depend on the timing of the SPD since less sustainable sites that are allocated for development in 15 years plus could still come forward in the short to medium term if an SPD is adopted.	+	Phasing development by allowing strategic sites to be released if the market requires it may mean that sites that Greenfield sites or those impacting on open space provision come forward for development in the short to medium term, even if allocated for development in 15 years plus. Brownfield sites, especially those that are contaminated, may not be prioritised under a market led approach.	+	Phasing development so that the least sustainable strategic Greenfield sites or those impacting on open space provision) are released only if required should have a positive effect in the short to medium term. Hierarchy approach would help to prioritise brownfield site development, encouraging the reuse of previously developed land.	+	Phasing development such that the least sustainable strategic sites released only once a SPD is in place should help to mitigate for any negative effect. However, effects depend on the timing of the SPD since less sustainable sites that are allocated for development in 15 years plus could still come forward in the short to medium term if an SPD is adopted.
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	No significant link	?	Phasing development by relying on the NPPF requires strategic sites to be allocated into current, 6-10 year and	-	Phasing development by allowing strategic sites to be released if the market requires it may mean that sites	+	Phasing development so that the least sustainable strategic sites (including those that could have a	I	Phasing development such that the least sustainable strategic sites can only be released once a SPD	+	Phasing development by allowing strategic sites to be released if the market requires it may mean that sites	+	Phasing development so that the least sustainable strategic sites (including those that could have a	+	Phasing development such that the least sustainable strategic sites can only be released once a SPD

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11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0 No significant effect / no clear link	11-15 year brackets. In York's case sites have also been allocated for development in 15 years plus. Effects depend on when sites that could have a negative effect on the water environment are phased.	that could have a negative effect the water environment come forward for development in the short to medium term, even if allocated for development in 15 years plus.	0 No significant effect / no clear link	negative effect on the water environment) are released only if required should have a positive effect in the short to medium term.	is in place should help to mitigate for any negative effect. However, effects depend on the timing of the SPD since less sustainable sites that are allocated for development in 15 years plus could still come forward in the short to medium term if an SPD is adopted.
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	0 No significant effect / no clear link	Phasing development by relying on the NPPF requires strategic sites to be allocated into current, 6-10 year and 11-15 year brackets. In York's case sites have also been allocated for development in 15 years plus. Effects depend on when sites that could have a negative effect on air quality or are located in areas of poorer air quality are phased. Also, on how sites that have greater accessibility to public transport or require new infrastructure to support them are phased.	Phasing development by allowing strategic sites to be released if the market requires it may mean that sites that could have a negative effect on air quality or are located in areas of poorer air quality come forward for development in the short to medium term, even if allocated for development in 15 years plus. Sites that have greater accessibility to public transport may not be prioritised under a market led approach and sites that require new infrastructure to support them could be developed ahead of this infrastructure being in-	+	Phasing development so that the least sustainable strategic sites (including those that could have a negative effect on air quality or are located in areas of poorer air quality) are released only if required should have a positive effect in the short to medium term. Hierarchy approach would help to prioritise sites that have greater accessibility to public transport.	Phasing development such that the least sustainable strategic sites can only be released once a SPD is in place should help to mitigate for any negative effect, particularly in relation to sites that require new infrastructure. However, effects depend on the timing of the SPD since less sustainable sites that are allocated for development in 15 years plus could still come forward in the short to medium term if an SPD is adopted.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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13	<ul style="list-style-type: none"> Minimise flood risk and reduce the impact of flooding to people and property in York 	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	I	<p>Phasing development by relying on the NPPF requires strategic sites to be allocated into current, 6-10 year and 11-15 year brackets. In York's case sites have also been allocated for development in 15 years plus. Effects depend on when sites that could have a negative effect on the floodplain are phased.</p>	-	<p>situ. Phasing development by allowing strategic sites to be released if the market requires it may mean that sites that could have a negative effect on the floodplain come forward for development in the short to medium term, even if allocated for development in 15 years plus.</p>	<p>Phasing development so that the least sustainable strategic sites (including those that could have a negative effect on the floodplain) are released only if required should have a positive effect in the short to medium term.</p>	<p>Phasing development such that the least sustainable strategic sites can only be released once a SPD is in place should help to mitigate for any negative effect. However, effects depend on the timing of the SPD since less sustainable sites that are allocated for development in 15 years plus could still come forward in the short to medium term if an SPD is adopted.</p>
14	<ul style="list-style-type: none"> Conserve or enhance York's historic environment, cultural heritage, character and setting 	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	I	<p>Phasing development by relying on the NPPF requires strategic sites to be allocated into current, 6-10 year and 11-15 year brackets. In York's case sites have also been allocated for development in 15 years plus. Effects depend on when sites that could have a negative effect on the historic environment are phased.</p>	-	<p>situ. Phasing development by allowing strategic sites to be released if the market requires it may mean that sites that could have a negative effect on the historic environment come forward for development in the short to medium term, even if allocated for development in 15 years plus.</p>	<p>Phasing development so that the least sustainable strategic sites (including those that could have a negative effect on the historic environment) are released only if required should have a positive effect in the short to medium term.</p>	<p>Phasing development such that the least sustainable strategic sites can only be released once a SPD is in place should help to mitigate for any negative effect. However, effects depend on the timing of the SPD since less sustainable sites that are allocated for development in 15 years plus could still come forward in the short to medium term if an SPD is adopted.</p>
15	<ul style="list-style-type: none"> Conserve or enhance York's natural and built landscape 	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in 	I	<p>Phasing development by relying on the NPPF requires strategic sites to be allocated into current, 6-10 year and 11-15 year brackets.</p>	-	<p>situ. Phasing development by allowing strategic sites to be released if the market requires it may mean that sites that could have a</p>	<p>Phasing development so that the least sustainable strategic sites (including those that could have a negative effect on the</p>	<p>Phasing development such that the least sustainable strategic sites can only be released once a SPD is in place should help to</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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KEY							
General	line with the "landscape and Setting" within the Heritage Topic Paper.			In York's case sites have also been allocated for development in 15 years plus. Effects depend on when sites that could have a negative effect on the built or natural landscape are phased.	negative effect on the built or natural landscape come forward for development in the short to medium term, even if allocated for development in 15 years plus.	built or natural landscape) are released only if required should have a positive effect in the short to medium term.	mitigate for any negative effect. However, effects depend on the timing of the SPD since less sustainable sites that are allocated for development in 15 years plus could still come forward in the short to medium term if an SPD is adopted.
			Option 1 Phasing development by relying on the NPPF requires strategic sites to be allocated into current, 6-10 year and 11-15 year brackets. In York's case sites have also been allocated for development in 15 years plus. This option has a positive effect on the housing objective since it enables housing development to meet local needs to be delivered. Effects on other social and relevant environmental objectives depend on when sites are phased.				
			Option 2 By enabling the market to respond to local housing need there will be a very positive effect on the housing and equality objective. However, this may also mean that the least sustainable strategic sites come forward for development in the short to medium term, even if allocated for development in 15 years plus resulting in a negative effect on relevant environmental objectives. There will also be negative effects on the social objectives relating to accessibility and open space provision.				
			Option 3 There may be an uncertain effect on the housing objective since phasing development so that the least sustainable sites are released only if required may restrict housing development in the short term. However, this option would have a positive effect on the relevant environmental objectives in the short to medium term. There will also be positive effects on the social objectives relating to accessibility and open space provision, any hierarchy of sustainability will help to prioritise sites that have greater to accessibility to public transport and encourage the reuse of previously developed land.				
			Option 4 Phasing development such that the least sustainable strategic sites can only be released only once an SPD is in place will have a very positive effect on allowing housing development to meet local needs to be delivered, since sites that are allocated for development in 15 years plus can still come forward in the short term. Effects on other social and relevant environmental objectives depend on the timing of any SPD since less sustainable sites that are allocated for development in 15 years plus could still come forward in the short to medium term if an SPD is adopted.				
Preferred Approach			<ul style="list-style-type: none"> o Social o Market approach results in a very positive effect on housing and equality objectives o Negative effect if Greenfield sites or those impacting on open space provision come forward for development in the short to medium term o Negative effect on accessibility objectives since site that have greater accessibility to public transport may not be prioritised o Economic 				

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	<ul style="list-style-type: none"> No significant effect on economic objectives Environmental Negative effect on environmental objectives if least sustainable strategic sites come forward for development in the short to medium term
Recommendations	<p>The preferred approach could have a number of negative effects since it would be left to the market to decide if sites that are allocated for development in 15 years plus should come forward in the short term. The Council should qualify in its Local Plan policy wording with reference to the findings of the above assessment that although a market led approach is to be adopted development that could have a negative effect on the local population or environment will need to be fully mitigated or compensated for in order that planning permission is granted in advance of other sites coming forward. In particular sites that require new infrastructure to support them must only be developed once this is in-situ.</p>

		Housing Density Approach					Housing Density Level and Location	
SA Objective		Option 1: Housing density target does not vary by location	Option 2: Housing density target varies by location	Option 1: Housing density target of <40 dph	Option 2: Housing density target of 40-50 dph	Option 3: Housing density target of >50 dph		
1	<ul style="list-style-type: none"> To meet the diverse housing needs of the population in a sustainable way. Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	<p>Requiring the same density of housing in all locations could limit the range of housing types and sizes that can be provided. It may also restrict the economic viability of sites where lower densities are required by the market. This results in a negative effect since local housing needs may not be met.</p>	<p>Enabling density to vary by location presents greater opportunity to ensure that a range of housing types and sizes can be provided. Density can vary to reflect known housing need and market requirements which can vary by location. This results in a positive effect as local housing needs are more likely to be met.</p>	<p>Housing density target of <40 dph presents greater opportunity for a range of housing types and sizes, including larger family homes to be built. However, if a low density were adopted across the district this option may not help to ensure the provision of a sufficient number of homes. Higher densities are likely to be required in city centre locations to make development economically viable.</p>	<p>Housing density target of 40-50 dph should help to ensure the provision of a sufficient number of homes. It should enable the provision of a range of different housing types, for example, terraces, townhouses, semi-detached and properties. It may make development of rural sites less economically viable since the market is likely to demand larger family homes</p>	<p>Housing density target of >50dph is likely to make development in city centre locations more economically viable. If a high density were adopted across the district it would help ensure the provision of a sufficient number of homes. However, it is likely to restrict the range of housing types and sizes, requiring apartments and smaller family homes to be built.</p>		

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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2	<ul style="list-style-type: none"> Improve the health and well-being of York's population 	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) Improves access to health care; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	-	Requiring the same density of housing in all locations could limit the opportunities for ensuring housing is in keeping with the local neighbourhood. This results in a negative effect since a lack of community influences health.	+	Enabling density to vary by location presents greater opportunity to ensure housing is in keeping with the local neighbourhood, particularly in rural and city centre locations. This results in a positive effect, since a sense of community influences health.	?	Lower density housing target presents greater opportunities for housing to be in keeping with the local neighbourhood. Sensitive design and layout is required to ensure safety and security for residents.	?	Medium density targets should allow housing to be in keeping with the local neighbourhood in all but rural locations. Sensitive design and layout is required to ensure safety and security for residents.	?	Higher density housing target may limit opportunities for housing to be in keeping with the local neighbourhood. Sensitive design and layout is required to ensure safety and security for residents.
3	<ul style="list-style-type: none"> Improve education, skills development and training for an effective workforce 	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0	No significant effect / no clear link	0	No significant effect / no clear link	0	No significant effect / no clear link	0	No significant effect / no clear link	0	No significant effect / no clear link
4	<ul style="list-style-type: none"> Create jobs and deliver growth of a sustainable, low carbon and inclusive economy 	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; 	0	No significant effect / no clear link	0	No significant effect / no clear link	0	No significant effect / no clear link	0	No significant effect / no clear link	0	No significant effect / no clear link

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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5	<ul style="list-style-type: none"> Help deliver equality and access to all 	<ul style="list-style-type: none"> Support existing employment drivers; Promote a low carbon economy. Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	-	Requiring the same density of housing in all locations could limit the opportunities for ensuring housing is in keeping with the local neighbourhood. It may also restrict the economic viability of providing affordable housing on sites where lower densities are required by the market.	+	Enabling density to vary by location presents greater opportunity to ensure housing is in keeping with the local neighbourhood, particularly in rural and city centre locations. Density can vary to reflect known housing need and market requirements hopefully providing greater opportunity for affordable housing to be accommodated.	?	Lower density housing target presents greater opportunities for housing to be in keeping with the local neighbourhood. It also presents greater opportunities to meet the needs of different groups within communities, the elderly or disabled. Sensitive design and layout is required to ensure safety and security for residents.	?	Medium density targets should allow housing to be in keeping with the local neighbourhood in all but rural locations. Sensitive design and layout is required to ensure safety and security for residents.	?	Higher density housing target may limit opportunities for housing to be in keeping with the local neighbourhood. It may also limit opportunities to meet the needs of different groups within communities, the elderly or disabled. Sensitive design and layout is required to ensure safety and security for residents.									
6	<ul style="list-style-type: none"> Reduce the need to travel and deliver a sustainable integrated transport network 	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	-	Requiring the same density of housing in all locations could limit the opportunities to respond to issues of congestion on the local road network, particularly in rural areas where there may be limited access to services and public transport.	+	Enabling density to vary by location presents greater opportunity to ensure housing can respond to issues of congestion in the local neighbourhood, higher density housing more suited to the city centre where there is very good access to services and public transport.	?	Lower density housing may help to limit any effect of new housing upon congestion on the local road network by limiting the number of new residents in an area, particularly in suburban and rural locations.	?	Medium density housing could affect congestion levels on the local road network due to the increase in the number of residents in the area.	?	Higher density housing could increase congestion levels on the local road network due to the increase in the number of new residents in the area, particularly in suburban and rural locations.									
7	<ul style="list-style-type: none"> To minimise greenhouse gases that 	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation 	0	No significant effect / no clear link	0	No significant effect / no clear link	0	No significant effect / no clear link	0	No significant effect / no clear link	0	No significant effect / no clear link	0	No significant effect / no clear link	0	No significant effect / no clear link	0	No significant effect / no clear link	0	No significant effect / no clear link	0

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	++ Very positive impact likely	+ Positive impact likely	No significant impact likely	No significant effect / no clear link	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented	
	cause climate change and deliver a managed response to its effects	measures for the likely effects of climate change; • Provide and develop energy from renewable, low and zero carbon technologies; • Promote sustainable design and building materials that manage the future risks and consequences of climate change; • Adhere to the principles of the energy hierarchy.								
8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> • Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; • Protect and enhance locally important nature conservation sites (SINCs); • Create new areas or site of bio-diversity / geodiversity value; • Improve connectivity of green infrastructure and the natural environment; • Provide opportunities for people to access the natural environment. 	0	No significant effect / no clear link	0	No significant effect / no clear link	No significant effect / no clear link	No significant effect / no clear link	No significant effect / no clear link	No significant effect / no clear link
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> • Re-use previously developed land; • Prevent pollution contaminating the land and remediate any existing contamination; • Safeguard soil quality, including the best and most versatile agricultural land; • Protect or enhance allotments; • Safeguard mineral resources and encourage their efficient use. 	0	No significant effect / no clear link	-	Lower density housing may not ensure the most effective use of land in urban and city centre locations.	I	Medium density housing should help ensure the effective use of land from rural to urban locations.	+	Higher density housing should help ensure the effective use of land resources from rural to city centre locations.
10	Improve water efficiency and quality	<ul style="list-style-type: none"> • Conserve water resources and quality; • Improve the quality of rivers and groundwaters. 	0	No significant effect / no clear link	0	No significant effect / no clear link	0	No significant effect / no clear link	0	No significant effect / no clear link
11	Reduce waste generation and increase level of	<ul style="list-style-type: none"> • Promote reduction, re-use, recovery and recycling of waste; • Promote and increase resource 	0	No significant effect / no clear link	0	No significant effect / no clear link	0	No significant effect / no clear link	0	No significant effect / no clear link

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	Very positive impact likely	Positive impact likely	No significant impact likely	Uncertain or insufficient information	No significant effect / no clear link	No significant effect / no clear link	No significant effect / no clear link	Very negative impact likely	Negative impact likely	Positive or negative impact depending on how it is implemented	
12	reuse and recycling Improve air quality	<ul style="list-style-type: none"> efficiency. Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	0	No significant effect / no clear link	0	No significant effect / no clear link	0	No significant effect / no clear link	0	No significant effect / no clear link	No significant effect / no clear link
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0	No significant effect / no clear link	0	No significant effect / no clear link	0	No significant effect / no clear link	0	No significant effect / no clear link	No significant effect / no clear link
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic 	-	Requiring the same density of housing in all locations could limit the opportunities for ensuring housing is in keeping with the local character.	+	Enabling density to vary by location presents greater opportunity to ensure housing is in keeping with the local character.	?	Lower density housing target presents greater opportunities for housing to be in keeping with the local neighbourhood. However, in urban and city centre locations medium to high density housing	?	Medium density targets should allow housing to be in keeping with the local character n all but rural locations. Sensitive design and layout is required to fit in with the historic environment.	Higher density housing target may limit opportunities for housing to be in keeping with the local character. For example, high rise housing development could impact on the skyline. Sensitive

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15	Conserve and enhance York's natural and built landscape	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Conserve or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	Paper.	-	Requiring the same density of housing in all locations could limit the opportunities for ensuring housing is in keeping with the local character.	+	Enabling density to vary by location presents greater opportunity to ensure housing is in keeping with the local character.	?	is more likely to be in character. Sensitive design and layout is required to fit in with the historic environment.	?	Medium density targets should allow housing to be in keeping with the local character in all but rural locations. Sensitive design and layout is required to fit in with the built landscape.	?	Higher density housing target may limit opportunities for housing to be in keeping with the local character. For example, high rise housing could impact on the skyline. Sensitive design and layout is required to fit in with the built landscape.
General	<p>HOUSING DENSITY APPROACH Requiring the same density housing target in all locations is likely to limit the range or housing types and sizes that can be provided as well as opportunities to ensure housing is in keeping with the local neighbourhood and character resulting in a negative impact. This is unless a lower density target is adopted across the district and developers voluntarily choose to adopt medium to high density housing in non-rural areas. Conversely enabling density to vary by location should enable a range of housing type and sizes to meet local needs that is in keeping with local neighbourhoods and character resulting in a positive impact.</p> <p>HOUSING DENSITY LEVEL Effects on all relevant social, economic and environmental objectives are uncertain since impacts will vary depending on the location in question. Careful consideration will need to be given to the appropriate density target for rural and city centre sites in particular, no one density target is appropriate to all locations across the district.</p> <p>HOUSING DENSITY APPROACH The preferred approach is to enable density to vary by location, in this case by rural, suburban, urban and city centre location. This should enable a range of housing type and sizes to meet local needs that is in keeping with local neighbourhoods and character resulting in a positive impact assuming an appropriate density target is selected for each location.</p> <p>HOUSING DENSITY LEVEL The preferred approach adopts a range of density targets dependant on location as follows: rural <30 dph, suburban <40 dph, urban/urban extensions 50 dph and city centre 80-100 dph. This should help a sufficient number of homes to be built whilst enabling a greater range of housing types and sizes to be provided. The lower rural target should help keep rural sites economically viable since the market here is likely to demand</p>												
Preferred Approach	<p>HOUSING DENSITY APPROACH The preferred approach is to enable density to vary by location, in this case by rural, suburban, urban and city centre location. This should enable a range of housing type and sizes to meet local needs that is in keeping with local neighbourhoods and character resulting in a positive impact assuming an appropriate density target is selected for each location.</p> <p>HOUSING DENSITY LEVEL The preferred approach adopts a range of density targets dependant on location as follows: rural <30 dph, suburban <40 dph, urban/urban extensions 50 dph and city centre 80-100 dph. This should help a sufficient number of homes to be built whilst enabling a greater range of housing types and sizes to be provided. The lower rural target should help keep rural sites economically viable since the market here is likely to demand</p>												

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	larger family homes and help limit the effects of new housing on congestion on the local road network. Conversely the higher city centre target helps make best use of land resources. In all cases sensitive design and layout is required to ensure safety and security for residents, to enable to fit in with the historic environment and built landscape character.
Recommendations	The only potential negative effect relates to the requirement for higher density housing targets in the city centre, high rise housing development could impact on the skyline which could adversely impact on York's historic environment. Though 80-100 dph does not equate to high rise development, the Council should qualify in its Local Plan (either in this section or the historic environment section) that high rise would not be an acceptable type of development.

SECTION 11: AIDING CHOICE IN THE HOUSING MARKET

Housing Mix		Option 1: Do not specify any housing mix and enable the market to determine the housing requirement	Option 2: Rely on NPPF to ensure appropriate housing mix provision	Option 3 : Provide Local level policy to ensure appropriate housing mix provision
1	<p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	-	+	++
2	<p>Improve the health and well-being of York's population</p> <ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) 	0	0	0

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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		<ul style="list-style-type: none"> Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 							
3	Improve education, skills development and training for an effective workforce	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0	There is no clear link between this alternative and the objective			0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
4	Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	I	Relying on the market to deliver different choices in the housing market may not fully support the requirements arising from the workforce not be met. However, it would ensure that development is viable.			I	The NPPF dictates the delivery of a wide variety of homes to allow for a mix of properties which should allow for various home types to be met helping to support the workforce. The policy does allow a degree of interpretation and negotiation which could have positive or negative effects.	A local level policy should help to more specifically deliver the variety of homes in response to the need arising to allow for a mix of properties, which should support the workforce and therefore the overall economy.
5	Help deliver equality and access to all	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	-	Allowing the market to determine and deliver the requirements for housing need may lead to under provision of specific types or tenure of properties based upon profitability and viability. Consequently this could lead to social exclusion or people housed in properties not suitable for their requirements. People may also be forced to choose an alternative location to live where accommodation does meet their need. There may also be a lag time for the market to respond			+	The NPPF advocates the delivery of homes to create sustainable and mixed communities through the delivery of a mix of housing based upon trends.	Local level policy should supplement the NPPF to ensure that York specific issues are addressed through housing delivery. To maximise the potential of this policy, the policy approach should also include a focus on the standards of housing to be delivered through the plan period recommending for example Lifetime Homes, to ensure that properties can allow adaptation for differing needs.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 			to known trends, particularly in the short term. Under delivery of housing types could force people to live outside of York leading to increased travel/ commute to jobs provided.	Delivering the types of accommodation to suit the needs of current and future trends as per NPPF should ensure that people are able to work and live within York enabling a shorter commute.	I								Delivering the types of accommodation to suit the needs of current and future trends as per NPPF should ensure that people are able to work and live within York enabling a shorter commute.
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	0	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	0								There is no clear link between this alternative and the objective
8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs; Conserve or enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	0								There is no clear link between this alternative and the objective
9	Use land resources efficiently and safeguard	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best 	0	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	0								There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely		+ Positive impact likely		0 No significant effect / no clear link		? Uncertain or insufficient information		- Negative impact likely		-- Very negative impact likely		I Positive or negative impact depending on how it is implemented	
	their quality	and most versatile agricultural land; • Conserve or enhance allotments; • Safeguard mineral resources and encourage their efficient use.												
10	Improve water efficiency and quality	• Conserve water resources and quality; • Improve the quality of rivers and groundwaters.	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
11	Reduce waste generation and increase level of reuse and recycling	• Promote reduction, re-use, recovery and recycling of waste; • Promote and increase resource efficiency.	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
12	Improve air quality	• Reduce all emissions to air from current activities; • Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); • Support the development of city wide low emission infrastructure; • Improve air quality in AQMAs and prevent new designations; • Avoid locating development where it could negatively impact on air quality; • Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; • Promote sustainable and integrated transport network to minimise the use of the car.	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
13	Minimise flood risk and reduce the impact of flooding to people and property in York	• Reduce risk of flooding; • Ensure development location and design does not negatively impact on flood risk; • Deliver or incorporate through design sustainable urban drainage systems (SuDs).	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
14	Conserve or enhance	• Conserve or enhance the special character and setting of the historic city;	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented	
	<ul style="list-style-type: none"> Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
15	<ul style="list-style-type: none"> Conserve or enhance York's historic environment, cultural heritage, character and setting 	<ul style="list-style-type: none"> Conserve or enhance York's natural and built landscape 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
General	Options 2 and 3 would help to support the provision of suitable housing mix for York in terms of the delivery of a mix of property type and tenure. Local level policy (Option 3) however, should build upon the requirements of the NPPF (Option 2) to build sustainable and cohesive communities and enable less interpretation of trends by ensuring that York specific requirements are clearly set out.							
Preferred Approach	<p>The analysis shows that Option 1 is likely to have negative effects given that the market would not necessarily respond to York's need but what is more popular now, viable and profitable. It is considered that this could lead to under provision and social exclusion through not delivering York's known need, particularly in the short-term as they recognise future trends.</p> <p>Option 3: Provide Local level policy to ensure appropriate housing mix provision</p> <ul style="list-style-type: none"> This option should ensure the provision of housing in line with the identified need from the evidence base and has the potential to further the requirements of NPPF to be York specific. This option would be the most positive in meeting the social sustainable objectives. The delivery of suitable accommodation should ensure that the workforce is supported in living within York having benefits in supporting the economy. There are no identified environmental impacts in delivering housing mix. To maximise the potential of policy option 3, the approach should also include a focus on the standards of housing to be delivered through the plan period recommending for example Lifetime Homes, to ensure that properties can allow adaption for differing needs. 							
Recommendations								

Housing Mix Targets

SA Objective	Option 1: Provide >70% of development to be houses (<30% flats)	Option 2: Provide 70% of development to be houses (30% flats)	Option 3: Provide <70% of development to be houses (>30% flats)
1	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing housing 	++ It is recognised that a mix of housing is required. Whilst the SHMA (2006) advocated a 60:40	- This option would not satisfy the required housing type needed in response to York's population given the

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	needs of the population in a sustainable way.	<ul style="list-style-type: none"> and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 		<p>approach, it should also be recognised that previously York has delivered a higher proportion of flats than houses leading to a higher need for this property type subsequently to the document's publication. This option would satisfy redressing this balance, whilst also delivering a requirement for flattened development. However, providing significantly less flattened development may not satisfy the acknowledged requirement</p>		<p>approach, it should also be recognised that previously York has delivered a higher proportion of flats than houses leading to a higher need for this property type subsequently to the document's publication. This option would satisfy redressing this balance, whilst also delivering a requirement for flattened development.</p>		<p>need to redress the balance previously created through a high delivery of flattened development. The SHMA evidence (2006) suggested a 60:40 ratio which did not take account of the delivery rates achieved during the economic boom.</p>
2	Improve the health and well-being of York's population	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	0 There is no clear link between this alternative and the objective				0 There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
3	Improve education, skills development and training for an effective workforce	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0 There is no clear link between this alternative and the objective				0 There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
4	Create jobs and deliver growth of a sustainable, low carbon and inclusive	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; 	0 There is no clear link between this alternative and the objective				0 There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	<ul style="list-style-type: none"> Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 								
5	<p>economy</p> <p>Help deliver equality and access to all</p>	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	+	<p>It is recognised that a mix of housing is required. Whilst the SHMA (2006) advocated a 60:40 approach, it should also be recognised that previously York has delivered a higher proportion of flats than houses leading to a higher need for this property type subsequently to the document's publication. The latest SHMA (2011) recognises that there is and will be a need for different accommodation types to satisfy this need. This option would satisfy this requirement for flatted development. However, providing significantly less flatted development may not satisfy the acknowledged requirement for this property type in the future.</p>	++	<p>It is recognised that a mix of housing is required. Whilst the SHMA (2006) advocated a 60:40 approach, it should also be recognised that previously York has delivered a higher proportion of flats than houses leading to a higher need for this property type subsequently to the document's publication. The latest SHMA (2011) recognises that there is and will be a need for different accommodation types to satisfy this need. This option would satisfy this requirement for flatted development. However, providing significantly less flatted development may not satisfy the acknowledged requirement for this property type in the future.</p>	0	<p>It is recognised that a mix of housing is required. Whilst the SHMA (2006) advocated a 60:40 approach, it should also be recognised that previously York has delivered a higher proportion of flats than houses leading to a higher need for this property type subsequently to the document's publication. The latest SHMA (2011) recognises that there is and will be a need for different accommodation types to satisfy this need. This option would satisfy this requirement for flatted development.</p>	<p>This option would not satisfy the required housing type needed in response to York's population given the need to redress the balance previously created through a high delivery of evidence (2006) suggested a 60:40 ratio, which did not take account of the delivery rates achieved following the documents publication. Delivery of this option would continue to cause an imbalance of provision within York and could contradict the known future need in the latest SHMA (2008)</p>
6	<p>Reduce the need to travel and deliver a sustainable integrated transport network</p>	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	0	<p>There is no clear link between this alternative and the objective</p>	0	<p>There is no clear link between this alternative and the objective</p>	0	<p>There is no clear link between this alternative and the objective</p>	<p>There is no clear link between this alternative and the objective</p>
7	<p>To minimise greenhouse gases that cause climate change and deliver a</p>	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon 	0	<p>There is no clear link between this alternative and the objective</p>	0	<p>There is no clear link between this alternative and the objective</p>	0	<p>There is no clear link between this alternative and the objective</p>	<p>There is no clear link between this alternative and the objective</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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8	managed response to its effects	<ul style="list-style-type: none"> • Promote sustainable design and building materials that manage the future risks and consequences of climate change; • Adhere to the principles of the energy hierarchy. • Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; • Conserve or enhance locally important nature conservation sites (SINCS); • Create new areas or site of bio-diversity / geodiversity value; • Improve connectivity of green infrastructure and the natural environment; • Provide opportunities for people to access the natural environment. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> • Re-use previously developed land; • Prevent pollution contaminating the land and remediate any existing contamination; • Safeguard soil quality, including the best and most versatile agricultural land; • Conserve or enhance allotments; • Safeguard mineral resources and encourage their efficient use. 	I	The development of >70% houses to <30% flats is likely to incur more land take. This is likely to have an impact of the amount of land required to deliver growth. However, this would depend upon the scale and massing and available land for development.	I	The high houses to flats ratio is likely to incur less land take than option 1 but will still have an effect land take within the city.	0	There is no clear link between this alternative and the objective	I +	The higher flats to houses ratio (<70%:>30%) houses is likely to incur less land-take than options 1 and 2 by requiring less land within the city. However, this would depend upon the scale and massing and available land for development.
10	Improve water efficiency and quality	<ul style="list-style-type: none"> • Conserve water resources and quality; • Improve the quality of rivers and groundwaters. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> • Promote reduction, re-use, recovery and recycling of waste; • Promote and increase resource efficiency. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
12	Improve air quality	<ul style="list-style-type: none"> • Reduce all emissions to air from current activities; • Minimise and mitigate emissions to air 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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		from new development (including reducing transport emissions through low emission technologies and fuels); <ul style="list-style-type: none"> Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 					
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0 There is no clear link between this alternative and the objective		0 There is no clear link between this alternative and the objective		0 There is no clear link between this alternative and the objective
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0 There is no clear link between this alternative and the objective		0 There is no clear link between this alternative and the objective		0 There is no clear link between this alternative and the objective
15	Conserve or enhance York's natural and built landscape	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	I The density, scale and massing of development would be an important consideration. This would depend upon the amount of land available for development		I The density, scale and massing of development would be an important consideration. This would depend upon the amount of land available for development		I The scale and massing of development would be an important consideration, particularly given that this option may put pressure upon building heights and density requirements. This would depend upon the amount of land available for development

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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General	Option 1 should have a positive effect in providing housing mix. However, the analysis is cautious about under delivering required need for flatted development. Furthermore, this option is likely to incur more land due the footprint required by housing in comparison to flats. Due to this it may also have implications upon natural and built landscape. Option 2 is shown to a significantly positive impact on delivering housing mix in response to current and future need as it redresses the imbalance caused through a high delivery of flatted development. This option is likely have an effect on land take-up, the impact of which is dependent upon the density, scale and massing of development. Option 3 is likely to have a negative impact for meeting the needs of the population given that it would over allocate and exacerbate the imbalance of flatted development to housing within the city. This would supply less housing, which is known to be needed in the future. Whilst this is likely to require less land, there may be pressures from the density and scale of development on the built and natural environment. Option 2: Provide 70% of development to be houses (30% flats) <ul style="list-style-type: none"> This ratio will deliver a mix of property types and re-dress the balance of flats to housing development previously recorded. This is likely to have a significantly positive impact on social sustainability objectives. Meeting the demand in York should have a positive impact on house sales/demand which is positive in terms of supporting the overall economy. The environmental impacts are dependent upon the implementation of the scheme in terms of land-take, density, scale and massing. 						
Preferred Approach							
Recommendations	None						

Gypsy, Traveller and Showpeople Allocations

SA Objective	Option 1: Do not specify gypsy, traveller and showpeople accommodation provision requirements over the Local Plan period	Option 2: Specify gypsy, traveller and showpeople accommodation provision requirements over the Local Plan period
1 To meet the diverse housing needs of the population in a sustainable way.	<p>--</p> <p>The evidence base shows that there is a shortfall of accommodation for gypsies, travellers and showpeople. Not recognising this provision would therefore be significantly negative as this would not set out an approach to meet this group's needs. The 'Planning Policy for Traveller Sites' also dictates that local authorities should demonstrate a 5 year supply of sites to meet the identified need. Not including this provision would therefore go against the government's aim for local planning authorities to work collaboratively with these groups to develop a fair strategy for the identification of sites and to plan for sites over the Development Plan period.</p>	<p>++</p> <p>The evidence base shows that there is a shortfall of accommodation for gypsies, travellers and showpeople. This option would therefore be positive in recognising and delivering their accommodation need. This approach is also in line with the Government's 'Planning Policy for Traveller Sites'.</p>
2 Improve the health and well-being of York's population	<p>0</p> <p>There is no clear link between this alternative and the objective</p>	<p>0</p> <p>There is no clear link between this alternative and the objective</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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		access to leisure opportunities (walking / cycling) <ul style="list-style-type: none"> Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 					
3	Improve education, skills development and training for an effective workforce	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0	There is no clear link between this alternative and the objective		0	There is no clear link between this alternative and the objective
4	Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	0	There is no clear link between this alternative and the objective		0	There is no clear link between this alternative and the objective
5	Help deliver equality and access to all	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	--	Evidence base recognises that there is a current shortfall and future requirement for gypsies, travellers and showpeople accommodation. Not specifying this within the plan would exacerbate social exclusion and work towards marginalising this group from York. It would also be treating these groups unequally in comparison to others with recognised accommodation needs.		++	Given that these groups are a recognised ethnic group within national Census data, by including their provision it recognises their specific requirements over the plan period. This would therefore have a significantly positive impact on social inclusion and ensuring equality through delivery of these needs.
6	Reduce the need to travel and deliver a sustainable integrated	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which 	0	There is no clear link between this alternative and the objective		0	There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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7	transport network To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	0	There is no clear link between this alternative and the objective		0	There is no clear link between this alternative and the objective		There is no clear link between this alternative and the objective
8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs; Conserve or enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0	There is no clear link between this alternative and the objective		0	There is no clear link between this alternative and the objective		There is no clear link between this alternative and the objective
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Conserve or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0	There is no clear link between this alternative and the objective		0	There is no clear link between this alternative and the objective		There is no clear link between this alternative and the objective
10	Improve water efficiency and	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	There is no clear link between this alternative and the objective		0	There is no clear link between this alternative and the objective		There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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11	quality Reduce waste generation and increase level of reuse and recycling	Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency.	0 No significant effect / no clear link	0 There is no clear link between this alternative and the objective	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	0 No significant effect / no clear link	0 There is no clear link between this alternative and the objective	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0 No significant effect / no clear link	0 There is no clear link between this alternative and the objective	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in 	0 No significant effect / no clear link	0 There is no clear link between this alternative and the objective	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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15	Conserve or enhance York's natural and built landscape	the Heritage Topic Paper. <ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
General	<p>Option 1 is likely to have a significantly negative impact due to not recognising the need of gypsies, travellers and showpeople as set out in the evidence base. Ignoring their accommodation requirements would exacerbate social exclusion and be treating these groups unequally in comparison to other recognised groups with specialist accommodation needs.</p> <p>Option 2 is likely to have a significantly positive effect as it would recognise these groups' specialist requirements and lead to provision in the plan.</p>						
Preferred Approach	<p>Option 2: Specify gypsy, traveller and showpeople accommodation provision requirements over the Local Plan period.</p> <ul style="list-style-type: none"> Recognising the requirements of gypsy, traveller and showpeople will enable their needs to be accommodated over the plan period in response to their identified need. This would have positive social implications for meeting both meeting the needs of the population as well social inclusion. There are no economic impacts identified. There are no environmental impacts identified. 						
Recommendations	None						

Sites for Gypsy, Traveller and Showpeople

SA Objective	Option 1: Rely on NPPF to guide gypsy and traveller pitch provision	Option 2: Provide generic local criteria to guide gypsy and traveller pitch provision	Option 3: Provide detailed local criteria to guide gypsy and traveller pitch provision

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
1	To meet the diverse housing needs of the population in a sustainable way.	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	+	The 'Planning Policy for Traveller Sites' (PPTS) sets out the Government's requirements for dealing with this ethnic group. It states in some detail that Local Planning authorities should develop and respond to local evidence base and that the location of traveller sites are sustainable as well as how to respond to planning permissions. However, the PPTS approach is guiding Local Authorities into planning for Travellers meaning that there would be scope for interpretation of the policies set out. Similarly, the criteria for locating sites is fairly generic statements open to interpretation and may be responded to in different ways, the results of which could be dependent upon application.	+	This policy would need to conform to the 'Planning Policy for Traveller Sites' (PPTS) guidance and requires a broad understanding of the needs of travellers and showpeople. This option would add to the PPTS approach by enabling the formulation of broad local principles, which would have to be met in order to locate pitches.	+	This policy would need to conform with the 'Planning Policy for Traveller Sites' (PPTS) and would require an in-depth understanding of the needs of travellers and showpeople. The policy would supplement the approach taken by PPTS by enabling the formulation of specific principles, which would have to be met in order to locate pitches. This would have positive implications for meeting the specific needs of this ethnic group. By having detailed criteria however, it may limit the amount of sites for consideration or found suitable which could limit pitch provision and the allowance for any mitigation in response to identified issues. Conflict may be encountered where criteria overlap or the same sites are identified for other types of accommodation.	I
2	Improve the health and well-being of York's population	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued development and training 	+	The actual provision of suitable accommodation has benefits for people's health and well-being. In addition, the PPTS states that local authorities should provide sites, which consider the effect of local environmental quality on health and well-being of travellers. This however is not fully defined but in-combination should have a positive effect on new traveller sites.	++	This policy would allow a greater number of sites to be considered for this use allowing consideration of other environmental and social issues to be considered within the locally derived generic criteria.	++	Provision of suitable accommodation has an overall positive benefit for people's health and well-being. A local policy would need to comply with the PPTS in ensuring that the location of sites does not impact negatively on peoples health and well-being and could specify this for York in greater detail than the national policy. This in-combination should have a significantly positive effect on new traveller sites.	I
3	Improve education, skills development and training	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued development and training 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	I

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	0 Positive impact likely	?	0 Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
4	<p>for an effective workforce</p> <ul style="list-style-type: none"> • Create jobs and deliver growth of a sustainable, low carbon and inclusive economy 	<ul style="list-style-type: none"> • success; • Provide good quality employment opportunities available to all. • Help deliver conditions for business success and investment; • Deliver a flexible and relevant workforce for the future; • Deliver and promote stable economic growth; • Enhance the city centre and its opportunities for business and leisure; • Provide the appropriate infrastructure for economic growth; • Support existing employment drivers; • Promote a low carbon economy. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
5	<ul style="list-style-type: none"> • Help deliver equality and access to all 	<ul style="list-style-type: none"> • Address existing imbalances of equality, deprivation and exclusion across the city; • Provide accessible services and facilities for the local population; • Provide affordable housing to meet demand; • Help reduce homelessness; • Promote the safety and security for people and/or property. 	I	<p>The 'Planning Policy for Traveller Sites' (PPTS) sets out the Government's requirements for dealing with travellers.</p> <p>It is positive in recognising that sites should be allocated but specifies that this should be based upon locally derived evidence. The criteria included for locating sites are fairly generic statements open to interpretation and may be responded to in different ways, the results of which could be positive or negative dependent upon their application.</p>	I	<p>This policy requires a broad understanding of the needs of travellers and showpeople within York. This option would add to the PPTS approach by enabling the formulation of broad local principles, which would have to be met in order to locate pitches.</p> <p>This option would allow a greater number of sites to be considered for this use allowing consideration of other environmental and social issues within the locally derived generic criteria. This would maximise the potential for considering and addressing the current shortfall of sites.</p> <p>Conflict may be encountered where criteria overlap or the same sites are identified for other types of accommodation.</p>	I	<p>This would require an in-depth understanding of the needs of travellers and showpeople within York. The policy would supplement the approach taken by PPTS by enabling the formulation of specific principles, which would have to be met in order to locate pitches. This would have positive implications for meeting the specific needs of this ethnic group.</p> <p>By having more detailed criteria however, it may limit the amount of sites for consideration or found suitable which could limit pitch provision and the allowance for any mitigation in response to identified issues.</p> <p>Conflict may be encountered where criteria overlap or the same sites are identified for other types of accommodation.</p>
6	<ul style="list-style-type: none"> • Reduce the need to travel and deliver a sustainable 	<ul style="list-style-type: none"> • Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; 	0	The PPTS advocates that local authorities should consider sites that reduce the need for long-distance travelling.	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented	
7	integrated transport network	<ul style="list-style-type: none"> Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
8	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
9	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs; Conserve or enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
10	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Conserve or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
10	Improve water	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	0 Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
	efficiency and quality	groundwaters.							
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	There is no clear link between this alternative and the objective			0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	0	There is no clear link between this alternative and the objective			0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	++	The Government's guidance specifies that local planning authorities should avoid locating sites in areas of high flood risk, including functional floodplain, given the particular vulnerability of caravans. This is significantly positive in ensuring minimising the impact to people and property from flood risk.			++	Local policy would need to comply with the PPTS in ensuring that sites were not in located within areas of high flood risk and enable this to be locally defined.	Local policy would need to comply with the PPTS in ensuring that sites were not in located within areas of high flood risk and enable this to be locally defined.
14	Conserve or enhance York's historic environment, cultural heritage,	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting. 	0	There is no clear link between this alternative and the objective			0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	O No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented	
15	<p>character and setting</p> <ul style="list-style-type: none"> Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	I	PPTS states that travellers accommodation is inappropriate use of the greenbelt. It also states that local authorities should provide sites which consider the effect of local environmental quality on health	+	The formulation of locally derived generic criteria could include constraints to development as well as suitability indicators. This would ensure that areas important to York's natural and built landscape, over and above the Green Belt designation (as per the PPTS), could be incorporated and conserved.	++	The formulation of detailed criteria could include constraints to development as well as suitability indicators. This would ensure that areas important to York's natural and built landscape, over and above the Green Belt designation (as per the PPTS), could be incorporated and conserved.
General	<p>All of the options should have a positive impact on the health and well-being of the Gypsy, Traveller and Showpeople communities through the provision of suitable accommodation within areas which minimise negative environmental impacts.</p> <p>The Government's approach to planning for Gypsy, Travellers and Showpeople (Option 1) acknowledges their specific needs but only includes generic statements as criteria to determine the location of pitches. Whilst there would be social benefits gained from this policy, the overall impact arising from it are likely to depend upon the application which is open to interpretation.</p> <p>Option 2 should allow the maximum number of sites to be considered for pitch provision given that it focuses on locally derived generic criteria. This would be positive in finding sites to meet the evidenced need whilst also considering local circumstances and allowing for mitigation should impacts be identified.</p> <p>Option 3 would be significantly positive in providing for the specific needs of travellers and in ensuring that York specific environmental criteria can be applied. However, it may constrain supply and pitch provision given that it may limit the number of sites for consideration and the wider allowance for mitigation to be taken into account.</p>							
Preferred Approach	<p>Option 2: Provide generic local criteria to guide gypsy, traveller and showpeople pitch provision</p> <ul style="list-style-type: none"> This would have a positive impact on social objectives through the delivery of sites to meet the needs of these ethnic groups as well as promoting social inclusion. Conflicts may arise using the generic local criteria should the same sites emerge through the assessment for alternative residential use. Local criteria can include an consideration for York specific environmental criteria to minimise the impact of pitch provision on the wider environment. There are no economic impacts identified. <p>None</p>							
Recommendations	<p>None</p>							

Student Accommodation		
SA Objective	Option 1: Restrict all new student accommodation development	Option 2: Rely on NPPF to guide location of student accommodation Option 3: Local policy to guide development of student accommodation towards campus locations

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
1	To meet the diverse housing needs of the population in a sustainable way.	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	--	<p>The requirement for student accommodation is in response to the growth of the universities and further educational establishments. Restricting accommodation development would have serious impact on meeting the needs of both the students and the wider housing market by exacerbating the requirement and existing competition for private rented accommodation.</p>	I	<p>The NPPF does not contain a specific statement including student accommodation but allows this to be incorporated as part of the consideration for creating a mixed and inclusive community. It is likely that applying this policy would have a positive impact in the provision of accommodation given the requirement to identify the "size, type, tenure and range of accommodation required in particular locations". This would identify the need for future provision and allow this to gain consent. Whilst the application of this policy is likely to deliver student accommodation if need is proven, it is open to interpretation and may not deliver accommodation in the most suitable locations for York students.</p>	+	<p>This option would provide the most robust approach to ensuring that the needs of students and the requirements of further educational establishments are met. Furthermore, directing development towards campus locations should help to minimise the wider impact on the housing market within the city.</p> <p>To maximise the potential this policy would need to specify that all newly arising need accommodated and be sequentially located on campus first prior to the consideration for other locations.</p>	
2	Improve the health and well-being of York's population	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	0	<p>There is no clear link between this alternative and the objective</p>	0	<p>There is no clear link between this alternative and the objective</p>	0	<p>There is no clear link between this alternative and the objective</p>	
3	Improve education, skills development and training for an effective	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment 	-	<p>Limiting the amount of student accommodation would conflict with supporting the need arising from educational establishments.</p>	?	<p>The NPPF does not specify the how the delivery of student homes would support educational need but given its impact on students and the wider population as well as the economy, determination would rest upon the application of</p>	+	<p>Local level policy is likely to have a positive impact given that it will support existing Universities for continued success, particularly in supporting the needs of students in close proximity to the campus.</p>	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	opportunities available to all.								
4	workforce Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	-	Restricting the location of student accommodation in total could also restrict growth in the economic sector as the city would be difficult to accommodate growth. This approach is likely to have a negative impact on the wider economy and workforce by exacerbating house price and affordability/availability of accommodation, particularly in the private rented sector.	I	Using an NPPF approach would rely on interpretation and understanding of the impacts of student accommodation on the wider economy and educational sector given lack of a direct policy statement. The success of this would depend upon implementation.	+	paragraph 50 regarding the delivery of housing mix and, given its a key business sector, section 1 regarding building a strong, competitive economy. The impacts of this are unknown given it is open to interpretation.	This option would enable continued success of the educational sector in York through ensuring the future provision of accommodation for students. In allowing this development it would provide the social infrastructure to enable successful growth in this sector should it be required. This is also likely to minimise additional impacts on the wider housing market.
5	Help deliver equality and access to all	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	-	Restricting the needs of students either now or in the future would conflict with this objective given that it would promote social exclusion and treat this group unequally to other identified population groups. This approach is likely to have a negative impact on the wider economy and workforce by exacerbating house price and affordability/availability of accommodation, particularly in the private rented sector.	I	The NPPF does not contain a specific statement including student accommodation but allows this to be incorporated as part of the consideration for creating a mixed and inclusive community. It is likely that applying this policy would have a positive impact in the provision of accommodation given the requirement to identify the "size, type, tenure and range of accommodation required in particular locations". This would identify the need for future provision and allow this to gain consent. Whilst the application of this policy is likely to deliver student accommodation if need is proven, it is open to interpretation and may not deliver accommodation in the most suitable locations for York students.	+		This option would provide the most robust approach to ensuring that the needs of students and the requirements of further educational establishments are met. Furthermore, directing development towards campus locations should help to minimise the wider impact on the housing market within the city.
6	Reduce the	<ul style="list-style-type: none"> Deliver development where it is 	?	This impacts of this policy option	+				This option actively promotes

KEY	++ Very positive impact likely	+	O Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	- Very negative impact likely	I Positive or negative impact depending on how it is implemented
	need to travel and deliver a sustainable integrated transport network	accessible by public transport, walking and cycling to minimise the use of the car; <ul style="list-style-type: none"> Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 		is unknown. Restricted development is likely to have a limited impact on the existing transport network.		development to be based upon sustainability. One aspect of this is accessibility and the location of development in close proximity to services and facilities reducing the reliance on the car and increasing access to alternative modes of transport. Consideration must be given to any negative impacts on existing transport infrastructure through increasing the numbers of people wishing to access the services.		development towards campus locations, which is likely to have a positive impact. This should help to promote accessibility to the educational facilities primarily reducing the need to use the car. In locating development off campus, wider accessibility and social infrastructure considerations should also be considered. Consideration must be given to any negative impacts on existing transport infrastructure through increasing the numbers of people wishing to access the services.
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	?	This impacts of this policy option is unknown.		The NPPF allows decision making of development to be based upon sustainability. It is likely that through the application of this policy accessibility is taken into consideration. However, the impacts would depend upon interpretation and implementation.	+	Locating development near campus location would help to reduce the need to travel and likely to have an overall positive effect for minimising additional emissions and therefore impacts from future development.
8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Conserve or enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	?	This impacts of this policy option is unknown.		The NPPF requires the planning system to protect and enhance valued landscapes as well as minimise impacts on biodiversity. Conserving and enhancing biodiversity should therefore be a key consideration for development, although the extent to which this needs to be proven is not specified.	+	Using local level policy to guide development would allow for the incorporation any significant local areas important for nature conservation. It also local interest to feature in the determination of sites to ensure minimal impacts occur to recognised sites.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented	
environment								
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Conserve or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	+		0		?		-		I	
	++ Very positive impact likely	+ Positive impact likely	No significant effect / no clear link	0 No significant effect / no clear link	Uncertain or insufficient information	0 Negative impact likely	- Very negative impact likely	0 Negative impact	1 Positive or negative impact depending on how it is implemented	
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	1 There is no clear link between this alternative and the objective	
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	1 There is no clear link between this alternative and the objective	
15	Conserve or enhance York's natural and built landscape	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	1 There is no clear link between this alternative and the objective	
General	<p>Appraisal option 1 shows that there are significant negative social and economic effects arising through the restriction of student development given that this wouldn't meet the housing needs for this group and or support the educational sector in ensuring the accommodation needs in the future are met.</p> <p>Whilst the NPPF does support economic growth and housing mix, it allows for interpretation of how this should be applied to student accommodation. Whilst this is likely to have positive effects, this would depend upon implementation.</p> <p>Option 3 should provide the most robust way in delivering student accommodation to areas which fulfil the most social objectives. Furthermore, this should support the educational sector in the future by supporting growth and the future accommodation of student provide environmental benefits through the close location of accommodation to the student campuses.</p> <p>Option 3: Local policy to guide development of student accommodation towards campus locations</p> <ul style="list-style-type: none"> This option should ensure the requirement for student accommodation is met and that 5t will be located within close proximity to campus facilities. Local level policy should support the educational growth sector through the provision of accommodation for students. This option should have environmental benefits through locating the accommodation towards campus locations helping to maximise sustainable travel modes and minimising the impact of increasing student provision. 									
Preferred Approach	<ul style="list-style-type: none"> This option should ensure the requirement for student accommodation is met and that 5t will be located within close proximity to campus facilities. Local level policy should support the educational growth sector through the provision of accommodation for students. This option should have environmental benefits through locating the accommodation towards campus locations helping to maximise sustainable travel modes and minimising the impact of increasing student provision. 									

KEY	++	+	0	?	-	-	+	+	+	+
	Very positive impact likely	Positive impact likely	No significant effect / no clear link	Uncertain or insufficient information	Negative impact likely	Very negative likely	Negative impact	Very negative impact	Positive or negative impact depending on how it is implemented	

Recommendations
 To maximise the potential this policy would need to specify that all newly arising need accommodated and be sequentially located on campus first prior to the consideration for other locations.

Houses in Multiple Occupation		Option 1: Rely on NPPF to guide the location and concentration of HMOs	Option 2: Provide generic local criteria to guide the location and concentration of HMOs	Option 3: Provide detailed local criteria to guide the location and concentration of HMOs
SA Objective				
1	<p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; and future housing stock; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	<p>The NPPF does not contain a specific statement for houses in multiple occupation but allows this to be incorporated as part of the consideration for creating a mixed and inclusive community. It is likely that applying this policy would have a positive impact in the provision of accommodation given the requirement to identify the "size, type, tenure and range of accommodation required in particular locations". This identifies the criteria any decision would be based upon but, whilst it may allow HMOs, it is open to interpretation. Consequently, HMOs may be allowed based upon a subjective judgement rather than evidence base decisions.</p>	<p>Providing generic local criteria for managing HMOs would require a broader understanding of the concentration of this household type than a more detailed policy. Using this approach is likely that HMOs would be granted.</p> <p>The impact of this management however, in creating a balanced and mixed community may not be as effective due to the nature of the problem often being at a smaller scale which generic data may not highlight and may therefore exacerbate other social issues.</p>	<p>A detailed policy for HMOs would require a more in-depth understanding of the concentration of this house type and its influence on the community. This option should enable small scale trends to be picked up and therefore managed at a lower level more effectively.</p> <p>This policy would control the delivery of HMOs more definitely and may therefore help to create a mixed and balanced community more effectively. It should also minimise other social concerns regarding high concentrations of this household type.</p>
2	<p>Improve the health and well-being of York's population</p> <ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; 	<p>There is no clear link between this alternative and the objective</p>	<p>There is no clear link between this alternative and the objective</p>	<p>There is no clear link between this alternative and the objective</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	0 Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	- Very negative impact likely	+	Positive or negative impact depending on how it is implemented
		<ul style="list-style-type: none"> Ensure that land contamination/pollution does not pose unacceptable risks to health. Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
3	<ul style="list-style-type: none"> Improve education, skills development and training for an effective workforce 	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
4	<ul style="list-style-type: none"> Create jobs and deliver growth of a sustainable, low carbon and inclusive economy 	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	-	The NPPF approach would rely upon subjective judgement to understand the effect on the surrounding community in managing HMOs, both in relation to the existing community and concentration of existing HMOs. This identifies the criteria any decision would be based upon but, whilst it may allow HMOs, it is open to interpretation. Consequently, HMOs may be allowed based upon a subjective judgement rather than evidence base decisions.	+	This policy approach would require a broad understanding of the location of HMOs and surrounding communities. However a broad understanding is only likely to highlight high level issues which may dilute the situation occurring at a smaller scale. This option may therefore exacerbate small scale problems due them not being picked up through generic criteria.	+	<p>Knowledge about HMOs and the wider community in neighbourhood areas is likely to be the most effective way to understand how to manage the location and concentration of this household type. Achievement of a balanced and mixed community is more likely to occur with more detailed knowledge to help shape the community and minimise any concentrations which may cause an imbalance in the community.</p> <p>The policy approach to would need to be cautious in its method to ensure that this household type are not penalised or excluded within their neighbourhood through their identification. This would have a</p>	+	
5	<ul style="list-style-type: none"> Help deliver equality and access to all 									

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented	
6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
8	Conserve or enhance green infrastructure , bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Conserve or enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented	
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve or enhance allotments; Safeguard mineral resources and encourage their efficient use. Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
14	Conserve or enhance York's historic	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective

KEY	++		+		0		?		-		--		I	
	Very positive impact likely		Positive impact likely		No significant effect / no clear link		Uncertain or insufficient information		Negative impact likely		Very negative impact likely		Positive or negative impact depending on how it is implemented	
	environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 												
15	Conserve or enhance York's natural and built landscape	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 												
General														
Preferred Approach														
Recommendations														

Section 12: Affordable Housing

Affordable Housing Target														
SA Objective		Option 1: Do not specify any affordable housing target and enable the market to determine provision			Option 2: Rely on NPPF to ensure appropriate affordable housing provision			Option 3: Provide local level policy with overall housing targets for the duration of the Local Plan			Option 4: Provide local level policy with annual dynamic affordable housing targets			
1	To meet the diverse housing needs of the population in a sustainable way.	?	-	I	-	+	+	+	+	++	++	++	++	++
	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	Relying on the market for provision is likely to provide housing where there is a need/demand but may have an impact on delivery given that it would be discretionary or not deliver as much profit for developers, particularly at a time			The approach is likely to deliver affordable housing within York. The NPPF puts the onus on local authorities to deliver a wide choice of quality homes that meets the full need for housing within the housing market area based upon evidence			A locally derived policy would enable a target to be established based upon local evidence. This would have a positive effect on delivering affordable housing across different sized schemes. However, setting out			Progressing an annual dynamic target would help to respond to the wider economic conditions. This would help to maximise viability of the sites and set locally defined site size thresholds ensuring a continuous delivery of housing from			

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	O No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented	
				when there is an economic downturn. This approach would implement the NPPF approach which is open to interpretation.	within the Strategic Housing Market Assessment. It also guides which locations would be suitable for this housing type to go but relies on Local Policy to set thresholds and targets. However, given it would not set locally derived targets or thresholds for provision and specifies that delivery should not compromise viability of the development, the application of this approach is likely to see a reduced amount of affordable housing being delivered due to it being managed in a subjective and negotiable way.	overall housing targets for the city would not respond to changing economic circumstances in the long-term and therefore may prove viable or unviable in line with the changing economy. In turn this may impact on delivery of sites. In addition, the policy would need to be based upon current evidence and as the economy picks up from its current downturn, setting a static policy would limit the amount of viable housing which could be provided in times of higher economic growth.	a variety of schemes. However, given that a dynamic target would respond to market conditions, delivery of affordable housing would reduce or increase as the economy changes. This would therefore not deliver a consistent amount of affordable housing throughout the plan period but should maximise delivery in times of economic boom.	
2	Improve the health and well-being of York's population	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	?	The outcomes of this policy approach are unknown at this time	+	+	This policy approach is likely to deliver affordable homes and therefore create accessibility to the market for residents. This could prove to increase security in terms of housing options in the future although this will be dependent upon implementation of the policy.	This policy approach is likely to deliver affordable homes and therefore create accessibility to the market for residents. This could prove to increase security in terms of housing options in the future although this will be dependent upon implementation of the policy.
3	Improve education, skills development	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further 	0	There is no clear link between this alternative and the objective	0	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	O No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented		
4	and training for an effective workforce Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	educational establishments for continued success; <ul style="list-style-type: none"> Provide good quality employment opportunities available to all. Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	+	+	<p>This approach is likely to be positive for the market as it would allow developers to negotiate the strategic position of the NPPF in favour of the viability of housing development overall. This is likely to continue housing development but may not deliver required numbers of affordable homes.</p> <p>Delivering fewer affordable home may impact on the availability of the workforce who may not be able to afford to live in York if affordable housing options are not available.</p> <p>It is likely that this approach would cause uncertainty for both the development industry for delivering affordable housing and Council in delivering housing need.</p> <p>Delivering fewer affordable home may impact on the availability of the workforce who may not be able to afford to live in York if affordable housing options are not available.</p>	-	<p>Setting out an overall housing target for the duration of the plan would not respond to changing economic circumstances in the long-term and therefore may prove viable or unviable in line with the changing economy. In turn this may impact on determining applications and the delivery of sites.</p> <p>It is likely that this would cause some uncertainty for the development industry for delivering affordable housing.</p>	++	<p>This policy would respond to changes in the wider economy to enable housing sites to remain viable and therefore deliverable. This would provide the most robust way of ensuring the development industry understand the Council's position for development. However, it is likely to reduce profit margins for in the industry, particularly in combination with other contributions to be made.</p> <p>Deviance from this should be discouraged but in order to make this more flexible, an allowance could be made for developers to prove why a site is unviable through open book assessment.</p>
5	Help deliver	Address existing imbalances of equality,	--	-	-	+	+		

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	equality and access to all	deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property.	No significant effect / no clear link	positive in allowing developers to continue to their agenda of delivering market housing. However, it is likely that this option would exacerbate housing need and barriers to housing due to affordability. House prices remain high and it is not likely that this option would deliver the demand required.	strategic approach to delivering affordable housing to benefit the community subject to viability. It should be positive in allowing developers to continue to deliver market housing. However, it is likely that this option would exacerbate housing need and barriers to affordability given the ability to negotiate without the implementation of local level thresholds and targets.	fluctuating supply of affordable housing based upon the viability of the sites and the threshold set. This approach would either set the policy so low that it would not maximise affordable housing provision, particularly at time of economic growth, or set a target so high to take account of the future, that it is likely to be undeliverable for parts of the plan.	fluctuating supply of affordable housing based upon the viability of the sites and the threshold set. However, responsive to economic change should enable a constant delivery of housing, maximising the supply and ensuring some certainty about the amount of dwellings to be delivered.							
6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
8	Conserve or enhance green	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and 	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	Very positive impact likely		Positive impact likely		No significant effect / no clear link		Uncertain or insufficient information		Negative impact likely		Very negative impact likely		Positive or negative impact depending on how it is implemented
	infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> • Conserve or enhance locally important nature conservation sites (SINCS); • Create new areas or site of bio-diversity / geodiversity value; • Improve connectivity of green infrastructure and the natural environment; • Provide opportunities for people to access the natural environment. 											
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> • Re-use previously developed land; • Prevent pollution contaminating the land and remediate any existing contamination; • Safeguard soil quality, including the best and most versatile agricultural land; • Conserve or enhance allotments; • Safeguard mineral resources and encourage their efficient use. 		0		There is no clear link between this alternative and the objective		0		There is no clear link between this alternative and the objective		There is no clear link between this alternative and the objective	
10	Improve water efficiency and quality	<ul style="list-style-type: none"> • Conserve water resources and quality; • Improve the quality of rivers and groundwaters. 		0		There is no clear link between this alternative and the objective		0		There is no clear link between this alternative and the objective		There is no clear link between this alternative and the objective	
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> • Promote reduction, re-use, recovery and recycling of waste; • Promote and increase resource efficiency. 		0		There is no clear link between this alternative and the objective		0		There is no clear link between this alternative and the objective		There is no clear link between this alternative and the objective	
12	Improve air quality	<ul style="list-style-type: none"> • Reduce all emissions to air from current activities; • Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); • Support the development of city wide low emission infrastructure; • Improve air quality in AQMAs and prevent new designations; • Avoid locating development where it could negatively impact on air quality; 		0		There is no clear link between this alternative and the objective		0		There is no clear link between this alternative and the objective		There is no clear link between this alternative and the objective	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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		<ul style="list-style-type: none"> Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
15	Conserve or enhance York's natural and built landscape	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
General	<p>Option 1 is unlikely deliver affordable housing to meet the anticipated need now and in the future due to this being a discretionary approach and there being a lack of policy direction and allowance for negotiation in the national guidance. It is likely that this approach cause some uncertainty for both the building industry and Council in terms of expectations for delivery. However, it is likely to have positive effects for the building industry in maximising the viability of sites.</p> <p>Relying on the NPPF would also create uncertainty in expectation for development allows a degree of interpretation given the lack of local level policy and specific thresholds/targets. This option is also likely to deliver affordable housing but may not to meet the overall need required.</p>						

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	<p>Option 3 would enable a local level policy to be implemented. However, setting one target for the duration of the plan would cause fluctuating supply and further negotiation as viability and the wider economic impacts change. This approach would either set the policy so low that it would not maximise affordable housing provision, particularly at time of economic growth, or set a target so high to take account of the future, that it is likely to be undeliverable for parts of the plan.</p> <p>Option 4 is likely to deliver the maximum number of affordable housing through responding to changes in the wider economy to enable housing sites to remain viable and therefore deliverable. This would provide the most robust way of ensuring the development industry understand the Council's position for development. However, it is likely to reduce profit margins for in the industry, particularly in-combination with other contributions to be made.</p> <p>Option 4: Provide local level policy with annual dynamic affordable housing targets</p> <ul style="list-style-type: none"> This option is likely to maximise the delivery of affordable housing through creating more certainty in terms of York's affordable housing requirements and ensuring that delivery would be higher in response to better economic circumstances. This would be positive for the economy by ensuring the targets respond to the changing economy to ensure viability of sites. There are no environmental impacts identified at this stage. <p>Deviance from the policy approach of option 4 should be discouraged but in order to make this more flexible, an allowance could be made for developers to prove why a site is unviable through open book assessment.</p>
Preferred Approach	<ul style="list-style-type: none"> This option is likely to maximise the delivery of affordable housing through creating more certainty in terms of York's affordable housing requirements and ensuring that delivery would be higher in response to better economic circumstances. This would be positive for the economy by ensuring the targets respond to the changing economy to ensure viability of sites. There are no environmental impacts identified at this stage.
Recommendations	Deviance from the policy approach of option 4 should be discouraged but in order to make this more flexible, an allowance could be made for developers to prove why a site is unviable through open book assessment.

Varying Affordable Housing Targets		Option 1: Affordable housing target does not vary by location/development type		Option 2: Affordable housing target varies by location/ development type	
SA Objective					
1	<p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	<p>Not varying affordable housing development by size and location is likely to under deliver due to viability issues. Not all locations would be able to sustain the same target based upon the type of site (brownfield/greenfield) or size of the development (large or small). Development of a greenfield site would expect to be more viable given an anticipated reduction in remediation costs applicable to brownfield sites for example. Furthermore, it may not be viable to apply the same target to smaller sites as large. This would be particularly applicable in ensuring provision in villages which generally have smaller sites for development.</p>	<p>Delivering a target which is location and size based should maximise the number of affordable housing coming forward. This target should support delivery through ensuring the size and location of development is matched against a threshold which is viable for that size and location of development.</p>		
2	<p>Improve the health and well-being of York's population</p> <ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though 	<p>There is no clear link between this alternative and the objective</p>	<p>There is no clear link between this alternative and the objective</p>		

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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		access to leisure opportunities (walking / cycling) <ul style="list-style-type: none"> Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 							
3	Improve education, skills development and training for an effective workforce	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0	There is no clear link between this alternative and the objective					There is no clear link between this alternative and the objective
4	Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	-	<p>The lack of a specific policy would lead to interpretation and negotiation of the applicable number of affordable homes to be delivered per development. This would cause uncertainty in the application and determination process for both the council and development industry.</p> <p>This approach is likely to support the maximum delivery of market homes in smaller locations having positive effects for developer profit.</p>	+			<p>This approach would set a specific threshold for the location and size of development which would setting out the council's expectations of affordable housing clearly causing less uncertainty for the development industry.</p> <p>This target should support delivery through ensuring the size and location of development is matched against a threshold which is viable for that size and location of development.</p> <p>Deviance from this approach should be discouraged but in order to make this more flexible, an allowance could be made for developers to prove why a site is unviable through open book assessment.</p>	
5	Help deliver equality and access to all	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	I	<p>This approach is likely to lead to an imbalance of location for affordable housing. Not determining size and location thresholds could mean that development is not co-located or that interpretation / negotiation formed from the overall target would go against supply. It is unlikely therefore that this would maximise affordable housing to meet demand. However, this would depend upon implementation.</p>	++			<p>A policy delineated by location /size should enable viability of the overall development which would prove positive for creating a balanced and mixed community through co-location of market and affordable housing.</p>	
6	Reduce the need to travel and deliver a	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the 	0	There is no clear link between this alternative and the objective					There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
	sustainable integrated transport network	car; <ul style="list-style-type: none"> Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 					
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
8	Conserve or enhance green infrastructure , bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Conserve or enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Conserve or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	-	The viability of a brownfield site may depend upon other issues on site which would reduce its overall capability for delivering housing, such as site clearance and contamination. In not differentiating between land type this approach may impact on the viability of bringing forward and maximising the potential of previously developed land	?	In order to maximise the redevelopment of brownfield sites an allowance would need to be made in the location criteria to mitigate other potential issues such as contamination or site clearance.	
10	Improve	<ul style="list-style-type: none"> Conserve water resources and quality; 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	water efficiency and quality	<ul style="list-style-type: none"> Improve the quality of rivers and groundwaters. 	objective	objective	objective	objective	objective
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/Users; Promote sustainable and integrated transport network to minimise the use of the car. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
14	Conserve or enhance York's historic environment, cultural heritage, character and	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	0 Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	1 Positive or negative impact depending on how it is implemented
15	setting enhance York's natural and built landscape	which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. <ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
General				Option 1 is likely to have negative effects caused through uncertainty for viability between different locations and size of schemes. This approach would allow more negotiation given that not all sites would be able to achieve the targets. In contrast, Option 2 is likely to maximise the amount of affordable homes through development as it would tailor the provision to location and site size. This would better reflect viability of bringing different types of site forward and set out the Council's position more clearly in terms of expected delivery. Option 2: Affordable housing target varies by location/development type <ul style="list-style-type: none"> This option should enable the maximum amount of affordable housing to be delivered on the development site which has positive implications for meeting need as well as social inclusion. An allowance is made the viability of the site through this option which would enable the thresholds to tailor the numbers of houses required. Furthermore, this would ensure that development industry were clear of the Council's position for delivering homes, removing any uncertainty in the application process. There are no environmental impacts identified. 					
Preferred Approach									
Recommendations									

Affordable Housing Requirements			
SA Objective	Option 1: Require all new development to contribute to affordable housing targets on-site	Option 2: Require all new developments to contribute to affordable housing off-site	Option 3: Require only major development to contribute to affordable housing target on-site
1 To meet the diverse housing needs of the population in a sustainable way. <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; and future housing stock; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	? This option would lead to smaller sites contributing off site or by alternative methods. This would lead to alternative sites needing to be found for affordable housing provision. The impacts of this on delivery are uncertain

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	0 Positive impact likely	?	0 Uncertain or insufficient information	-	Very negative impact likely	+	0 Negative impact likely	+	0 Very negative impact likely	+	0 Positive or negative impact depending on how it is implemented	
2	Improve the health and well-being of York's population	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
3	Improve education, skills development and training for an effective workforce	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
4	Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	+	Whether or not development is on or off-site, developers would need to contribute to affordable housing. Co-locating affordable and market housing would reduce the number of market homes on site but would negate the need to find alternatives sites.	+	Whether or not development is on or off-site, developers would need to contribute to affordable housing. Off-site provision would lead to maximising the number of market homes but also needing to find alternative sites for affordable housing provision.	+	Whether or not development is on or off-site, developers would need to contribute to affordable housing. Off-site provision would lead to maximising the number of market homes but also needing to find alternative sites for affordable housing provision.	+	Whether or not development is on or off-site, developers would need to contribute to affordable housing. Off-site provision would lead to maximising the number of market homes but also needing to find alternative sites for affordable housing provision.	+	Whether or not development is on or off-site, developers would need to contribute to affordable housing. Off-site provision would lead to maximising the number of market homes but also needing to find alternative sites for affordable housing provision.	+	Major developments should be able to incorporate homes on site in terms of viability. Co-locating affordable and market housing would reduce the number of market homes on site but would increase the need to find alternatives sites. This option would lead to smaller site contributing off site or by alternative methods. This would lead to alternative sites needing to be found for affordable housing provision. The impacts of this on delivery are uncertain.
5	Help deliver	<ul style="list-style-type: none"> Address existing imbalances of equality, 	++	Requiring all affordable housing made.	-	Requiring all affordable housing off-	+	Requiring all affordable housing on	+	Requiring all affordable housing on	+	Requiring all affordable housing on	+	Requiring all affordable housing on

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	equality and access to all	deprivation and exclusion across the city; <ul style="list-style-type: none"> Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 		on site would have positive implications for social inclusion and the creation of mixed and inclusive communities. On major sites it would be particularly important for the development to be pepper-potted around the site and ensure that the houses were of the same standard to ensure maximum integration.	site is likely to have negative implications for social inclusion and will not create mixed and balanced communities. The impact of this would be particularly severe on larger developments. However, this option may prove more viable for smaller sites where delivering on site would jeopardise the		major development sites would have positive implications for social inclusion and the creation of mixed and inclusive communities. However, it would require smaller sites to find or contribute towards alternatives sites which may lead to a delay in provision and meeting affordable housing demand. On major sites it would be particularly important for the development to be pepper-potted around the site and ensure that the houses were of the same standard to ensure maximum integration.
6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
8	Conserve or enhance green infrastructure , bio-diversity,	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Conserve or enhance locally important nature conservation sites (SINCS); 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Conserve or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0				
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Promote sustainable and integrated transport network to minimise the use of the car. Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
15	Conserve or enhance York's natural and built landscape	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
General	<p>Option 1 is likely to have a positive impact on social inclusion and delivery through ensuring that development include affordable provision on site. However, this may cause viability issues for small housing schemes. To mitigate this additional mechanisms would be required to ensure a contribution to affordable provision would be made.</p> <p>Option 2 is likely to have a negative impact on creating a mixed and balanced community, particularly in larger scale developments. This option would maximise the number of market homes on site but would require large alternative sites to be found for provision. This option may be suitable for very small housing schemes where on site provision proves unviable.</p> <p>Option 3 would have mixed impacts for social inclusion and creating a balanced and mixed community as the large sites would incorporate development but smaller sites would need to deliver off-site. This would generate a need for additional sites and may cause delay in provision. The impact of delivery therefore is uncertain.</p>							

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Preferred Approach	<p>Option 1: Require all new development to contribute to affordable housing targets on-site (all developments)</p> <ul style="list-style-type: none"> Option 1 should be applied to all developments as the preferred approach given its positive impacts for social inclusion and the creation of balanced and mixed neighbourhoods. In combination with a dynamic viability target relating to location and type of development, this would maximise the delivery of affordable housing provision. In promoting co-location of affordable and market housing it may reduce the number of market homes on site but would negate the need to find alternatives sites. Option 2 would only be appropriate for smaller sites where viability
Recommendations	<ul style="list-style-type: none"> A policy to deliver affordable homes on all development sites may cause viability issues for small housing schemes. To mitigate this, off-site contributions to affordable provision would be made as per Option 2. Deviance from the combined approach of option 1 and 2 should be discouraged but in order to make this more flexible, an allowance could be made for developers to prove why a site is unviable through open book assessment. On major sites it would be particularly important for the development to be pepper-potted around the site and ensure that the houses were of the same standard to ensure maximum integration.

Section 13: Community Facilities

Required contributions		SA Objective	Option 1: Require all new developments to contribute to community facilities/health provision, on or off site	Option 2: Require only major developments to contribute to community facilities/health provision, on or off site
1	<ul style="list-style-type: none"> To meet the diverse housing needs of the population in a sustainable way. 	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	<p>++</p> <p>The increase of population arising from new developments need to be catered for to ensure that new communities have adequate local access to facilities and that existing facilities can be supported where applicable. This approach is likely to support this by capturing contributions from all new developments and maximising the ability to mitigate their cumulative effects .</p>	<p>I</p> <p>The most significant concentration and contribution to population will be from large scale (major) developments. This approach would therefore ensure that contributions to facilities and services are met from these developments./</p> <p>However, the cumulative impacts of other developments can impact on the availability or capacity for local provision of facilities. This cumulative impact, particularly in the longer term, is likely to exacerbate need and may have a detrimental effect on capacity of the facilities.</p>
2	<ul style="list-style-type: none"> Improve the health and well-being of York's population 	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) 	<p>++</p> <p>Receiving contributions from all type of development should have a positive impact in ensuring that the health and well-being of both the existing and new population is continued to be catered for.</p> <p>To maximise this provision, large sites where there will be a significant new community, should allocate provision on</p>	<p>+</p> <p>Receiving contributions from just major types of development should have a positive impact in supporting health and well-being. However, the provision may not be as extensive as option 1 given that the contributions would be spread over a wider area and would need to support the new community.</p> <p>To maximise this provision, large sites where there will be a</p>

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		<ul style="list-style-type: none"> Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 		<p>site.</p>					significant new community, should allocate provision on site.
3	<ul style="list-style-type: none"> Improve education, skills development and training for an effective workforce 	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0	<p>0</p> <p>There is no clear link between this alternative and the objective</p>					There is no clear link between this alternative and the objective
4	<ul style="list-style-type: none"> Create jobs and deliver growth of a sustainable, low carbon and inclusive economy 	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	++	<p>++</p> <p>Supporting the delivery of community facilities and healthcare should enable growth in these businesses sectors, supporting existing jobs and job growth. This also supports the evidence for growth in the economy within the healthcare sector.</p>					The option would obtain contributions but not for all development as per option 1. This means that the cumulative impact of all of the new development may support existing facilities for healthcare but it may also put pressure on them through less support from fewer contributions.
5	<ul style="list-style-type: none"> Help deliver equality and access to all 	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	++	<p>++</p> <p>The increase of population arising from new developments need to be catered for to ensure that new communities have adequate local access to facilities and that existing facilities can be supported where applicable. Requiring all new development to contribute will maximise the provision for this.</p> <p>To maximise accessibility on large sites or cumulatively of new sites within a particular area where there will be a significant new community, provision should be allocated on site. Where this is not possible, support should be given to the facilities within close proximity.</p>					The option would obtain contributions but not for all development as per option 1. This means that the cumulative impact of all of the new development may support existing facilities for healthcare but it may also put pressure on them through less support from fewer contributions.
6	<ul style="list-style-type: none"> Reduce the need to travel and deliver a sustainable integrated 	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; 	I	<p>I</p> <p>To maximise accessibility on large sites or cumulatively of new sites within a particular area where there will be a significant new community, provision should be allocated on site. Where this is not possible, support should be given to the facilities within close proximity.</p>					To maximise accessibility on large sites provision should be allocated on site. It is anticipated that this approach may not be able to support all new facilities and therefore cumulatively of new sites within a particular area where there will be a significant new community facilities within close proximity.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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7	transport network	<ul style="list-style-type: none"> Promote sustainable forms of travel; Improve congestion. 	0	There is no clear link between this alternative and the objective			proximity. There is no clear link between this alternative and the objective
8	Conserve or enhance green infrastructure , bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Conserve or enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0	There is no clear link between this alternative and the objective			There is no clear link between this alternative and the objective
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Conserve or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0	There is no clear link between this alternative and the objective			There is no clear link between this alternative and the objective
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	There is no clear link between this alternative and the objective			There is no clear link between this alternative and the objective
11	Reduce waste	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and 	0	There is no clear link between this alternative and the objective			There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	generation and increase level of reuse and recycling	recycling of waste; • Promote and increase resource efficiency.		objective		objective	
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
15	Conserve or	<ul style="list-style-type: none"> Conserve or enhance the landscape 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	

KEY	++ Very positive impact likely	+	O Positive impact likely	?	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented
	enhance York's natural and built landscape	including areas of landscape value	objective	objective	objective			
General	<ul style="list-style-type: none"> Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	Both options are likely to have a positive impact for ensuring the provision of facilities and meeting social objectives in terms supporting need for community facilities and services. However, option 1 is appraised to make a significantly positive contribution given that it will maximise the contributions obtained to support provision.						
Preferred Approach		Option 1: Require all new developments to contribute to community facilities/health provision, on or of site						
Recommendations		<ul style="list-style-type: none"> This option is likely to maximise the amount of contributions arising from new development allowing newly arising need to be met more adequately. Meeting need arising from new communities and the contributions obtained will help to support growth and jobs within these sectors. 	To maximise accessibility on large sites or cumulatively of new sites within a particular area where there will be a significant new community, provision should be allocated on site. Where this is not possible, support should be given to the facilities within close proximity.					

Provision and Accessibility

SA Objective	Option 1: Rely on NPPF to guide community facilities/health provision and accessibility in relation to new development	Option 2: Provide generic local criteria to guide community facilities/health provision and accessibility in relation to new development	Option 3: Provide detailed local criteria to guide community facilities/health provision and accessibility in relation to new development
1 To meet the diverse housing needs of the population in a sustainable way.	+	+	++
<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	<p>The NPPF supports the provision and retention of community facilities. It states that rural development should retain existing facilities and new facilities to be planned positively to enhance the sustainability of communities. The NPPF also supports an integrated approach to considering the location of facilities with other uses, which is positive in meeting the needs of the population.</p>	<p>Providing a locally defined generic approach would require a broad understanding of community facilities within York and their overall provision. This would provide a more detailed approach than the NPPF in determining location of the facilities but may not target facilities in an area of need if this is not identified in the criteria. This would encapsulate the wider requirements of communities facilities around York however.</p>	<p>This would require a detailed understanding of provision and would enable provision planning on sites to be more accurate. This ensures the right level of facilities are developed alongside any new development.</p> <p>However, a detailed understanding would not necessarily capture the bigger picture in relation to community facilities and healthcare provision.</p>
2 Improve the health and	I	I	+
<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could 	The NPPF supports provision but lacks definition for accessibility.	This would provide a more detailed approach than the NPPF	It is anticipated that a detailed approach would enable the provision

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	0 Positive impact likely	?	0 No significant effect / no clear link	0 Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
	negatively impact on people's health; <ul style="list-style-type: none"> Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	0	This would be open to interpretation and may not be delivered in the most needed areas.	0	There is no clear link between this alternative and the objective	0	in determining location of the facilities and deliver a broad understanding of overall need and supply. However, it may not target facilities in an area of need if this is not identified in enough detail in the criteria.	0	of healthcare to be delivered in response to identified need. Healthcare provision is particularly important to maintain the health and well-being of the existing and new communities in the long-term.
3	Improve education, skills development and training for an effective workforce	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
4	Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	+	The NPPF supports the provision and retention of community facilities, including within rural areas. This will help to support jobs in associated sectors, including an element within the rural economy.	++	Supporting the delivery of community facilities and healthcare should enable growth in these businesses sectors, supporting existing jobs and job indicators for this would enable more specific support than the NPPF, particularly in relation to the evidence for growth in the economy within the health and social care sectors.	++	Supporting the delivery of community facilities and healthcare should enable growth in these businesses sectors, supporting existing jobs and job indicators for this would enable more specific support option 2, which may be beneficial for particular section.	++	Supporting the delivery of community facilities and healthcare should enable growth in these businesses sectors, supporting existing jobs and job indicators for this would enable more specific support option 2, which may be beneficial for particular section.
5	Help deliver equality and access to all	I	The NPPF supports the inclusion and integration of facilities which is positive for enabling access. However, the NPPF approach lacks definition in terms of what would be regarded as accessible and does not specify what this would mean in terms of proximity. The approach is likely	+	Locally derived generic indicators for this would enable more specific accessibility considerations to be considered in the location of facilities. However, there may be certain facilities which require different location criteria to ensure they are maximising their demand	+	Locally derived generic indicators for this would enable more specific accessibility considerations to be considered in the location of facilities. However, there may be certain facilities which require different location criteria to ensure they are maximising their demand	+	The use of detailed criteria would help to ensure that different facilities could be assessed for their location more accurately and placed where they would be address the highest demand or need. This would be particularly effective where they are required within certain distances for accessibility reasons.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely		+ Positive impact likely		0 No significant effect / no clear link		? Uncertain or insufficient information		- Negative impact likely		-- Very negative impact likely		I Positive or negative impact depending on how it is implemented	
6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	I	to be open to interpretation. The NPPF approach lacks definition in terms of what would be regarded as accessible and does not specify what this would mean in terms of proximity. The approach is likely to be open to interpretation.	+	Locally derived generic indicators for this would enable more specific accessibility considerations to be used in influencing the location of facilities. This should allow provision to be connected to the wider transport network to make use of existing routes However, there may be certain facilities which require different location criteria to ensure they are maximising their demand potential.	+	Detailed criteria may not capture the overall level of demand and considerations for facilities however. The use of detailed criteria would help to ensure that different facilities could be assessed for their location more accurately and placed where they would be address the highest demand or need. It could also ensure facilities connect directly with the existing, or any newly provided, transport network Detailed criteria may not capture the overall level of demand and considerations for facilities however.						
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	I	The NPPF supports the co-location of different uses and could therefore positively contribute to minimise the need to travel to access facilities.	I	Benefits will be gained in the long-term through co-locating facilities where they are in highest demand to minimise the need to travel.	I	Benefits will be gained in the long-term through co-locating facilities where they are in highest demand to minimise the need to travel.						
8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Conserve or enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to be connected 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective						

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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9	natural environment Use land resources efficiently and safeguard their quality	access the natural environment. <ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Conserve or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective
13	Minimise flood risk and reduce the	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; 	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	impact of flooding to people and property in York		<ul style="list-style-type: none"> Deliver or incorporate through design sustainable urban drainage systems (SuDs). 							
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0	There is no clear link between this alternative and the objective			0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
15	Conserve or enhance York's natural and built landscape	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0	There is no clear link between this alternative and the objective			0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
General										
Preferred Approach										

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
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Recommendations	<ul style="list-style-type: none"> Locating facilities and healthcare in close proximity to the populations who use them will have environmental benefits through encouraging shorter trips and minimising travel. <p>The preferred approach is amended to a combined approach to identify and incorporate separate policies for those facilities which need detailed criteria to inform their location.</p>
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Protection of existing community facilities

SA Objective	Option 1: Do not protect existing community facilities from non-community uses if the market requires them	Option 2: Rely on NPPF policies to protect existing community facilities and access to them	Option 3: Provide local level policy to protect existing community facilities and access to them
1 To meet the diverse housing needs of the population in a sustainable way.	<p>--</p> <p>This would conflict with meeting the needs of the population, particularly given that York is expected to grow in terms of population over the plan period. This approach could lead to a lack of services or excess pressure on others.</p> <p>This approach would also go against the NPPF.</p>	<p>+</p> <p>The NPPF states that "established shops, facilities and services are able to modernise and guard against the unnecessary loss of valued facilities and services". This is positive in ensuring that facilities are continued to be supported and not lost.</p> <p>This approach lacks a local understanding of what established services are valued and why to ensure a robust argument is made against unnecessary loss.</p>	<p>++</p> <p>Local level policy would enable a baseline position to be established to understand the value of services in York and enable a robust stance to protecting existing community facilities</p>
2 Improve the health and well-being of York's population	<p>-</p> <p>This may have detrimental impacts to accessible healthcare</p>	<p>-</p> <p>This policy should protect those facilities of value, of which healthcare could be included. Given the lack of definition of "value", it may depend on subjective decision making.</p>	<p>+</p> <p>This policy could define locally facilities of value and should ensure that no important facilities are lost. This should help support the wider health and well-being of the population.</p>
3 Improve	<p>0</p> <p>There is no clear link between</p>	<p>0</p> <p>There is no clear link between this</p>	<p>0</p> <p>There is no clear link between this</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented	
KEY								
4	<p>education, skills development and training for an effective workforce</p> <ul style="list-style-type: none"> • Support existing higher and further educational establishments for continued success; • Provide good quality employment opportunities available to all. 	<p>opportunities for all;</p> <ul style="list-style-type: none"> • Support existing higher and further educational establishments for continued success; • Provide good quality employment opportunities available to all. 	--	<p>this alternative and the objective</p> <p>This policy would not support the continuation of local level jobs provided at the community facilities.</p> <p>Market interest in the sites could also be for alternative uses than employment which would mean that any jobs lost would not be replaced.</p> <p>This may also have detrimental impacts on the provision for an increasing workforce population to enable health and well-being.</p>	+	<p>alternative and the objective</p> <p>The NPPF states that “established shops, facilities and services are able to modernise and guard against the unnecessary loss of valued facilities and services”. This is positive in ensuring that facilities are continued to be supported and not lost.</p>	+	<p>alternative and the objective</p> <p>Local level policy would enable a baseline position to be established to understand the value of services in York and enable a robust stance to protecting existing community facilities. This would be positive in helping to maintain existing jobs and the increasing workforce population.</p>
5	<p>Help deliver equality and access to all</p> <ul style="list-style-type: none"> • Address existing imbalances of equality, deprivation and exclusion across the city; • Provide accessible services and facilities for the local population; • Provide affordable housing to meet demand; • Help reduce homelessness; • Promote the safety and security for people and/or property. 	<p>opportunities for all;</p> <ul style="list-style-type: none"> • Support existing higher and further educational establishments for continued success; • Provide good quality employment opportunities available to all. 	--	<p>this alternative and the objective</p> <p>This would conflict with helping to deliver equality and access for all, particularly given that York is expected to grow in terms of population over the plan period. This approach could lead to a lack of services or excess pressure on others. Local provision and accessibility are also likely to be negatively effected.</p> <p>This approach would also go against the NPPF to “guard against the loss of facilities”.</p>	++	<p>alternative and the objective</p> <p>The NPPF states that “established shops, facilities and services are able to modernise and guard against the unnecessary loss of valued facilities and services”. This is positive in ensuring that facilities are continued to be supported and not lost.</p> <p>However, this approach does not specify which services are of value for ensuring a robust argument is made against unnecessary loss. This may have an impact on accessibility through interpretation of the policy.</p>	++	<p>alternative and the objective</p> <p>Local level policy would enable a baseline position to be established to understand the value of services in York and enable a robust stance to protecting existing community facilities. This would have the most significant positive impact in maintaining accessibility to services.</p>
6	<p>Reduce the need to travel and deliver a sustainable integrated</p> <ul style="list-style-type: none"> • Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; • Deliver transport infrastructure which 	<p>opportunities for all;</p> <ul style="list-style-type: none"> • Support existing higher and further educational establishments for continued success; • Provide good quality employment opportunities available to all. 	0	<p>this alternative and the objective</p> <p>There is no clear link between this alternative and the objective</p>	0	<p>alternative and the objective</p> <p>There is no clear link between this alternative and the objective</p>	0	<p>alternative and the objective</p> <p>There is no clear link between this alternative and the objective</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	0 Positive impact likely	0 No significant effect / no clear link	?	0 Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	1 Positive or negative impact depending on how it is implemented
	supports sustainable travel options; <ul style="list-style-type: none"> Promote sustainable forms of travel; Improve congestion. 								
7	transport network To minimise greenhouse gases that cause climate change and deliver a managed response to its effects		<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs; Conserve or enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Conserve or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
10	Improve water efficiency and	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	0 Positive impact likely	?	0 No significant effect / no clear link	0 Uncertain or insufficient information	0 Negative impact likely	- Very negative impact likely	- Positive or negative impact depending on how it is implemented
11	quality Reduce waste generation and increase level of reuse and recycling	Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency.	0 No significant effect / no clear link	?	0 There is no clear link between this alternative and the objective	0 Uncertain or insufficient information	0 Negative impact likely	- Very negative impact likely	+
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	0 No significant effect / no clear link	?	0 There is no clear link between this alternative and the objective	0 Uncertain or insufficient information	0 Negative impact likely	- Very negative impact likely	+
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0 No significant effect / no clear link	?	0 There is no clear link between this alternative and the objective	0 Uncertain or insufficient information	0 Negative impact likely	- Very negative impact likely	+
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in 	0 No significant effect / no clear link	?	0 There is no clear link between this alternative and the objective	0 Uncertain or insufficient information	0 Negative impact likely	- Very negative impact likely	+

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	1 Positive or negative impact depending on how it is implemented
15	Conserve or enhance York's natural and built landscape	the Heritage Topic Paper. <ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
General							
Option 1 is likely to have significantly negative impacts overall given that it lack of protection would conflict with social objectives for local provision of facilities, particularly in the medium to long-term when York's population has grown. Furthermore this approach conflicts with the NPPF.							
Relying on the NPPF would afford some protection of existing facilities as it states support for established and valued facilities and guarding against their unnecessary loss. However the NPPF does not define 'valued services' and leaves open the interpretation of the policy.							
Provision of a local policy to protect services should ensure a robust stance on which to protect facilities. This should allow an evidence based approach and baseline of understanding of the value of various facilities within the York context.							
Preferred Approach							
<ul style="list-style-type: none"> Option 3: Provide local level policy to protect existing community facilities and access to them This approach should maximise the protection of existing facilities which has positive social impacts for the existing and future population. The approach supports local level provision of facilities and safeguards against the loss of jobs . It also has wider benefits in supporting the health and well-being of the over all workforce population. 							
Recommendations							
Prior to the formulation of policy an understanding of the value of different community and health facilities is required to fully inform policy development and enable protection of locally defined valued facilities.							

Section 14: Education, Skills and Training

Education Facilities

SA Objective	Option 1: Rely on NPPF to guide development of educational facilities	Option 2: Local policy to guide development of education facilities
1 To meet the diverse housing needs of the population in	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	a sustainable way.	<ul style="list-style-type: none"> Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 								
2	Improve the health and well-being of York's population	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	0	There is no clear link between this alternative and the objective						There is no clear link between this alternative and the objective
3	Improve education, skills development and training for an effective workforce	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	+	The NPPF would positively support the need to provide education and skills development across York. It states that there should be sufficient choice of school places available to meet the needs of existing and new communities. It also states that LA's should take "a proactive, positive and collaborative approach to meeting this requirement and to development that will widen the choice in education [giving] weight to the need to create, expand or alter schools".						Using a local approach would build upon the NPPF to take a locally defined proactive planning approach. This would enable a help to locally define the types of facilities required in various locations based upon a robust understanding of existing capacity and future need. It is also anticipated that this approach could tailor skills and training outside of school provision to appeal to all age groups within the community where there is a requirement or demand. It is anticipated that this approach would have a significantly positive impact.
4	Create jobs and deliver growth of a sustainable, low carbon and inclusive	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; 	+	Evidence base shows that the higher educational attainment and skills within York has helped to support and minimise the impacts of the economic downturn. Positively supporting education and skills development at all levels therefore should support the overall workforce as well as the overall economy.						Evidence base shows that the higher educational attainment and skills within York has helped to support and minimise the impacts of the economic downturn. Positively supporting education and skills development at all levels therefore should support the overall workforce as well as the overall economy.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
	economy	<ul style="list-style-type: none"> Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 					
5	Help deliver equality and access to all	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	+	Enabling the population to gain skills provides a foundation for ensuring the population are not excluded from opportunities which require basic skill sets or may arise through the job market.	++	Enabling the population to gain skills provides a foundation for ensuring the population are not excluded from opportunities which require basic skill sets or may arise through the job market. A local policy approach could tailor this towards the York job market to maximise social inclusion and equality in this way..	
6	Reduce the need to travel and deliver a sustainable integrated transport network	0	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Conserve or enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
	fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Conserve or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
		transport network to minimise the use of the car.					
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
15	Conserve or enhance York's natural and built landscape	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
General	Both option 1 and 2 are likely to have a positive impact on the provision of educational facilities through recognition of its importance for both existing and new communities. However, it is more likely the local level policy will have a significantly positive impact given that this approach could tailor education, skills and training provision towards York based requirements and widen the scope from just school education as per the NPPE.						
Preferred Approach	Option 2: Local level policy to guide development of education facilities. <ul style="list-style-type: none"> This approach is likely to deliver the most benefit for social objectives given that it would be able to support a wide range of education, skills and training development and contribute towards social inclusion and equality. The approach would support York's workforce and economy through the ensuring that the skills and training needs of the population could be met. There are no environmental impacts identified. 						
Recommendations	In defining local level policy the wider needs of the workforce are considered and that policy aims to tailor this to support the overall workforce as well as school based education.						

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Education Accessibility

SA Objective	Option 1: Rely on NPPF to guide education provision and accessibility in relation to new development	Option 2: Provide generic local criteria to guide education provision and accessibility in relation to new development	Option 3: Provide detailed criteria to guide education provision and accessibility in relation to new development
1	<p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	<p>The NPPF supports the provision of educational facilities. It states that a proactive and positive approach to planning should be undertaken to meet the need of population.</p> <p>+ Providing a locally defined generic approach would require a broad understanding of education facilities within York and their overall provision. This would provide a more detailed approach than the NPPF in determining location of the facilities but may not target facilities in an area of need if this is not identified in the criteria. This would encapsulate the wider requirements of communities facilities around York and would be efficient in capturing the requirements from major developments..</p> <p>+ This would require a detailed understanding of provision and education capacity. It would require provision on sites to be more accurate to ensure the right level of facilities are developed alongside any new development. Accessibility would only be determined through the creation of a masterplan for the site.</p>	<p>However, a detailed understanding would not necessarily capture the bigger picture in relation to education provision.</p>
2	<p>Improve the health and well-being of York's population</p> <ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	<p>There is no clear link between this alternative and the objective</p> <p>0 There is no clear link between this alternative and the objective</p>	<p>There is no clear link between this alternative and the objective</p>
3	<p>Improve education, skills development and training</p> <ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; 	<p>The NPPF supports provision but lacks definition for accessibility. This would be open to interpretation and may not be delivered in the most needed</p> <p>+</p>	<p>It is anticipated that a detailed approach would require a more in-depth understanding of individual school requirements to enable the right location and level of provision to be</p> <p>I</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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4	<p>for an effective workforce</p> <ul style="list-style-type: none"> • Provide good quality employment opportunities available to all. • Help deliver conditions for business success and investment; • Deliver a flexible and relevant workforce for the future; • Deliver and promote stable economic growth; • Enhance the city centre and its opportunities for business and leisure; • Provide the appropriate infrastructure for economic growth; • Support existing employment drivers; • Promote a low carbon economy. 	+	areas.	++	<p>The NPPF supports the provision and expansion of educational facilities This will help to support jobs in associated sectors.</p>	++	<p>Supporting the delivery of educational facilities should enable growth in this sector, supporting existing jobs and job growth. Locally derived generic indicators for this would enable more specific support than the NPPF, particularly in relation to the evidence for growth in the economy.</p>	<p>delivered.</p> <p>Understanding the cumulative impacts of development may be more suited to option 2 given that this approach is likely to require masterplan detail for knowledge of likely population numbers.</p> <p>Supporting the delivery of educational facilities should enable growth in this sector, supporting existing jobs and job growth. Locally derived generic indicators for this would enable more specific support than the NPPF, particularly in relation to the evidence for growth in the economy.</p>
5	<ul style="list-style-type: none"> • Address existing imbalances of equality, deprivation and exclusion across the city; • Provide accessible services and facilities for the local population; • Provide affordable housing to meet demand; • Help reduce homelessness; • Promote the safety and security for people and/or property. 	I	<p>The NPPF supports the inclusion and integration of community facilities overall and attaches great importance to ensuring that a sufficient choice of school places are available to meet the needs of existing and new communities . This should have an overall positive impact delivering access to all.</p> <p>However, the NPPF approach lacks definition in terms of what would be regarded as accessible and does not specify what this would mean in terms of proximity. The approach is likely to be open to interpretation.</p>	+	<p>The NPPF supports the inclusion and integration of community facilities overall and attaches great importance to ensuring that a sufficient choice of school places are available to meet the needs of existing and new communities . This should have an overall positive impact delivering access to all.</p> <p>However, the NPPF approach lacks definition in terms of what would be regarded as accessible and does not specify what this would mean in terms of proximity. The approach is likely to be open to interpretation.</p>	+	<p>Locally derived generic indicators for this would enable more specific accessibility considerations to be considered in the location of facilities.</p>	<p>The use of detailed criteria would help to ensure that different facilities could be assessed for their location more accurately and placed where they would address the highest demand or need. This would be particularly effective where they are required within certain distances for accessibility reasons.</p> <p>Detailed criteria may not capture the overall level of demand and considerations for facilities however. It would also require a more detailed understanding of the masterplanning process to determine the definite impact.</p>
6	<ul style="list-style-type: none"> • Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; 	I	<p>The NPPF approach lacks definition in terms of what would be regarded as accessible and does not specify what this would</p>	+	<p>Locally derived generic indicators for this would enable more specific accessibility considerations to be used in influencing the location of facilities.</p>	+	<p>The use of detailed criteria would help to ensure that different facilities could be assessed for their location more accurately and placed where they</p>	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	integrated transport network	<ul style="list-style-type: none"> Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 		mean in terms of proximity. The approach is likely to be open to interpretation.		facilities. This should allow provision to be connected to the wider transport network to make use of existing routes	would be address the highest demand or need. It could also ensure facilities connect directly with the existing, or any newly provided, transport network Detailed criteria may not capture the overall level of demand and considerations for facilities however. . It would also require a more detailed understanding of the masterplanning process to determine the definite impact.
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	I	The NPPF supports the co-location of different uses and could therefore positively contribute to minimise the need to travel to access facilities.		Benefits will be gained in the long-term through co-locating facilities where they are in highest demand to minimise the need to travel.	Benefits will be gained in the long-term through co-locating facilities where they are in highest demand to minimise the need to travel.
8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Conserve or enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0	There is no clear link between this alternative and the objective		There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
9	Use land resources	<ul style="list-style-type: none"> Re-use previously developed land; 	0	There is no clear link between this alternative and the objective		There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	efficiently and safeguard their quality	<ul style="list-style-type: none"> Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Conserve or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0				
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
13	Minimise flood risk and reduce the impact of flooding to people and	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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14	property in York Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
15	Conserve or enhance York's natural and built landscape	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0 There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
General							
<p>Relying on the approach of the NPPF would support the provision of educational facilities and ensure that facilities are created, expanded or altered to meeting the existing and future needs of communities.</p> <p>Option 2 provide a generic approach to provision to enable existing education capacity to be understood and likely to respond more positively to understanding the impacts of cumulative new development. Providing a local level approach also allows the policy to incorporate known local accessibility indicators.</p> <p>Similarly to option 2, Option 3 is likely to have a positive impact but would require a detailed understanding of provision and knowledge of populations for individual school capacity/provision. In order to determine this, local level accessibility criteria can be used but it would also require a detailed understanding of sites' masterplanning.</p> <p>Option 2: Provide generic local criteria to guide education provision and accessibility</p> <ul style="list-style-type: none"> This would support the provision and location of overall need and supply ensuring that the needs of the existing and new populations are met. It may also enable a wider understanding of the cumulative impacts from developments to be addressed and their overall impacts on education provision. Supporting the delivery of educational facilities should enable growth in this economic sector, supporting existing jobs and job growth. Locally derived generic indicators for this would enable more specific support than the NPPF, particularly in relation to the evidence for growth in the economy. There are no environmental impacts identified at this time. 							
Preferred Approach							
Recommendations							

KEY	++ Very positive impact likely	+	0 No significant effect / no clear link	?	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
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Provision of Skills and Training Opportunities							
SA Objective	Option 1: Require all new developments to contribute to skills and training provision, on or off site				Option 2: Require only development with construction costs of over £1m or more to provide skills and training, on or off site		
	0	0	0	0	0	0	0
1	<p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	<p>There is no clear link between this alternative and the objective</p>	<p>There is no clear link between this alternative and the objective</p>	<p>There is no clear link between this alternative and the objective</p>	<p>There is no clear link between this alternative and the objective</p>	<p>There is no clear link between this alternative and the objective</p>	<p>There is no clear link between this alternative and the objective</p>
2	<p>Improve the health and well-being of York's population</p> <ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) Improves access to health care; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	<p>There is no clear link between this alternative and the objective</p>	<p>There is no clear link between this alternative and the objective</p>	<p>There is no clear link between this alternative and the objective</p>	<p>There is no clear link between this alternative and the objective</p>	<p>There is no clear link between this alternative and the objective</p>	<p>There is no clear link between this alternative and the objective</p>
3	<p>Improve education, skills development and training for an effective workforce</p> <ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	<p>Receiving contributions from all types of development should have a positive impact in ensuring that skills and training provision is available to both the existing and new populations.</p> <p>To maximise provision through this approach, a sliding scale of provision is likely to be required where more contributions are required from larger schemes, to enable maximum provision.</p>	<p>Receiving contributions from all types of development should have a positive impact in ensuring that skills and training provision is available to both the existing and new populations.</p> <p>To maximise provision through this approach, a sliding scale of provision is likely to be required where more contributions are required from larger schemes, to enable maximum provision.</p>	<p>Receiving contributions from all types of development should have a positive impact in ensuring that skills and training provision is available to both the existing and new populations.</p> <p>To maximise provision through this approach, a sliding scale of provision is likely to be required where more contributions are required from larger schemes, to enable maximum provision.</p>	<p>Receiving contributions from all types of development should have a positive impact in ensuring that skills and training provision is available to both the existing and new populations.</p> <p>To maximise provision through this approach, a sliding scale of provision is likely to be required where more contributions are required from larger schemes, to enable maximum provision.</p>	<p>Receiving contributions from all types of development should have a positive impact in ensuring that skills and training provision is available to both the existing and new populations.</p> <p>To maximise provision through this approach, a sliding scale of provision is likely to be required where more contributions are required from larger schemes, to enable maximum provision.</p>	<p>Receiving contributions from all types of development should have a positive impact in ensuring that skills and training provision is available to both the existing and new populations.</p> <p>To maximise provision through this approach, a sliding scale of provision is likely to be required where more contributions are required from larger schemes, to enable maximum provision.</p>
4	<p>Create jobs and deliver growth of a sustainable,</p> <ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; 	<p>Evidence base shows that the higher educational attainment and skills within York has helped to support and minimise the impacts of the economic downturn. Positively supporting skills and training development at</p>	<p>Evidence base shows that the higher educational attainment and skills within York has helped to support and minimise the impacts of the economic downturn. Positively supporting skills and training development at</p>	<p>Evidence base shows that the higher educational attainment and skills within York has helped to support and minimise the impacts of the economic downturn. Positively supporting skills and training development at</p>	<p>Evidence base shows that the higher educational attainment and skills within York has helped to support and minimise the impacts of the economic downturn. Positively supporting skills and training development at</p>	<p>Evidence base shows that the higher educational attainment and skills within York has helped to support and minimise the impacts of the economic downturn. Positively supporting skills and training development at</p>	<p>Evidence base shows that the higher educational attainment and skills within York has helped to support and minimise the impacts of the economic downturn. Positively supporting skills and training development at</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	low carbon and inclusive economy	<ul style="list-style-type: none"> Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 		<p>all levels with contributions from all new developments should therefore have a positive effect in supporting the overall workforce as well as the overall economy.</p> <p>Requiring all development to contribute to skills and training provision may cause viability issues on smaller sites in terms of the sum of contributions that would need to be made or making available opportunities for training. To maximise provision through this approach, a sliding scale of provision is likely to be required where more contributions are required from larger schemes.</p> <p>There is no clear link between this alternative and the objective</p>			<p>resilient to the economic downturn due to this and therefore it should be positive over for the economy. It is anticipated that this approach would enable opportunities to be delivered both on and off site</p> <p>Requiring only high value schemes to provide opportunities should enable the costs of implementation to be absorbed within the overall development for site to minimise viability issues.</p>
5	Help deliver equality and access to all	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	0				<p>There is no clear link between this alternative and the objective</p>
6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	0				<p>There is no clear link between this alternative and the objective</p>
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	0				<p>There is no clear link between this alternative and the objective</p>
8	Conserve or enhance green	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and 	0				<p>There is no clear link between this alternative and the objective</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	infrastructure , bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> • Conserve or enhance locally important nature conservation sites (SINCS); • Create new areas or site of bio-diversity / geodiversity value; • Improve connectivity of green infrastructure and the natural environment; • Provide opportunities for people to access the natural environment. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> • Re-use previously developed land; • Prevent pollution contaminating the land and remediate any existing contamination; • Safeguard soil quality, including the best and most versatile agricultural land; • Conserve or enhance allotments; • Safeguard mineral resources and encourage their efficient use. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
10	Improve water efficiency and quality	<ul style="list-style-type: none"> • Conserve water resources and quality; • Improve the quality of rivers and groundwaters. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> • Promote reduction, re-use, recovery and recycling of waste; • Promote and increase resource efficiency. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
12	Improve air quality	<ul style="list-style-type: none"> • Reduce all emissions to air from current activities; • Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); • Support the development of city wide low emission infrastructure; • Improve air quality in AQMAs and prevent new designations; • Avoid locating development where it could negatively impact on air quality; • Avoid locating development in areas of 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	1 Positive or negative impact depending on how it is implemented
		existing poor air quality where it could result in negative impacts on the health of future occupants/users; <ul style="list-style-type: none"> Promote sustainable and integrated transport network to minimise the use of the car. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
15	Conserve or enhance York's natural and built landscape	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	
General	Both option 1 and 2 are likely to have a positive impact on the provision of skills and training. However, it is more likely that option 2 will deliver this more consistently given that it is likely to impact less on the viability of development given that costs could be subsumed within the high construction costs.						
Preferred Approach	Option 2: Require only development with construction costs of over £1m or more to provide skills and training, on or off site <ul style="list-style-type: none"> This approach is likely to deliver the most benefit for consistent provision from sites due to viability and costs being able to subsume within the high construction costs. The approach would support York's workforce through the provision of skills and training. By doing this, it will also contribute to the economy through the ensuring that the skills and training needs of the population are met. There are no environmental impacts identified. 						
Recommendations							

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
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Section 15: Universities

Form and location of University Development								
SA Objective	Option 1: Rely on NPPF to guide form and location of new development		Option 2: Provide generic local criteria to guide form and location of university development		Option 3: Provide detailed local criteria to guide form and location of university development			
1	To meet the diverse housing needs of the population in a sustainable way.	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; and future housing stock; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
2	Improve the health and well-being of York's population	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
3	Improve education, skills development and training	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; 	+	The NPPF states that a "proactive, positive and collaborative approach should be taken to development that will widen choice in education". This	++	This approach is likely to have a positive impact on delivery of the overall educational needs of students and the university. A	++	This approach is likely to have a positive impact on delivery of university development supporting the overall educational needs of students and the university. It would allow the

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O No significant impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
	<ul style="list-style-type: none"> Provide good quality employment opportunities available to all. 	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	+	<p>approach would support development of the universities and working together with them to establish need.</p> <p>Supporting the provision of education supports the overall economy for York as this is a large employment sector for the city. The universities within York make a significant contribution to this and so supporting this would be of benefit.</p> <p>The NPPF does not specify criteria for universities directly, which may open negotiation and cause uncertainty for both the establishments and York in determining provision.</p>	+	<p>generic approach is likely to offer more locations for development but this may be in conflict with specific requirements to be met as a result of new development.</p> <p>Supporting the provision of education supports the overall economy for York as this is a large employment sector for the city. The universities within York make a significant contribution to this and so supporting this would be of benefit.</p> <p>Directing development through generic policy would enable York to guide development to general locations suitable with their requirements.</p>	0	<p>There is no clear link between this alternative and the objective</p>	<p>specific needs of the university to be considered in a detailed way and enable a proactive and collaborative approach to be undertaken in working towards a solution.</p> <p>Supporting the provision of education supports the overall economy for York as this is a large employment sector for the city. The universities within York make a significant contribution to this and so supporting this would be of benefit.</p> <p>Specifying locations or criteria for university expansion would set out the council's policy clearly reducing negotiations of what would and would not be acceptable location for development.</p>
4	<ul style="list-style-type: none"> Create jobs and deliver growth of a sustainable, low carbon and inclusive economy 	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	+	<p>approach would support development of the universities and working together with them to establish need.</p> <p>Supporting the provision of education supports the overall economy for York as this is a large employment sector for the city. The universities within York make a significant contribution to this and so supporting this would be of benefit.</p> <p>The NPPF does not specify criteria for universities directly, which may open negotiation and cause uncertainty for both the establishments and York in determining provision.</p>	+	<p>generic approach is likely to offer more locations for development but this may be in conflict with specific requirements to be met as a result of new development.</p> <p>Supporting the provision of education supports the overall economy for York as this is a large employment sector for the city. The universities within York make a significant contribution to this and so supporting this would be of benefit.</p> <p>Directing development through generic policy would enable York to guide development to general locations suitable with their requirements.</p>	0	<p>There is no clear link between this alternative and the objective</p>	<p>specific needs of the university to be considered in a detailed way and enable a proactive and collaborative approach to be undertaken in working towards a solution.</p> <p>Supporting the provision of education supports the overall economy for York as this is a large employment sector for the city. The universities within York make a significant contribution to this and so supporting this would be of benefit.</p> <p>Specifying locations or criteria for university expansion would set out the council's policy clearly reducing negotiations of what would and would not be acceptable location for development.</p>
5	<ul style="list-style-type: none"> Help deliver equality and access to all 	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	0	<p>There is no clear link between this alternative and the objective</p>	0	<p>There is no clear link between this alternative and the objective</p>	0	<p>There is no clear link between this alternative and the objective</p>	<p>There is no clear link between this alternative and the objective</p>
6	<ul style="list-style-type: none"> Reduce the need to travel and deliver a sustainable integrated transport network 	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	?	<p>The NPPF does not designate location criteria and therefore this would have an unknown impact.</p>	+	<p>Directing development through generic policy would enable York to guide development to places suitable to their requirements taking account of wider location criteria. This would enable transport criteria to be included and influence the location of development.</p> <p>In order to maximise development being accessible by public</p>	++	<p>Directing development through specific policy would enable York to focus development in places suitable to their requirements taking account of wider location criteria. This would enable transport criteria to be included and influence the location of development.</p>	<p>Directing development through specific policy would enable York to focus development in places suitable to their requirements taking account of wider location criteria. This would enable transport criteria to be included and influence the location of development.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	0	There is no clear link between this alternative and the objective	0	transport, it may be necessary to have a more detailed understanding of the transport route which generic criteria would not include. There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
8	Conserve or enhance green infrastructure , bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Conserve or enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Conserve or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
10	Improve	<ul style="list-style-type: none"> Conserve water resources and quality; 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	water efficiency and quality	<ul style="list-style-type: none"> Improve the quality of rivers and groundwaters. 		this alternative and the objective	alternative and the objective	alternative and the objective	alternative and the objective
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/Users; Promote sustainable and integrated transport network to minimise the use of the car. 	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
14	Conserve or enhance York's historic environment, cultural heritage, character and	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements 	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	O No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented
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	setting	which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper.						
15	Conserve or enhance York's natural and built landscape	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	-	The NPPF approach does not specify location criteria which in combination with the existing permissions, may have an impact on the landscape that would be avoided through have a locally derived criteria approach.	+	Using a locally derived criteria approach would allow landscape factors to be considered in the location of new development. The more generic the criteria however, the more likely it is to have a negative impact through not identifying specific features	+	Using a locally derived criteria approach would allow landscape factors to be carefully considered in the location of new development.
General								
Option 1 would support the development of the Universities expansion through an overall support for educational facilities. However it would not be detailed enough to ensure that the environmental impacts of location would be mitigated.								
Option 2 and 3 are both likely to have a positive impact for the development of universities. However Option 3 would allow the specific needs of the university to be considered in a detailed way and enable a proactive and collaborative approach to be undertaken in their location. This helps to remove uncertainty for future growth.								
Preferred Approach								
Option 3: Provide detailed local criteria to guide form an location of university development								
<ul style="list-style-type: none"> This approach is likely to have a positive impact on delivery of university development supporting the overall educational needs of students and the university. It would allow the specific needs of the university to be considered in a detailed way and enable a proactive and collaborative approach. Specifying locations or criteria for university expansion would set out the council's policy clearly reducing negotiations of what would and would not be acceptable location for development. This approach is likely to have a positive environmental through allowing specific principles to be included. 								
Recommendations								

SECTION 16 DESIGN AND THE HISTORIC ENVIRONMENT

Design and the Historic Environment

SA Objective	Option 1: Restrict all new development	Option 2: Restrict all development affecting	Option 3: Rely on National Planning Policy Framework	Option 4: Provide local policy to guide new	Option 5: Provide local policy to guide new
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Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	+		0		?		-		I			
	++ Very positive impact likely	+ Positive impact likely	No significant effect / no clear link	Uncertain or insufficient information	Negative impact likely	Very negative impact likely	Very negative impact likely	Positive or negative impact depending on how it is implemented	Very negative impact likely	Positive or negative impact depending on how it is implemented		
1	<ul style="list-style-type: none"> To meet the diverse housing needs of the population in a sustainable way. 	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	?	<p>Given the concentration of designated heritage assets in York restricting all new development would reduce the amount of land available for new housing and would therefore have uncertain impacts on this objective.</p>	?	<p>Given the concentration of designated and non-designated heritage assets in York restricting all new development would reduce the amount of land available for new housing and would therefore have uncertain impacts on this objective.</p>	?	<p>The NPPF seeks to restrict development that would cause material harm to a designated heritage asset or its setting that is not outweighed by economic, social and environmental benefit. In weighing up applications that affect non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Given the concentration of designated and non-designated heritage assets in York this could potentially reduce the amount of land available for housing development, which would therefore have uncertain impacts on this objective.</p>	?	<p>It is assumed that a local policy would seek to restrict development that affects designated and non-designated heritage assets, which could reduce the amount of land available for new housing and would therefore have uncertain impacts on this objective. However, identifying those assets that contribute most to York's historic environment could help in weighing up applications that provide for housing need.</p>	development in relation to designated and non-designated heritage resources	
2	<ul style="list-style-type: none"> Improve the health and well-being of York's population 	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle 	0	<p>No significant effect/clear link, although design in relation to the historic environment should consider</p>	0	<p>No significant effect/clear link, although design in relation to the historic environment should consider the safety</p>	0	<p>No significant effect/clear link, although design in relation to the historic environment should consider the safety and security of</p>	0	<p>No significant effect/clear link, although design in relation to the historic environment should consider the safety</p>	development in relation to only heritage designations	development in relation to designated and non-designated heritage resources

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	+		0		?		-		I	
	Very positive impact likely	Positive impact likely	No significant effect / no clear link	Uncertain or insufficient information	Negative impact likely	Very negative impact likely	Very negative impact likely	Positive or negative impact depending on how it is implemented	Very negative impact likely	Positive or negative impact depending on how it is implemented
3	<ul style="list-style-type: none"> Improve education, skills development and training for an effective workforce 	<ul style="list-style-type: none"> though access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0	No significant effect/clear link, although there are educational opportunities associated with the historic environment.	0	No significant effect/clear link, although there are educational opportunities associated with the historic environment.	0	No significant effect/clear link, although there are educational opportunities associated with the historic environment.	0	No significant effect/clear link, although there are educational opportunities associated with the historic environment.
4	<ul style="list-style-type: none"> Create jobs and deliver growth of a sustainable, low carbon and inclusive economy 	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	?	Given the concentration of designated heritage assets in York restricting all new development would reduce the amount of land available for economic development and thus restrict growth, which would mean that impacts on this objective are uncertain. Protection of the historic environment is important as tourism related to it is an economic driver for York.	?	Given the concentration of designated and non-designated heritage assets in York restricting all new development would reduce the amount of land available for economic development and thus restrict growth, which would mean that impacts on this objective are uncertain. Protection of the historic environment is important as tourism related to it is an economic driver for York.	?	The NPPF seeks to restrict development that would cause material harm to a designated heritage asset or its setting that is not outweighed by economic, social and environmental benefit. In weighing up applications that affect non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Given the concentration of designated and non-designated heritage assets in York this could potentially reduce the amount of	?	It is assumed that a local policy would seek to restrict development that affects designated heritage assets, which could reduce the amount of land available for new economic development and would therefore have uncertain impacts on this objective. However, identifying those assets that contribute most to York's historic environment could help in weighing up applications that help deliver economic growth. Protection of the historic

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	+		?		-		I		
	++ Very positive impact likely	+ Positive impact likely	O No significant effect / no clear link	?	Uncertain or insufficient information	Negative impact likely	Very negative impact likely	Positive or negative impact depending on how it is implemented	
5	<ul style="list-style-type: none"> Help deliver equality and access to all 	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	0	No significant effect/clear link, although design in relation to the historic environment should consider the safety and security of residents.	0	No significant effect/clear link, although design in relation to the historic environment should consider the safety and security of residents.	0	environment is important as tourism related to it is an economic driver for York.	environment is important as tourism related to it is an economic driver for York.
6	<ul style="list-style-type: none"> Reduce the need to travel and deliver a sustainable integrated transport network 	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	?	Given the concentration of designated heritage assets in York restricting all new development could restrict delivery of transport infrastructure, which would mean that impacts on this objective are uncertain.	?	Given the concentration of designated and non-designated heritage assets in York restricting all new development could restrict delivery of transport infrastructure, which would mean that impacts on this objective are uncertain.	?	It is assumed that a local policy would seek to restrict development that affects designated heritage assets, which could restrict delivery of transport infrastructure and would therefore have uncertain impacts on this objective. However, identifying those assets that contribute most to York's historic environment could help in weighing up applications that help deliver sustainable transport infrastructure.	It is assumed that a local policy would seek to restrict development that affects and non-designated heritage assets, which could restrict delivery of transport infrastructure and would therefore have uncertain impacts on this objective. However, identifying those assets that contribute most to York's historic environment could help in weighing up applications that help deliver sustainable transport infrastructure.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented	
7	<p>To minimise greenhouse gases that cause climate change and deliver a managed response to its effects</p> <ul style="list-style-type: none"> • Reduce or mitigate greenhouse gas emissions from all sources; • Plan or implement adaptation measures for the likely effects of climate change; • Provide and develop energy from renewable, low and zero carbon technologies; • Promote sustainable design and building materials that manage the future risks and consequences of climate change; • Adhere to the principles of the energy hierarchy. 			<p>? Given the concentration of designated heritage assets in York restricting all new development could restrict the use of sustainable design and building materials or renewable energy sources, which would mean that impacts on this objective are uncertain.</p>		<p>? transport infrastructure, which would therefore have uncertain impacts on this objective. The NPPF seeks to restrict development that would cause material harm to a designated heritage asset or its setting that is not outweighed by economic, social and environmental benefit. In weighing up applications that affect non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Given the concentration of designated and non-designated heritage assets in York this could potentially restrict the use of sustainable design and building materials or renewable energy sources, which would therefore have uncertain impacts on this objective.</p>		<p>? It is assumed that a local policy would seek to restrict development that affects designated heritage assets, which could restrict the use of sustainable design and building materials or renewable energy sources and would therefore have uncertain impacts on this objective. However, identifying those assets that contribute most to York's historic environment could help in weighing up applications that help deliver environmental benefit.</p>
8	<ul style="list-style-type: none"> • Conserve or enhance green infrastructure, bio-diversity, geodiversity, • Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; • Protect and enhance locally 			<p>? No significant effect/clear link.</p>		<p>0 No significant effect/clear link.</p>		<p>0 No significant effect/clear link.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++		+		0		?		-		I		
	Very positive impact likely	Positive impact likely	No significant impact likely	No significant effect / no clear link	Uncertain or insufficient information	Negative impact likely	Very negative impact likely	0	No significant effect/clear link.	0	No significant effect/clear link.	Positive or negative impact depending on how it is implemented	
9	flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> important nature conservation sites (SINCS); Create new areas or site of biodiversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0	No significant effect/clear link.	0	No significant effect/clear link.	0	No significant effect/clear link.	0	No significant effect/clear link.	0	No significant effect/clear link.	No significant effect/clear link.
10	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0	No significant effect/clear link.	0	No significant effect/clear link.	0	No significant effect/clear link.	0	No significant effect/clear link.	0	No significant effect/clear link.	No significant effect/clear link.
11	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	No significant effect/clear link.	0	No significant effect/clear link.	0	No significant effect/clear link.	0	No significant effect/clear link.	0	No significant effect/clear link.	No significant effect/clear link.
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	No significant effect/clear link.	0	No significant effect/clear link.	0	No significant effect/clear link.	0	No significant effect/clear link.	0	No significant effect/clear link.	No significant effect/clear link.
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality. 	0	No significant effect/clear link.	0	No significant effect/clear link.	0	No significant effect/clear link.	0	No significant effect/clear link.	0	No significant effect/clear link.	No significant effect/clear link.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

	++ Very positive impact likely	+	0 Positive impact likely	?	0 Uncertain or insufficient information	-	-- Negative impact likely	+	++ Very positive impact likely	
KEY	Very positive impact likely	Positive impact likely	No significant effect / no clear link	Uncertain or insufficient information	No significant effect/clear link.	No significant effect/clear link.	Very negative impact likely	Negative impact likely	Positive or negative impact depending on how it is implemented	
13	<ul style="list-style-type: none"> Minimise flood risk and reduce the impact of flooding to people and property in York 	<ul style="list-style-type: none"> Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SUDs). 	0	No significant effect/clear link.	0	No significant effect/clear link.	0	No significant effect/clear link.	0	No significant effect/clear link.
14	<ul style="list-style-type: none"> Conserve or enhance York's historic environment, cultural heritage, character and setting 	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	+	Given the concentration of designated heritage assets in York, restricting all new development would have a positive impact on this objective. However, non-designated heritage assets also contribute to York's historic environment and would not be protected to the same extent.	++	Given the concentration of designated and non-designated heritage assets in York, restricting all new development would ensure that the special character and setting of the historic city was preserved, as well as all designated and non-designated heritage assets and their setting.	+	The NPPF seeks to restrict development that would cause material harm to a designated heritage asset or its setting that is not outweighed by economic, social and environmental benefit. In weighing applications that affect non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Given the concentration of designated and non-designated heritage assets in York there could be conflicts between the need for development and the historic environment	+	It is assumed that a local policy would seek to restrict development that affects designated and non-designated heritage assets. Identifying those assets that contribute most to York's historic environment could help in weighing up applications that provide for development need. This would have a positive impact on this objective, although non-designated heritage would not be protected to the same extent whilst ensuring that the special character and setting of the city is preserved.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

	++ Very positive impact likely	+ Positive impact likely	O No significant link	? Uncertain / insufficient information	- Negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented				
15	<ul style="list-style-type: none"> Conserve and enhance York's natural and built landscape Preserve or enhance the landscape including areas of landscape value Conserve or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	+	Given the concentration of designated heritage assets in York, restricting all new development would have a positive impact on the built landscape. However, non-designated heritage assets also contribute to York's historic environment and would not be protected to the same extent.	++	Given the concentration of designated assets in York, restricting all new development would ensure that the built landscape was preserved.	+	that would need to be determined at application stage. The NPPF seeks to restrict development that would cause material harm to a designated heritage asset or its setting that is not outweighed by economic, social and environmental benefit. In weighing up applications that affect non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Given the concentration of designated and non-designated heritage assets in York there could be conflicts between the need for development and the built landscape that would need to be determined at application stage.	+	It is assumed that a local policy would seek to restrict development that affects designated heritage assets. Identifying those assets that contribute most to York's built landscape could help in weighing up applications that provide for development need whilst ensuring that the built landscape that is unique to York is preserved.	++	It is assumed that a local policy would seek to restrict development that affects designated heritage assets. Identifying those assets that contribute most to York's built landscape could help in weighing up applications that provide for development need whilst ensuring that the built landscape that is unique to York is preserved.
General							For all of the alternative options there are positive effects in relation to protection of the historic environment and built landscape of York. Those alternatives that also protect non-designated heritage assets are considered to have a very positive effect given that in York non-designated assets also need to be conserved to ensure the special character and setting of the city is preserved. For all the alternative options there are some uncertainties in relation to the economic and housing objectives, which is due to the tensions between having enough new land available for development and conserving York's historic environment. It is also noted that protection of the historic environment is important to the economy as tourism related to it is a key economic driver for York.				
Preferred Approach							It is assumed that a local level policy would seek to restrict development that affects designated and non-designated heritage assets. This would have a very positive effect on the historic environment and built landscape of York, particularly given the concentration of designated heritage assets				

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
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Recommendations	<p>in the city that need to be conserved to ensure the special character and setting of the city is preserved whilst also allowing for development that meets the needs of York's population. Uncertainties in relation to the housing and economic objectives are inevitable given the tension between having enough land available for development and conserving York's historic environment. There are also tensions between the use of sustainable design and building materials or renewable energy sources which would necessarily be in keeping with the conservation of heritage assets but would help deliver a long term environmental benefit.</p> <p>Since no adverse impacts were identified in respect of the preferred option, no mitigation is required. However, design and historic environment policies should consider how the use of sustainable design and building materials or renewable energy sources to deliver environmental benefit could relate to the conservation of heritage assets in York. They should also consider the safety and security of residents in promoting high quality design.</p>
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Section 17: Green Infrastructure

Biodiversity

SA Objective	Option 1: Rely on the NPPF to guide development in relation to biodiversity/ geodiversity/ landscape resources	Option 2: Provide local policy to guide new development in relation to only statutory biodiversity/ geodiversity / landscape designations	Option 3: Provide local level policy to guide new development in relation to only statutory non-statutory biodiversity/ geodiversity/ landscape designations	Option 4: Provide local policy to guide new development in relation to all biodiversity/ geodiversity/ landscape resources
1 To meet the diverse housing needs of the population in a sustainable way.	0 No significant effect/clear link	0 No significant effect/clear link	0 No significant effect/clear link	0 No significant effect/clear link
2 Improve the health and well-being of York's population	0 No significant effect/clear link	0 No significant effect/clear link	0 No significant effect/clear link	0 No significant effect/clear link

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	0 Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
		<ul style="list-style-type: none"> Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 							
3	Improve education, skills development and training for an effective workforce	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	No significant effect/clear link
4	Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	No significant effect/clear link
5	Help deliver equality and access to all	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	No significant effect/clear link
6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; 	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	No significant effect/clear link

KEY	++ Very positive impact likely	+	0 Positive impact likely	?	0 Uncertain or insufficient information	-	-- Very negative impact likely	+	+						
	Very positive impact likely	Positive impact likely	No significant effect / no clear link	No significant effect / insufficient information	No significant effect/clear link	No significant effect/clear link	Negative impact likely	Very negative impact likely	Positive or negative impact depending on how it is implemented						
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Improve congestion. Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link					
8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs; Conserve or enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	+	The NPF supports the conservation and enhancement of the natural environment. It states that: <i>"The planning system should contribute to and enhance the natural and local environment by:</i> <ul style="list-style-type: none"> <i>protecting and enhancing valued landscapes;</i> <i>geological conservation interests and soils;</i> <i>minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological</i> 	--	This approach would ignore all locally designated Sites of Interest for Nature Conservation (SINCS) or Sites of Local Interest (SLRs) for biodiversity. The approach would also not protect non-protected species which although have no formal designation, are still nationally important. This approach would also lack a way of ensuring and building connectivity between sites given its lack of a wider policy approach.	0	No significant effect/clear link	0	No significant effect/clear link					
										++	Whilst this approach would protect both statutory and non-statutory designations which is positive, it would not protect nature conservation sites of local interest or the species which are nationally important. This approach would rely on significant survey work to understand the location understanding.	0	No significant effect/clear link		No significant effect/clear link

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	0 Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	- Negative impact	+	Positive or negative impact depending on how it is implemented
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Conserve or enhance allotments; Safeguard mineral resources and encourage their efficient use. 		0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 		0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 		0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Mimimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; 		0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant impact / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented		
13		<ul style="list-style-type: none"> Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	
15	Conserve or enhance York's natural and built landscape	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	+	This approach is likely to have a positive impact on York's Natural Landscape by guiding development away from area of value for nature conservation.	--	Nature conservation sites form part of the overall natural landscape of York. Only nationally designated sites could therefore have a negative impact on the wider natural landscape of York in a negative way.	-	Nature conservation sites form part of the overall natural landscape of York. Only nationally designated sites could therefore have a negative impact on the wider natural landscape of York in a negative way by ignoring other sites which are of value.	
General	The NPPF supports the conservation and protection of the natural environment and dictates that impacts on biodiversity should be minimised and provision for net gains should be obtained where possible to halt decline and improve ecological networks. Option 1 would be therefore likely to have a positive approach to biodiversity management and implementation							+	This approach is likely to have a positive impact on York's Natural Landscape by ensuring all areas / species of nature conservation value are used to guide development.

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
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	<p>Option 2 is likely to have significant negative effects for York's biodiversity given that it only protects statutory designations and ignores any locally designated sites, sites of local interest (SLRs) or Sites important for nature conservations (SINCs). It would also ignore any local species which are not protected but of national interest.</p> <p>Option 3, similarly to option 2 is likely to have long-term negative effects given that this lacks any protection for sites of local interest (SLRs). It would also ignore any local species which are not protected but of national interest.</p> <p>A locally derived approach for protection will be the most positive in the long-term as this will capture all areas of nature conservation interest whether or not they are designated or protected. This would enable compliance with the NPPF but at a more specific local scale to have a positive approach to biodiversity management and implementation.</p> <p>Option 4: Provide local level policy to guide new development in relation to all biodiversity/geodiversity/landscape features This approach is likely to have the most positive long-term benefits for conserving and enhancing biodiversity with the city of York. This approach will allow all areas, sites and species of nature conversation value to be recognised and protected</p> <p>none</p>
Preferred Approach	
Recommendations	

Green Infrastructure

SA Objective	Option 1: Protect all Green Infrastructure to the same level irrespective of its functions	Option 2: Give greater protection to functional Green Infrastructure (recreational space / allotments / green corridors)
1 To meet the diverse housing needs of the population in a sustainable way.	0 No significant effect/clear link	0 No significant effect/clear link
2 Improve the health and well-being of York's population	++ This would be positive in ensuring that there was a high level of green space retained around York. Inevitably some of this space would function more for recreation and leisure, whilst others would be maintained as green space. Evidence suggests that access to green space as well as being able to see it has a benefit on health overall. Furthermore, access to green infrastructure helps to promote healthier lifestyle by allowing alternative travel routes for leisure and to connect	++ In order to maximise people's health, it is important to have access to areas for recreation and leisure. Ensuring this is protected where it is being used for this purpose, would be particularly positive for health and well-being. Furthermore, access to green infrastructure helps to promote healthier lifestyle by allowing alternative travel routes for leisure and to connect to he wider city.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	0 Positive impact likely	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
3	Improve education, skills development and training for an effective workforce	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
4	Create jobs and deliver a growth of a sustainable, low carbon and inclusive economy	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	+	+	Green Infrastructure can have a positive impact on the economy through making the city visually attractive to live and work. It can also contribute towards gaining investment.	+	+	Green Infrastructure can have a positive impact on the economy through making the city visually attractive to live and work. It can also contribute towards gaining investment.
5	Help deliver equality and access to all	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	0	0	No significant effect/clear link	0	0	No significant effect/clear link
6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	+	+	Green Infrastructure can be used positively as part of the overall transport network. The routes can form attractive cycle and pedestrian routes and promote alternative forms of transport to the car by linking across the city. However, not all Green Infrastructure had this capability and it would be more beneficial to prioritise the infrastructure which had this capability and used this to linked better with new sites.	+	+	Green Infrastructure can be used positively as part of the overall transport network. The routes can form attractive cycle and pedestrian routes and promote alternative forms of transport to the car by linking across the city. Prioritising the GI /routes which are most functional would ensure that this network and connectivity is conserved and has the capability for be increased..
7	To minimise greenhouse gases that cause climate change and deliver a managed	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; 	+	+	One of the main values associated with Green Infrastructure is its multifunctionality, which has the capability to have value for mitigating and adapting to the impacts of climate change. In York, this is particularly important for the mitigation of flood risk.	+	+	One of the main values associated with Green Infrastructure is its multifunctionality, which has the capability to have value for mitigating and adapting to the impacts of climate change. In York, this is particularly important for the mitigation of flood risk.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
	<ul style="list-style-type: none"> Adhere to the principles of the energy hierarchy. 						<p>The areas in York currently which are used as flood water storage have a multifunctional purpose and it would be important that that is maintained as a priority.</p> <p>Ensuring that functional GI is protected is also important to ensure further benefits for climate change adaptation through minimising habitat fragmentation.</p> <p>Green Infrastructure is exceptionally important for biodiversity to support wildlife corridors and linking different spaces together.</p> <p>Including these areas within the protected GI would ensure that the areas with most value are protected.</p> <p>Potential conflicts may arise from too much multifunctionality within areas of biodiversity value.</p>
8	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Conserve or enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Conserve or enhance allotments; Safeguard mineral resources and encourage their efficient use. Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 				
9	<ul style="list-style-type: none"> Use land resources efficiently and safeguard their quality 	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Conserve or enhance allotments; Safeguard mineral resources and encourage their efficient use. Conserve water resources and quality; Improve the quality of rivers and groundwaters. 					
10	<ul style="list-style-type: none"> Improve water efficiency and quality 	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 					
11	<ul style="list-style-type: none"> Reduce waste generation and increase level of reuse and recycling 						

KEY	++ Very positive impact likely	+ Positive impact likely	O No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
12	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	<p>Green Infrastructure can make a positive contribution to improving air quality by being used as a buffer to roads and areas of high concentration of air pollutants.</p> <p>Furthermore green infrastructure can be used as a carbon sink as plants and vegetation store carbon and can contribute to cleaner air.</p>	+	Green Infrastructure can make a positive contribution to improving air quality by being used as a buffer to roads and areas of high concentration of air pollutants. <p>Furthermore green infrastructure can be used as a carbon sink as plants and vegetation store carbon and can contribute to cleaner air.</p>	+	Green Infrastructure can make a positive contribution to improving air quality by being used as a buffer to roads and areas of high concentration of air pollutants. <p>Furthermore green infrastructure can be used as a carbon sink as plants and vegetation store carbon and can contribute to cleaner air.</p>	Green Infrastructure can make a positive contribution to improving air quality by being used as a buffer to roads and areas of high concentration of air pollutants. <p>Furthermore green infrastructure can be used as a carbon sink as plants and vegetation store carbon and can contribute to cleaner air.</p>
13	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	<p>Green Infrastructure in York has an important role to play, particularly for the flood water storage.</p> <p>However, not all Green Infrastructure has the same capability for this and therefore may not be as valuable for this purpose</p>	+	<p>Green Infrastructure in York has an important role to play, particularly for the flood water storage.</p> <p>However, not all Green Infrastructure has the same capability for this and therefore may not be as valuable for this purpose</p>	++	<p>Green Infrastructure in York has an important role to play, particularly for the flood water storage. Protecting these sites as a priority would enable these to be maintained for maximum future value.</p>	<p>Green Infrastructure in York has an important role to play, particularly for the flood water storage. Protecting these sites as a priority would enable these to be maintained for maximum future value.</p>
14	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	<p>Green Infrastructure is an integral part of York's character and setting. Ensuring that all of this protected may put pressure on the natural environmental for development and would not recognise the key features necessarily that are functional and provide the most benefit for the city.</p>	+	<p>Green Infrastructure is an integral part of York's character and setting. Ensuring that all of this protected may put pressure on the natural environmental for development and would not recognise the key features necessarily that are functional and provide the most benefit for the city.</p>	++	<p>It is likely that this approach would offer the most protection for Green Infrastructure as it would be able to recognise its integral value as part of York's character and setting.</p>	<p>It is likely that this approach would offer the most protection for Green Infrastructure as it would be able to recognise its integral value as part of York's character and setting.</p>
15	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	<p>Green Infrastructure is an integral part of York's character and setting. Ensuring that all of this protected may put pressure on the natural environmental for development and would not recognise the key features necessarily that are functional and provide the most benefit for the city.</p>	+	<p>Green Infrastructure is an integral part of York's character and setting. Ensuring that all of this protected may put pressure on the natural environmental for development and would not recognise the key features necessarily that are functional and provide the most benefit for the city.</p>	++	<p>It is likely that this approach would offer the most protection for Green Infrastructure as it would be able to recognise its integral value as part of York's character and setting.</p>	<p>It is likely that this approach would offer the most protection for Green Infrastructure as it would be able to recognise its integral value as part of York's character and setting.</p>
General							<p>Option 1 is likely to have positive benefits for the protection of York's Green Infrastructure. However, this is likely to lack a recognition for its special contribution to York's character and setting of the and the ways in which it connects biodiversity and transport networks around the city.</p> <p>Option 2 is likely to have a significantly positive effect on the long-term protection of York's Green Infrastructure given</p>

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
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	that it would recognise the intrinsic value its adds to the character and setting of the city as well as its multifunctional value.						
Preferred Approach	<p>Option 2: Give greater protection to functional Green Infrastructure (recreational space, allotments, green corridor)</p> <ul style="list-style-type: none"> This option is likely to have positive social benefits by ensuring that spaces which have identified functions will be protected. This would have positive effects for health and well-being as well as connectivity and accessibility to the wider city. Green Infrastructure can have positive benefits for the economy by making the city an attractive place to live and work as well as invest. Green Infrastructure has a multitude of benefits for the environment and general protection of the ones with identified functions should have a positive impact on flood risk, climate change mitigation and adaptation, biodiversity and the overall character and setting of the city. 						
Recommendations	None.						

Open Space							
SA Objective							
	Option 1: Do not protect existing recreational open space	Rely on NPPF policies to protect existing recreational open space/green infrastructure and access to it	Provide local level policy to protect existing recreational open space/ green infrastructure and access to it				
1	<p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link
2	<p>Improve the health and well-being of York's population</p> <ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) Improve access to healthcare; Provides or promotes safety and security for residents; 	--	This would be potentially negative, particularly in the long-term for health and well-being as it would not protect spaces which supply important functions for health and well-being. This could leave the open space and green infrastructure open to development.	+	The NPPF supports the implementation of green infrastructure and open space. It states that "access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities". This approach is therefore likely to have an overall positive effects on ensuring the health and well-being of the population.	++	In order to maximise people's health, it is important to have access to areas for recreation and leisure. Ensuring this is protected where it in being used for this purpose, would be particularly positive for health and well-being. Furthermore, access to green infrastructure helps to promote healthier lifestyle by allowing alternative travel routes for leisure and to connect to the wider city.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	0 No significant effect / no clear link	?	0 Uncertain or insufficient information	- Negative impact likely	0 Very negative impact likely	+	++	+	0 No significant effect/clear link	+	++	+	0 No significant effect/clear link	+	++	+			
		• Ensure that land contamination/pollution does not pose unacceptable risks to health.																			
3	<ul style="list-style-type: none"> Improve education, skills development and training for an effective workforce 	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0	No significant effect/clear link																	
4	<ul style="list-style-type: none"> Create jobs and deliver growth of a sustainable, low carbon and inclusive economy 	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	-	<p>This approach would have negative effects on openspace and Green Infrastructure.</p> <p>This approach goes against the NPPF.</p>																	
5	<ul style="list-style-type: none"> Help deliver equality and access to all 	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	-	<p>This option could help reduce access to openspace through not protecting it for the future.</p> <p>This approach goes against the NPPF</p>																	
6	<ul style="list-style-type: none"> Reduce the need to travel and deliver a sustainable integrated transport 	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; 	-	<p>Not protecting green infrastructure can impact the connectivity of sustainable transport routes that are both part of the strategic transport network as well as being part of the overall green infrastructure network.</p>																	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	-	Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
7	<ul style="list-style-type: none"> Improve congestion. 	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	--	<p>This would go against the NPPF approach and is likely to have negative long-term effects on climate change by not protecting features which help to mitigate its effects.</p>	+	<p>Prioritising the GI /routes which are most functional would ensure that this network and connectivity is conserved and has the capability for be increased..</p> <p>The NPPF recognises the value that green Infrastructure has for the wider environment. In planning to meet climate change, it requires that low carbon options are promoted and that local authorities should take account of Climate Change over a longer timescale so that the effects of flood risk, water supply, biodiversity and landscape can be mitigated.</p> <p>The implementation of this approach is likely to favourably protect open and GI for positive impacts in the long-term. However, it is open to interpretation and lacks a local level understanding which could reduce its level of effectiveness.</p>	++	<p>Prioritising the GI /routes which are most functional would ensure that this network and connectivity is conserved and has the capability for be increased..</p> <p>One of the main values associated with Green Infrastructure is its multifunctionality, which has the capability to have value for mitigating and adapting to the impacts of climate change. In York, this is particularly important for the mitigation of flood risk.</p> <p>The areas in York currently which are used as flood water storage have a multifunctional purpose and it would be important that that is maintained as a priority.</p> <p>Ensuring that functional GI is protected is also important to ensure further benefits for climate change adaptation through minimising habitat fragmentation.</p>	I	<p>Prioritising the GI /routes which are most functional would ensure that this network and connectivity is conserved and has the capability for be increased..</p>
8	<ul style="list-style-type: none"> Conserve or enhance green infrastructure re, bio-diversity, geodiversity y, flora and accessible high quality and connected natural environment 	<ul style="list-style-type: none"> Protect and enhance internationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Protect and enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	--	<p>This would go against the NPPF and may cause significant harm to any GI which is of biodiversity value.</p>	+	<p>The NPPF supports the provision of open space and Green Infrastructure. It states that: <i>"Local planning authorities should plan positively for the creation, protection, enhancement and management of networks of biodiversity and green Infrastructure"</i>.</p> <p>Whilst this approach would cover the main issues or this objective, it is open to interpretation and therefore there is more potential for tensions to evolve in its application</p>	++	<p>Green Infrastructure is exceptionally important for biodiversity to support wildlife corridors and linking different spaces together.</p> <p>Including these areas within the protected GI would ensure that the areas with most value are protected.</p> <p>Potential conflicts may arise from too much multifunctionality within areas of biodiversity value.</p>	I	<p>Green Infrastructure is exceptionally important for biodiversity to support wildlife corridors and linking different spaces together.</p> <p>Including these areas within the protected GI would ensure that the areas with most value are protected.</p> <p>Potential conflicts may arise from too much multifunctionality within areas of biodiversity value.</p>
9	<ul style="list-style-type: none"> Re-use previously developed land; 		-	<p>This would not protect areas</p>	++	<p>This would have a significantly</p>	++	<p>This would have a significantly positive</p>		

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	+		0		?		-		I		
	Very positive impact likely	Positive impact likely	No significant effect / no clear link	Uncertain or insufficient information	Negative impact likely	Very negative impact likely	Positive or negative impact depending on how it is implemented				
	resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0	recognised to have important land resources	+	positive impact on ensuring the best use of land by protecting the functional Green Infrastructure.	+	impact on ensuring the best use of land by protecting the functional Green Infrastructure.			
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	No clear link/no significant effect	+	This would have a significantly positive impact on understanding the value of York's water assets, including the Rivers, and should enable the most protection and enhancement in the future.	+	This would have a significantly positive impact on understanding the value of York's water assets, including the Rivers, and should enable the most protection and enhancement in the future.			
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link			
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	-	This would go against the NPPF approach and not protect important spaces which may buffer development which could cause negative impacts on air quality for residents.	+	Green Infrastructure can make a positive contribution to improving air quality by being used as a buffer to roads and areas of high concentration of air pollutants. Furthermore green infrastructure can be used as a carbon sink as plants and vegetation store carbon and can contribute to cleaner air. The protection of these resources therefore should have an overall positive impact. However, this approach lacks a local focus and therefore is open to interpretation which may cause tension over its application.	++	Green Infrastructure can make a positive contribution to improving air quality by being used as a buffer to roads and areas of high concentration of air pollutants. Furthermore green infrastructure can be used as a carbon sink as plants and vegetation store carbon and can contribute to cleaner air.			
13	Minimise	<ul style="list-style-type: none"> Reduce risk of flooding; 	+-	This goes against the NPPF approach.	+	The NPPF fully supports minimising	++	Green Infrastructure in York has an			

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O No significant impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
	<ul style="list-style-type: none"> Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 		<p>This could potentially make important areas for flood mitigation open for debate and could have potentially significant negative effect over the long-term..</p>		<p>Uncertain or insufficient information</p>	<p>Negative impact likely</p>	<p>Very negative impact likely</p>	<p>Positive or negative impact depending on how it is implemented</p>
14	<ul style="list-style-type: none"> Conserve or enhance York's historic environment, cultural heritage, character and setting 	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 		<p>This is likely to have a negative impact on the character and setting of the city given that they form a significant and distinguishable attribute.</p>		<p>This approach is likely to have an indirect benefit through the protection of open space and green infrastructure</p>	<p>++</p>	<p>It is likely that this approach would offer the most protection for Green Infrastructure as it would be able to recognise its integral value as part of York's character and setting.</p>	<p>Important has a multi-functional role to play, particularly for the flood water storage. Protecting these sites as a priority would enable these to be maintained for maximum future value.</p>
15	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Conserve or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Conserve or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 		<p>This is likely to have a negative impact on the character and setting of the city given that they form a significant and distinguishable attribute.</p>		<p>This approach is likely to have an indirect benefit through the protection of open space and green infrastructure</p>	<p>++</p>	<p>It is likely that this approach would offer the most protection for Green Infrastructure as it would be able to recognise its integral value as part of York's character and setting.</p>	<p>Important has a multi-functional role to play, particularly for the flood water storage. Protecting these sites as a priority would enable these to be maintained for maximum future value.</p>
General				<p>Option 1 is likely to have significantly negative effects on the provision of open space and green infrastructure causing harm to social, environmental and economic objectives. It also goes against the NPPF.</p> <p>The NPPF approach is likely to have positive impacts on the provision of openspace and green infrastructure. The guidance should ensure that it is recognised for its ability to improve health and well-being and deliver connectivity. However, it lacks a local focus and therefore is open to interpretation which may cause tensions upon the application of it for policy.</p> <p>Option 3 is likely to provide the most long-term benefits for the provision of open space and green infrastructure. This would build upon the benefits of the NPPF approach but include a local perspective.</p>					
Preferred Approach				<p>Option 3: Provide local level policy to protect existing recreational openspace/green infrastructure</p> <ul style="list-style-type: none"> This option is likely to have positive social benefits by ensuring that spaces which have identified functions will be protected. This would have positive effects for health and well-being as well as connectivity and accessibility to the wider city. Green Infrastructure can have positive benefits for the economy by making the city an attractive place to live and work as well as invest. /Openspace.Green Infrastructure has a multitude of benefits for the environment and general protection of the ones with identified functions should have a positive impact on flood risk, climate change mitigation and adaptation, biodiversity and the overall character and setting of the city. 					

KEY	++ Very positive impact likely	+	O Positive impact likely	?	Uncertain or insufficient information	-	Negative impact likely	+	Very negative impact likely	I	Positive or negative impact depending on how it is implemented
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Recommendations	None
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New Open Space											
SA Objective		Option 1: Require all new developments to incorporate on-site Open space provision		Option 2: Require only major development (strategic sites >5ha) to incorporate on-site Open space provision		Option 3: Require all new development to contribute to off-site Open Space provision		Option 4: Require only major development (strategic sites >5ha) to contribute to off-site Open Space provision			
1	<p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	+	<p>Whilst this should be significantly positive, it would not be practical for all sized development to contribute to openspace provision. Smaller sites would need to maximise their potential for housing and should encourage access to existing facilities.</p>	+	<p>Strategic sites would develop a significant amount of new housing. In response this would require new openspace to be delivered to ensure that people had access to recreation and leisure opportunities. Openspace delivery should be proportionate to the amount of population on the new sites and be a range of types to maximise the benefits for the resident population.</p>	+	<p>This would be the best options for small sites to ensure that facilities elsewhere are not overburdened by an increase in development or population. However, larger sites should plan in openspace to maximise accessibility.</p>	-	<p>Strategic sites would develop a significant amount of new housing. This option would not necessarily respond to the need generated by the development within accessible distances. This is likely to have negative impacts for local residents in the long-term.</p>		
2	<p>Improve the health and well-being of York's population</p> <ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	+	<p>In order to maximise people's health and well-being, it is important to have access to areas for recreation and leisure. Whilst this should be significantly positive, it would not be practical for all sized development to contribute to openspace provision. Smaller sites would need to maximise their potential for</p>	++	<p>In order to maximise people's health and well-being, it is important to have access to areas for recreation and leisure. Given that strategic sites would develop a significant amount of new housing, local openspace would be required to ensure that people had access to recreation and leisure opportunities. In order to maximise this, openspace delivery should be proportionate to the</p>	-	<p>This would be the best options for small sites to ensure that facilities elsewhere are not overburdened by an increase in development or population. This approach would mean that access to suitable openspace may not be locally accessible which would conflict with accessibility and equality objectives.</p>	-	<p>Strategic sites would develop a significant amount of new housing. This option would not necessarily respond to the need generated by the development within accessible distances. This is likely to have negative impacts for local residents in the long-term. However, openspace may be directed to places which currently</p>		

KEY	++ Very positive impact likely	+	Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	+	Positive or negative impact depending on how it is implemented	
3	<p>Improve education, skills development and training for an effective workforce</p> <ul style="list-style-type: none"> • Provide good education and training opportunities for all; • Support existing higher and further educational establishments for continued success; • Provide good quality employment opportunities available to all. 			0	housing and should encourage access to existing facilities.		amount of population on the new sites and be a range of types. Further more, visual amenity has an overall positive impact on well-being.		0	<p>However, openspace may be directed to places which currently have deficiencies and could have a positive impact on existing residential areas.</p> <p>However, lack of visual amenity of site could cause harm in the long-term for overall well-being.</p> <p>Larger sites should also plan in openspace to maximise accessibility.</p> <p>No significant effect/clear link</p>	<p>have deficiencies and could have a positive impact on existing residential areas.</p> <p>However, lack of visual amenity as well as recreational space on larger sites could cause harm in the long-term for overall health and well-being.</p> <p>No significant effect/clear link</p>
4	<p>Create jobs and deliver a growth of a sustainable, low carbon and inclusive economy</p> <ul style="list-style-type: none"> • Help deliver conditions for business success and investment; • Deliver a flexible and relevant workforce for the future; • Deliver and promote stable economic growth; • Enhance the city centre and its opportunities for business and leisure; • Provide the appropriate infrastructure for economic growth; • Support existing employment drivers; • Promote a low carbon economy. 			+			Including openspace in all development would make the city an attractive place to live and work due to visual amenity and ensuring the quality of urban space.		+	<p>Offsite contributions are likely to improve the viability of development for small sites.</p> <p>However, larger sites are likely to require public realm schemes to ensure a high quality environment. This approach may make this less visually attractive and desirable place to live having a negative impact on the scheme.</p>	<p>Larger sites are likely to require public realm schemes to ensure a high quality environment. This approach may make strategically attractive and desirable places to live limiting the viability of the overall scheme.</p>
5	<p>Help deliver</p> <ul style="list-style-type: none"> • Address existing imbalances of equality, 			+			Strategic sites would		+	This would be the best	Strategic sites would

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	<p>deprivation and exclusion across the city;</p> <ul style="list-style-type: none"> • Provide accessible services and facilities for the local population; • Provide affordable housing to meet demand; • Help reduce homelessness; • Promote the safety and security for people and/or property. 	<p>significantly positive, it would not be practical for all sized development to contribute to openspace provision. Smaller sites would need to maximise their potential for housing and should encourage access to existing facilities.</p>	<p>develop a significant amount of new housing. In response to this, there would be new requirements for openspace to be delivered to ensure that people had access to recreation and leisure opportunities. Openspace delivery should be proportionate to the amount of population on the new sites and be a range of types to maximise the benefits for the resident population.</p> <p>Not all types of openspace may be able to be delivered on site but the larger the site, the more combination of openspace that could be included. Where a strategic site cannot contribute to all types, a contribution could be considered off-site to ensure maximum provision and accessibility in the city.</p>	<p>options for small sites to ensure that facilities elsewhere are not overburdened by an increase in development or population. However, larger sites should plan in openspace to maximise accessibility.</p>	<p>develop a significant amount of new housing. This option would not necessarily respond to the need generated by the development within accessible distances. This is likely to have negative impacts for local residents in the long-term.</p>		
6	<p>equality and access to all</p>	<p>deprived development where it is accessible by public transport, walking and cycling to minimise the use of the car;</p> <ul style="list-style-type: none"> • Deliver transport infrastructure which supports sustainable travel options; • Promote sustainable forms of travel; • Improve congestion. 	<p>This would minimise the need for longer distance trips to openspace.</p> <p>The amount of openspace and the opportunities for recreation that it presents would be different depending on the size of site.</p>	<p>++</p>	<p>Strategic sites would develop a significant amount of new housing. In response to this, the development of on-site provision would be positive to minimise the need for longer distance trips to openspace/recreational opportunities. Furthermore, larger</p>	<p>-</p>	<p>Strategic sites would develop a significant amount of new housing. This option would not necessarily respond to the need generated by the development within accessible distances. This is likely to have negative impacts accessibility and minimising trip</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	Positive impact likely	O No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	-	Very negative impact likely	+	Positive or negative impact depending on how it is implemented	
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	++	However there is an opportunity to improve physical connections using green infrastructure. This could have positive implication for accessibility..	+	<p>Positive impacts for climate change would be gained through minimising trip generation and contributing to green infrastructure.</p>	<p>schemes offer the potential to incorporate Green Infrastructure strategies, which can diversify the range of physical connections to existing and new locations.</p>	-	the city-wide green infrastructure network reducing its potential for connectivity and alternative routes for travel.	<p>This approach would mean that access to suitable openspace may not be locally accessible which would conflict with accessibility and minimising trip generation.</p> <p>Furthermore, this may limit opportunities for the site to contribute to the city-wide green infrastructure network reducing its potential for connectivity and alternative routes for travel.</p>	-	<p>generation.</p> <p>Furthermore, this may limit opportunities for the site to contribute to the city-wide green infrastructure network reducing its potential for connectivity and alternative routes for travel.</p> <p>Strategic sites would develop a significant amount of new housing. This option would not necessarily respond to the development within accessible distances. This is likely to have negative impacts accessibility and minimising trip generation.</p> <p>Furthermore, this may limit opportunities for the site to contribute to the city-wide green infrastructure network reducing its potential for connectivity and alternative routes for travel.</p>
8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Conserve or enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green 	++	Positive impacts to biodiversity would be gained through improving connectivity to green infrastructure and improving wildlife corridors and making open space	++	<p>Positive impacts to biodiversity would be gained through improving connectivity to green infrastructure and making open space multifunctional.</p>	<p>Positive impacts to biodiversity would be gained through improving connectivity to green infrastructure and making open space multifunctional.</p>	-	This would reduce the capability of the developments to improve biodiversity on site.	<p>This would reduce the capability of the developments to improve biodiversity on site.</p> <p>However, it may be able to contribute elsewhere in the city, depending on</p>	-	<p>This would reduce the capability of the developments to improve biodiversity on site.</p> <p>However, it may be able to contribute elsewhere in the city, depending on</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	accessible high quality and connected natural environment	infrastructure and the natural environment; • Provide opportunities for people to access the natural environment.		multifunctional.			its location.	its location.
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> • Re-use previously developed land; • Prevent pollution contaminating the land and remediate any existing contamination; • Safeguard soil quality, including the best and most versatile agricultural land; • Conserve or enhance allotments; • Safeguard mineral resources and encourage their efficient use. 	0	No significant effect/clear link	No significant effect/clear link	0	No significant effect/clear link	No significant effect/clear link
10	Improve water efficiency and quality	<ul style="list-style-type: none"> • Conserve water resources and quality; • Improve the quality of rivers and groundwaters. 	0	No significant effect/clear link	No significant effect/clear link	0	No significant effect/clear link	No significant effect/clear link
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> • Promote reduction, re-use, recovery and recycling of waste; • Promote and increase resource efficiency. 	0	No significant effect/clear link	No significant effect/clear link	0	No significant effect/clear link	No significant effect/clear link
12	Improve air quality	<ul style="list-style-type: none"> • Reduce all emissions to air from current activities; • Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); • Support the development of city wide low emission infrastructure; • Improve air quality in AQMAs and prevent new designations; • Avoid locating development where it could negatively impact on air quality; • Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; • Promote sustainable and integrated transport network to minimise the use of 	0	No significant effect/clear link	No significant effect/clear link	0	No significant effect/clear link	No significant effect/clear link

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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13	<p>Minimise flood risk and reduce the impact of flooding to people and property in York</p> <p>the car.</p> <ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	++	+	Incorporation of openspace could have a positive effect on flood mitigation by allowing areas to either be flooded or for maintaining drainage capacity.	+	Incorporation of openspace could have a positive effect on flood mitigation by allowing areas to either be flooded or for maintaining drainage capacity.	-	Reducing openspace could put pressure on mitigating flood risk, particularly on surface water drainage. Due to this, further investment may be required and this could impact on viability.	-	Reducing openspace could put pressure on mitigating flood risk, particularly on surface water drainage. Due to this, further investment may be required and this could impact on viability.
14	<p>Conserve or enhance York's historic environment, cultural heritage, character and setting</p> <ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	++	++	<p>Openspace is a key characteristic of York. Incorporating openspace on sites is therefore likely to be positive on the overall character and setting of the city.</p>	++	<p>Openspace is a key characteristic of York. Incorporating openspace on sites is therefore likely to be positive on the overall character and setting of the city.</p>	-	<p>Openspace is a key characteristic of York. Not incorporating this on all sites may conflict with the principle characteristics of the city such as its massing, urban structure and landscape. This would have a significantly detrimental impact on the character and setting of the new development.</p>	--	<p>Openspace is a key characteristic of York. Not incorporating this on strategic sites would conflict with the principle characteristics of the city such as its massing, urban structure and landscape. This would have a significantly detrimental impact on the character and setting of the new development.</p>
15	<p>Conserve or enhance York's natural and built landscape</p> <ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	++	++	<p>Openspace is a key characteristic of York. Incorporating openspace on sites is therefore likely to be positive on the overall character and setting of the city.</p>	++	<p>Openspace is a key characteristic of York. Incorporating openspace on sites is therefore likely to be positive on the overall character and setting of the city.</p>	-	<p>Openspace is a key characteristic of York. Not incorporating this on all sites may conflict with the principle characteristics of the city such as its massing, urban structure and landscape. This would have a significantly detrimental impact on the character and setting of the new development.</p>	--	<p>Openspace is a key characteristic of York. Not incorporating this on strategic sites would conflict with the principle characteristics of the city such as its massing, urban structure and landscape. This would have a significantly detrimental impact on the character and setting of the new development.</p>
General		<p>Option 1 is likely to have positive environmental effects through the delivery of a network of openspace on all development. This is also likely to have positive social effects by maximising accessibility but in contrast, negative effects on the overall practical development and viability of the site.</p>								

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
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	<p>Option 2 would include openspace on all strategic sites. Similarly to option 1, this is likely to have positive environmental effects through the delivery of a network of openspace on all development. This is also likely to have positive social effects by maximising accessibility on the new development ensuring no undue pressure on existing sites. It is acknowledged that not all types of openspace may be able to be delivered on site but the larger the site, the more combination of openspace that could be included. Where a strategic site cannot contribute to all types, a contribution could be considered off-site to ensure maximum provision and accessibility in the city.</p> <p>Options 3 and 4 are likely to experience and increase in development viability, particularly for option 3 on smaller schemes. However, this could have impacts on accessibility if the openspace is not provided in a required distance and may put pressure on existing openspace locations. Furthermore, these options could have negative effects on the character and setting of the any new development by not reflecting the existing urban landscape or massing in relation to buildings and spaces as per the principle heritage characteristics unique to the city.</p> <p>Option 2: Require only major development (strategic sites >5ha) to incorporate on-site Open space provision</p> <ul style="list-style-type: none"> This is likely to have long-term positive benefits for peoples' health through the incorporation of accessible openspace on site. It also has the potential to contribute to an overall Green Infrastructure scheme with a multifunctional purpose. In order to maximise these benefits, the openspace should be proportional to the site size and the population who will inhabit it. The viability of a scheme over 5ha is likely to be more attractive through the incorporation of openspace even though it reduces the overall developable area. Openspace should contribute towards an overall high quality environment which is an attractive place to live. This option is likely to make a long-term positive contribution to environmental objectives as it could help improve accessibility helping to minimise trip generation, potentially via integrated green infrastructure. It should also enable improvements to biodiversity and wildlife corridors around the city as well as enabling the development to reflect existing key landscape characteristics. In order to maximise these benefits, the openspace should be proportional to the site size and the population who will inhabit it. Where a strategic site cannot contribute to all types, a contribution could be considered off-site to ensure maximum provision and accessibility in the city
<p>Preferred Approach</p>	
<p>Recommendations</p>	

SECTION 18: GREEN BELT

<p>Approach To Development In the Green Belt</p>				<p>Approach to Exceptions Sites in the Green Belt</p>			
<p>SA Objective</p>	<p>Option 1: Rely on the National Planning Policy Framework to guide development in the Green Belt</p>	<p>Option 2 Provide local policy to guide new development or building reuse in the Green Belt</p>	<p>Option 1 Do not permit exception sites for affordable housing in the Green Belt</p>	<p>Option 2 Remove existing settlements from the Green Belt to enable infill/exception sites</p>	<p>Option 3 Provide local criteria for infill/exception sites in the Green Belt</p>		

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

	++ Very positive impact likely	+	O Positive impact likely	? Uncertain / insufficient information	- Negative impact likely	- Very negative impact likely	I Positive or negative impact depending on how it is implemented			
KEY										
1	<p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> • Deliver homes to meet the needs of the population in terms of quantity, quality; • Promote improvements to the existing and future housing stock; • Locate sites in areas of known housing need; • Deliver community facilities for the needs of the population; • Deliver pitches required for Gypsies and Travellers and Showpeople. 		<p>The overall purpose of York's Green Belt is to preserve the setting and special character of York, whilst assisting in safeguarding the countryside from encroachment. The NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances, including limited affordable housing provision. This could reduce opportunities for small-scale housing development to meet local need and would therefore have uncertain impacts on this objective.</p>	?	<p>It is assumed a local policy would seek to restrict inappropriate development in the Green Belt, but provide greater clarity on those very special circumstances under which it would be permitted. Depending on implementation, this could further restrict or enable small-scale housing development to meet local need. It would therefore have uncertain impacts on this objective.</p>	<p>Not permitting exception sites for affordable housing in the Green Belt would have a negative impact on this objective, as small-scale housing development to meet local need in Green Belt locations would be restricted.</p>	+	<p>Removing existing settlements from the Green Belt to enable infill/exception sites would have a positive effect on this objective since there would be no restriction to small-scale housing development to meet local need.</p>	+	<p>It is assumed that local criteria would permit infill/exception sites for housing development that meets local need providing the overall purpose of York's Green Belt to preserve the setting and special character of York, whilst assisting in safeguarding the countryside from encroachment is not compromised. This would have a positive effect on this objective by enabling suitable small-scale housing development that meets local need to be permitted.</p>
2	<p>Improve the health and well-being of York's population</p> <ul style="list-style-type: none"> • Avoid locating development where environmental circumstances could negatively impact on people's health; • Improve access to openspace / multi-functional openspace • Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) • Improves access to healthcare; • Provides or promotes safety and security for residents; 		<p>Preventing inappropriate development in the Green Belt has a positive effect since the countryside is a recreational resource and continued access to it will contribute to the</p>	+	<p>It is assumed a local policy would seek to restrict inappropriate development in the Green Belt, but provide greater clarity on those very special circumstances under which it would be</p>	<p>Not permitting exception sites for affordable housing would help to protect openspace that contributes to the purpose of the Green Belt to safeguard the countryside from encroachment. This has a positive effect since the countryside</p>	-	<p>Removing existing settlements from the Green Belt to enable infill/exception sites could have a negative effect since access to formal or informal openspace within the settlements could be compromised. It</p>	+	<p>It is assumed that local criteria would not permit infill/exception sites on openspace that contributes to the purpose of the Green Belt to safeguard the countryside from encroachment. This has a positive effect</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O Positive impact likely	?	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	+	Positive or negative impact depending on how it is implemented
	<ul style="list-style-type: none"> Ensure that land contamination/pollution does not pose unacceptable risks to health. 	<p>well-being of residents, very special circumstances also apply to outdoor sports facilities. However, it could reduce opportunities for health development associated with The Retreat/Stockton Hall Hospital and would therefore have uncertain impacts on this objective.</p>	<p>permitted. This has a positive effect since the countryside is a recreational resource and continued access to it will contribute to the well-being of residents. However, depending on implementation this could further restrict or enable opportunities for health development associated with The Retreat/Stockton Hall Hospital and would therefore have uncertain impacts on this objective.</p>	<p>is a recreational resource and continued access to the well-being of residents.</p>	<p>would however allow appropriate health development associated with The Retreat/Stockton Hall Hospital to be permitted which could have a positive effect.</p>	<p>since the countryside is a recreational resource and continued access to it will contribute to the well-being of residents. It would however allow appropriate health development associated with The Retreat/Stockton Hall Hospital to be permitted.</p>			
3	<ul style="list-style-type: none"> Improve education, skills development and training for an effective workforce Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	<p>The NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. This could reduce opportunities for education development associated with Askham Bryan College/College of</p>	<p>It is assumed a local policy would seek to restrict inappropriate development in the Green Belt, but provide greater clarity on those very special circumstances under which it would be permitted. Depending on implementation, this could further</p>	<p>No significant effect/clear link</p>	<p>Removing existing settlements from the Green Belt to enable infill/exception sites would allow appropriate education development associated with Askham Bryan College/College of Law and therefore have a positive effect.</p>	<p>It is assumed that local criteria would allow appropriate education development associated with Askham Bryan College/College of Law to be permitted and therefore have a positive effect.</p>			

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
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4	<p>Create jobs and deliver growth of a sustainable, low carbon and inclusive economy</p> <ul style="list-style-type: none"> • Help deliver conditions for business success and investment; • Deliver a flexible and relevant workforce for the future; • Deliver and promote stable economic growth; • Enhance the city centre and its opportunities for business and leisure; • Provide the appropriate infrastructure for economic growth; • Support existing employment drivers; • Promote a low carbon economy. 			Law and would therefore have uncertain impacts on this objective.	?	<p>The NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. This could reduce opportunities for small-scale employment development to meet local need and would therefore have uncertain impacts on this objective.</p>	?	<p>It is assumed a local policy would seek to restrict inappropriate development in the Green Belt, but provide greater clarity on those very special circumstances under which it would be permitted. Depending on implementation, this could further restrict or enable employment development to meet local need. It would therefore have uncertain impacts on this objective.</p>	0	No significant effect/clear link	+	Removing existing settlements from the Green Belt to enable infill/exception sites would have a positive effect on this objective since there would be no Green Belt restriction to small-scale employment development to meet local need.	+	It is assumed that local criteria would permit infill/exception sites for employment development that meets local need providing the overall purpose of York's Green Belt to preserve the setting and special character of York, whilst assisting in safeguarding the countryside from encroachment is not compromised. This would have a positive effect on this objective by enabling suitable small-scale employment development that meets local need to be permitted.
5	<ul style="list-style-type: none"> • Address existing imbalances of equality, deprivation and exclusion across the city; • Provide accessible services and facilities for the local population; 			The NPPF states that inappropriate development is, by definition, harmful to the Green Belt	?	<p>It is assumed a local policy would seek to restrict inappropriate development in</p>	-	Not permitting exception sites for affordable housing in the Green Belt would have a	+	Removing existing settlements from the Green Belt to enable infill/exception sites	+	It is assumed that local criteria would permit infill/exception sites for affordable		

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	0 Positive impact likely	O No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
	<ul style="list-style-type: none"> Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 		<p>and should not be approved except in very special circumstances. This could reduce opportunities for housing or services/facilities development to meet local need and have uncertain impacts on this objective.</p>		<p>the Green Belt, but provide greater clarity on those very special circumstances under which it would be permitted. Depending on implementation, this could further restrict or enable housing or services/facilities development to meet local need. It would therefore have uncertain impacts on this objective.</p>	<p>negative impact on this objective, as affordable housing development to meet local need in Green Belt locations would be restricted.</p>		<p>would have a positive effect on this objective since there would be no restriction to housing or services/facilities development to meet local need.</p>
6	<ul style="list-style-type: none"> Reduce the need to travel and deliver a sustainable integrated transport network 	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	<p>The NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances, including local transport infrastructure. It could however reduce opportunities for accessible development to meet local need and would therefore have uncertain</p>	<p>It is assumed a local policy would seek to restrict inappropriate development in the Green Belt, but provide greater clarity on those very special circumstances under which it would be permitted. Depending on implementation, this could further restrict or enable accessible development to meet local need.</p>	<p>0</p>	<p>No significant effect/clear link</p>	<p>+</p>	<p>Removing existing settlements from the Green Belt to enable infill/exception sites would have a positive effect on this objective since there would be no restriction to Green Belt enabling accessible development to meet local need.</p>
			<p>and should not be approved except in very special circumstances. This could reduce opportunities for housing or services/facilities development to meet local need and have uncertain impacts on this objective.</p>	<p>? The NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances, including local transport infrastructure. It could however reduce opportunities for accessible development to meet local need and would therefore have uncertain</p>	<p>?</p>	<p>negative impact on this objective, as affordable housing development to meet local need in Green Belt locations would be restricted.</p>	<p>+</p>	<p>It is assumed that local criteria would permit infill/exception sites for development that meets local need providing the overall purpose of York's Green Belt to preserve the setting and special character of York, whilst assisting in safeguarding the countryside from encroachment is not compromised. This would have a positive effect on this objective by enabling housing or services/facilities development that meets local need to be permitted.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	0	impacts on this objective.	?	It is assumed a local policy would seek to restrict inappropriate development in the Green Belt, but provide greater clarity on those very special circumstances under which it would be permitted. Depending on implementation, this could further restrict or enable renewable energy development. It would therefore have uncertain impacts on this objective.	0	No significant effect/clear link	+	Removing existing settlements from the Green Belt to enable infill/exception sites would have a positive effect on this objective since there would be no restriction to renewable energy related development.	+	<p>this objective by enabling accessible development that meets local need to be permitted.</p> <p>It is assumed that local criteria would permit renewable energy development providing the overall purpose of York's Green Belt to preserve the setting and special character of York, whilst assisting in safeguarding the countryside from encroachment is not compromised. This would have a positive effect on this objective by enabling such development to be permitted.</p>
8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Protect and enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	+	impacts on this objective.	+	It is assumed a local policy would seek to restrict inappropriate development in the Green Belt, but provide greater clarity on those very special circumstances under which it would be permitted. This has a positive effect since green	+	Not permitting exception sites for affordable housing would help to protect green infrastructure and so has a positive effect on this objective.	-	Removing existing settlements from the Green Belt to enable infill/exception sites could have a negative effect since green infrastructure that contributes to the purpose of the Green Belt to safeguard the countryside from encroachment but is located within the	+	<p>It is assumed that local criteria would not permit infill/exception sites on green infrastructure that contributes to the purpose of the Green Belt to safeguard the countryside from encroachment.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY		++ Very positive impact likely	+	O Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented		
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> • Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; • Safeguard soil quality, including the best and most versatile agricultural land; • Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	+	will be protected.	The NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Since this includes reuse of previously developed land relying on the NPPF will have no significant effect. Preventing inappropriate development in the Green Belt has a positive effect since agricultural land will be protected.	?	+	infrastructure will be protected. It is assumed a local policy would seek to restrict inappropriate development in the Green Belt, but provide greater clarity on those very special circumstances under which it would be permitted. Depending on implementation, this could further restrict or enable the reuse of previously developed land. It would therefore have uncertain impacts on this objective. Preventing inappropriate development in the Green Belt has a positive effect since agricultural land will be protected	+	settlements could be compromised. Removing existing settlements from the Green Belt to enable infill/exception sites could have a negative effect since agricultural land or allotments that contribute to the purpose of the Green Belt to safeguard the countryside from encroachment.	+	It is assumed that local criteria would not permit infill/exception sites on agricultural land or allotments that contribute to the purpose of the Green Belt to safeguard the countryside from encroachment.
10	Improve water efficiency and quality	<ul style="list-style-type: none"> • Conserve water resources and quality; • Improve the quality of rivers and groundwaters. 	0	The NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.	?	?	0	No significant effect/clear link	+	Removing existing settlements from the Green Belt to enable infill/exception sites would have a positive effect on this objective since there would be no	+	It is assumed that local criteria would permit infill/exception sites for York Sewage Treatment Works and Elvington Water Treatment Works

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	<p>Since this includes engineering operations and waste related development relying on the NPPF will have no significant effect on this objective.</p>	?	<p>on those very special circumstances under which it would be permitted. Depending on implementation, this could further restrict or enable development associated with water treatment works or sewage treatment works. It would therefore have uncertain impacts on this objective.</p>	0	No significant effect/clear link	<p>Green Belt restriction to water treatment works or sewage treatment works related development.</p>	<p>providing the overall purpose of York's Green Belt to preserve the setting and special character of York, whilst assisting in safeguarding the countryside from encroachment is not compromised. This would have a positive effect on this objective by enabling such development to be permitted.</p>
						<p>It is assumed a local policy would seek to restrict inappropriate development in the Green Belt, but provide greater clarity on those very special circumstances under which it would be permitted. Depending on implementation, this could further restrict</p>	+		<p>Removing existing settlements from the Green Belt to enable infill/exception sites would have a positive effect on this objective since there would be no Green Belt restriction to waste related development.</p>	<p>It is assumed that local criteria would permit infill/exception sites for waste related development providing the overall purpose of York's Green Belt to preserve the setting and special character of York, whilst assisting in safeguarding the countryside from encroachment is not compromised. This would have a</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented	positive effect on this objective by enabling such development to be permitted.	
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	0	The NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Since this includes local transport infrastructure relying on the NPPF will have no significant effect on this objective.	?	or enable waste related development. It would therefore have uncertain impacts on this objective. It is assumed a local policy would seek to restrict inappropriate development in the Green Belt, but provide greater clarity on those very special circumstances under which it would be permitted. Depending on implementation, this could further restrict or enable local transport infrastructure development. It would therefore have uncertain impacts on this objective.	0	No significant effect/clear link	No significant effect/clear link	0	No significant effect/clear link
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SUDs). 	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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14	<p>Conserve or enhance York's historic environment, cultural heritage, character and setting</p> <ul style="list-style-type: none"> • Preserve or enhance the special character and setting of the historic city; • Promote or enhance local culture; • Preserve or enhance designated and non-designated heritage assets and their setting; • Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	+	++	++	+	<p>The overall purpose of York's Green Belt is to preserve the setting and special character of York, whilst assisting in safeguarding the countryside from encroachment. The NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Relying on NPPF policy will therefore have a positive effect.</p>	++	<p>It is assumed a local policy would seek to restrict inappropriate development in the Green Belt, but provide greater clarity on those very special circumstances under which it would be permitted with specific reference to preserving the setting and special character of York. Providing a local policy would therefore have a very positive effect.</p>	++	<p>Not permitting exception sites for affordable housing would help to preserve the setting and special character of York and so has a very positive effect on this objective.</p>	--	<p>Removing existing settlements from the Green Belt to enable infill/exception sites could have a very negative effect since land that contributes to the purpose of the Green Belt to preserve the setting and special character of York. Providing a local policy would therefore have a positive effect.</p>	+	<p>It is assumed that local criteria would not permit infill/exception sites on land that contributes to the purpose of the Green Belt to preserve the setting and special character of York. Providing a local policy would therefore have a positive effect.</p>
15	<p>Conserve and enhance York's natural and built landscape</p> <ul style="list-style-type: none"> • Preserve or enhance the landscape including areas of landscape value • Conserve or enhance geologically important sites; • Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	+	++	++	+	<p>The overall purpose of York's Green Belt is to preserve the setting and special character of York, whilst assisting in safeguarding the countryside from encroachment. The NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be</p>	++	<p>It is assumed a local policy would seek to restrict inappropriate development in the Green Belt, but provide greater clarity on those very special circumstances under which it would be permitted with</p>	++	<p>Not permitting exception sites for affordable housing would help to preserve the setting and special character of York and so has a very positive effect on this objective.</p>	-	<p>Removing existing settlements from the Green Belt to enable infill/exception sites could have a negative effect since land that contributes to the purpose of the Green Belt to preserve the setting and special character of York. Providing a local policy would therefore have a positive effect.</p>	+	<p>It is assumed that local criteria would not permit infill/exception sites on land that contributes to the purpose of the Green Belt to preserve the setting and special character of York. Providing a local policy would therefore have a positive effect.</p>

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				approved except in very special circumstances. Relying on NPPF policy will therefore have a positive effect.	specific reference to preserving the setting and special character of York. Providing a local policy would therefore have a very positive effect.		the settlements could be compromised.
General	<p>APPROACH TO DEVELOPMENT IN THE GREEN BELT</p> <p>For both alternatives there are positive effects related to protecting access to the countryside and green infrastructure from inappropriate development. However, there are also uncertainties in relation to the social and economic objectives, which is due to the tensions between needing to provide enough new land for housing and employment development to meet local need whilst protecting the Green Belt. For the local policy option, depending on how this is implemented, it could further restrict or enable development related to water, waste and renewable energy that may need to be located within the Green Belt. It would also provide greater clarity with respect to when very special circumstances exist to permit development, resulting in a very positive effect on the historic environment.</p> <p>APPROACH TO EXCEPTION SITES IN THE GREEN BELT</p> <p>The option of not permitting exception sites for affordable housing the Green Belt would have a negative impact on the housing and equality objectives since affordable housing development to meet local need would be restricted. However, there are positive effects related to protecting access to the countryside and green infrastructure from development and very positive effects in relation to preserving the setting and special character of York.</p> <p>Removing existing settlements from the Green Belt to enable infill/exception sites or providing local criteria to guide infill/exception sites will have a positive effect on the social and economic objectives by enabling development to meet local need whilst still protecting the Green Belt. It would also enable development related to water and waste that may need to be located within the Green Belt. However, the option of removing settlements that fall within the Green Belt could have a negative effect since open space, green infrastructure, allotments or agricultural land that fall within the settlement boundaries could be compromised. Given the role of the Green Belt to preserve the setting and special character of York removing the settlements from the Green Belt could result in a very negative effect on its historic environment. A local policy would result in a positive effect in respect of all relevant environmental objectives.</p>						
Preferred Approach	<p>APPROACH TO DEVELOPMENT IN THE GREEN BELT</p> <p>It is assumed a local policy would seek to restrict inappropriate development in the Green Belt, but provide greater clarity on those very special circumstances under which it would be permitted with specific reference to preserving the setting and special character of York. Providing a local policy would therefore have a positive effect on the environmental objectives including a very positive effect on the historic environment. Implementation of this policy could further restrict or enable housing and employment development to meet local need or development related to water, waste and</p>						

KEY	++ Very positive impact likely	+ Positive impact likely	O No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
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	<p>renewable energy resulting in uncertain impacts on the economic and social objectives.</p> <p>APPROACH TO EXCEPTION SITES IN THE GREEN BELT</p> <p>It is assumed that local criteria would permit infill/exception sites for housing and employment development that meets local need as well as development related to waste and water providing the overall purpose of York's Green Belt to preserve the setting and special character of York, whilst assisting in safeguarding the countryside from encroachment is not compromised. This would result in a positive effect in respect of all relevant economic, social and environmental objectives.</p> <p>Since no adverse impacts were identified in respect of the preferred option, no mitigation is required. However, to address uncertainties and ensure positive effects are fully realised careful consideration should be given to policy wording in respect of balancing the need for housing and employment development to meet local need or development related to water, waste and renewable energy against the need to protect the role of the Green Belt.</p>
Recommendations	

Approach to Major Developed Sites in the Green Belt		Option 1: Do not permit major developed sites in the Green Belt	Option 2: Remove existing major developed sites from the Green Belt to enable infill	Option 3: Provide local criteria for major developed sites in the Green Belt	Option 4: Require the minimum built threshold for major developed sites to be less than 3000 sq. m
SA Objective					
1	<p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> • Deliver homes to meet the needs of the population in terms of quantity, quality; • Promote improvements to the existing and future housing stock; • Locate sites in areas of known housing need; • Deliver community facilities for the needs of the population; • Deliver pitches required for Gypsies and Travellers and Showpeople. 	<p>-</p> <p>Not permitting any major developed sites in the Green Belt would have a negative impact on this objective, as it could reduce opportunities for delivering community facilities to meet the needs of the population.</p>	<p>+</p> <p>Removing existing major developed sites from the Green Belt to enable infill would have a positive effect on this objective since there would be no Green Belt restriction to delivering community facilities on them and housing to meet local needs could potentially also be accommodated.</p>	<p>+</p> <p>It is assumed that local criteria would permit infill providing the overall purpose of York's Green Belt is to preserve the setting and special character of York, whilst assisting in safeguarding the countryside from encroachment is not compromised. This would have a positive effect by enabling development of community facilities that meet local needs to be permitted.</p>	<p>+</p> <p>The minimum size of site will not influence the type of development permitted, it would however influence the degree of positive benefit.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	- Very negative impact likely	+	?	+	+	+	+	+	
2	<p>Improve the health and well-being of York's population</p> <ul style="list-style-type: none"> • Avoid locating development where environmental circumstances could negatively impact on people's health; • Improve access to openspace / multi-functional openspace • Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) • Improves access to healthcare; • Provides or promotes safety and security for residents; • Ensure that land contamination/pollution does not pose unacceptable risks to health. 	+				Not permitting major developed sites would help to protect openspace that contributes to the purpose of the Green Belt to safeguard the countryside from encroachment. This has a positive effect since the countryside is a recreational resource and continued access to it will contribute to the well-being of residents. However, this would restrict opportunities for health development associated with The Retreat/Stockton Hall Hospital, which would have a negative effect.			+	Removing existing major developed sites from the Green Belt to enable infill could have a negative effect since access to formal or informal openspace within these areas (e.g. York Racecourse) could be compromised. It would however allow appropriate health development associated with The Retreat/Stockton Hall Hospital or recreational related development to be permitted which could have a positive effect.	+	+	+	It is assumed that local criteria would not permit infill on openspace within major developed sites that contributes to the purpose of the Green Belt to safeguard the countryside from encroachment. This has a positive effect since the countryside is a recreational resource and continued access to it will contribute to the well-being of residents. It would also allow appropriate health development associated with The Retreat/Stockton Hall Hospital or recreational related development to be permitted.	?	The minimum size of site will not influence the type of development permitted, it would however influence the degree of positive/negative benefit.
3	<p>Improve education, skills development and training for an effective workforce</p> <ul style="list-style-type: none"> • Provide good education and training opportunities for all; • Support existing higher and further educational establishments for continued success; • Provide good quality employment opportunities available to all. 					This could reduce opportunities for education development associated with Askham Bryan College/College of Law and would therefore have a negative effect on this objective.			+	Removing existing major developed sites from the Green Belt to enable infill would allow appropriate education development associated with Askham Bryan College/College of Law and therefore have a positive effect.	+	+	+	It is assumed that local criteria would allow appropriate education development associated with the Askham Bryan College/College of Law to be permitted and therefore have a positive effect.	+	The minimum size of site will not influence the type of development permitted, it would however influence the degree of positive benefit
4	<p>Create jobs and deliver growth of a sustainable, low carbon and inclusive economy</p> <ul style="list-style-type: none"> • Help deliver conditions for business success and investment; • Deliver a flexible and relevant workforce for the future; • Deliver and promote stable economic growth; • Enhance the city centre and its opportunities for business and leisure; 					This could reduce opportunities for small-scale employment development to meet local need and would therefore have uncertain impacts on this objective.			+	Removing existing major developed sites from the Green Belt to enable infill would have a positive effect on this objective since there would be no Green Belt restriction to employment development within them.	+	+	+	It is assumed that local criteria would permit infill providing the overall purpose of York's Green Belt is to preserve the setting and special character of York, whilst assisting in safeguarding the countryside from	+	The minimum size of site will not influence the type of development permitted, it would however influence the degree of positive benefit.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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5	Help deliver equality and access to all	<ul style="list-style-type: none"> Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	-	Not permitting any major developed sites in the Green Belt would have a negative impact on this objective, as it could reduce opportunities for delivering community facilities to meet the needs of the population.	+	Removing existing major developed sites from the Green Belt to enable infill would have a positive effect on this objective since there would be no Green Belt restriction to delivering community facilities on them and housing to meet local needs could potentially also be accommodated.	+	encroachment is not compromised. This would have a positive effect by enabling suitable employment development to be permitted. It is assumed that local criteria would permit infill providing the overall purpose of York's Green Belt is to preserve the setting and special character of York, whilst assisting in safeguarding the countryside from encroachment is not compromised. This would have a positive effect by enabling development of community facilities that meet local needs to be permitted.	+	The minimum size of site will not influence the type of development permitted, it would however influence the degree of positive benefit.				
6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	-	Not permitting any major developed sites in the Green Belt could reduce opportunities for accessible development to meet local need and would therefore have a negative effect on this objective.	+	Removing existing major developed sites from the Green Belt to enable infill would have a positive effect on this objective since there would be no Green Belt restriction to enabling accessible development to meet local need or providing transport related infrastructure.	+	encroachment is not compromised. This would have a positive effect by enabling accessible development to meet local needs to be permitted. It is assumed that local criteria would permit infill providing the overall purpose of York's Green Belt is to preserve the setting and special character of York, whilst assisting in safeguarding the countryside from encroachment is not compromised. This would have a positive effect by enabling accessible development to meet local needs to be permitted.	+	The minimum size of site will not influence the type of development permitted, it would however influence the degree of positive benefit.				
7	To minimise greenhouse gases that cause climate change and deliver a	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from 	0	Since the NPPF allows for renewable energy development in the Green Belt under certain circumstances not permitting major	+	Removing major developed sites from the Green Belt to enable infill would have a positive effect on this objective since there would be no	+	encroachment is not compromised. This would have a positive effect by enabling accessible development to meet local needs to be permitted. It is assumed that local criteria would permit renewable energy development providing the overall purpose of York's Green Belt is to preserve the	+	The minimum size of site will not influence the type of development permitted, it would however influence the degree of positive benefit.				

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely		+ Positive impact likely		O No significant effect / no clear link		? Uncertain or insufficient information		- Negative impact likely		- Very negative impact likely		I Positive or negative impact depending on how it is implemented				
	managed response to its effects	renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy.	developed sites will have no significant effect on this objective.	Green Belt restriction to renewable energy related development.	setting and special character of York, whilst assisting in safeguarding the countryside from encroachment is not compromised. This would have a positive effect on this objective by enabling such development to be permitted.	minimum size of site will not influence the type of development permitted, it would however influence the degree of positive/negative benefit.	managed response to its effects	renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy.	developed sites will have no significant effect on this objective.	Green Belt restriction to renewable energy related development.	setting and special character of York, whilst assisting in safeguarding the countryside from encroachment is not compromised. This would have a positive effect on this objective by enabling such development to be permitted.	minimum size of site will not influence the type of development permitted, it would however influence the degree of positive/negative benefit.	managed response to its effects	renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy.	developed sites will have no significant effect on this objective.	Green Belt restriction to renewable energy related development.	setting and special character of York, whilst assisting in safeguarding the countryside from encroachment is not compromised. This would have a positive effect on this objective by enabling such development to be permitted.
8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Protect and enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	+	Green Belt restriction to renewable energy related development.	+	It is assumed that local criteria would not permit infill on green infrastructure within major developed sites that contributes to the purpose of the Green Belt to safeguard the countryside from encroachment.	?	Green Belt restriction to renewable energy related development.	+	It is assumed that local criteria would not permit infill on green infrastructure within major developed sites that contributes to the purpose of the Green Belt to safeguard the countryside from encroachment.	?	managed response to its effects	renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy.	developed sites will have no significant effect on this objective.	Green Belt restriction to renewable energy related development.	setting and special character of York, whilst assisting in safeguarding the countryside from encroachment is not compromised. This would have a positive effect on this objective by enabling such development to be permitted.	minimum size of site will not influence the type of development permitted, it would however influence the degree of positive/negative benefit.
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	+	Green Belt restriction to renewable energy related development.	+	It is assumed that local criteria would not permit infill on agricultural land or allotments within major developed sites that contribute to the purpose of the Green Belt to safeguard the countryside from encroachment.	?	Green Belt restriction to renewable energy related development.	+	It is assumed that local criteria would not permit infill on agricultural land or allotments within major developed sites that contribute to the purpose of the Green Belt to safeguard the countryside from encroachment.	?	managed response to its effects	renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy.	developed sites will have no significant effect on this objective.	Green Belt restriction to renewable energy related development.	setting and special character of York, whilst assisting in safeguarding the countryside from encroachment is not compromised. This would have a positive effect on this objective by enabling such development to be permitted.	minimum size of site will not influence the type of development permitted, it would however influence the degree of positive/negative benefit.
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	Green Belt restriction to renewable energy related development.	+	It is assumed that local criteria would permit infill at York Sewage Treatment Works and Elvington Water Treatment Works providing the overall purpose of	+	Green Belt restriction to renewable energy related development.	+	It is assumed that local criteria would permit infill at York Sewage Treatment Works and Elvington Water Treatment Works providing the overall purpose of	+	managed response to its effects	renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy.	developed sites will have no significant effect on this objective.	Green Belt restriction to renewable energy related development.	setting and special character of York, whilst assisting in safeguarding the countryside from encroachment is not compromised. This would have a positive effect on this objective by enabling such development to be permitted.	minimum size of site will not influence the type of development permitted, it would however influence the degree of positive benefit.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 			<p>permitted major developed sites will have no significant effect on this objective.</p> <p>Since the NPPF allows for engineering operations (assumed to include waste developments) in the Green Belt not permitting major developed sites will have no significant effect on this objective.</p>	0	0	Treatment Works) would have a positive effect on this objective since there would be no Green Belt restriction to water treatment works or sewage treatment works related development.	+	<p>York's Green Belt is to preserve the setting and special character of York, whilst assisting in safeguarding the countryside from encroachment is not compromised. This would have a positive effect on this objective by enabling such development to be permitted.</p> <p>It is assumed that local criteria would permit infill providing the overall purpose of York's Green Belt is to preserve the setting and special character of York, whilst assisting in safeguarding the countryside from encroachment is not compromised. This would have a positive effect on this objective by enabling waste related development to be permitted.</p>	<p>The minimum size of site will not influence the type of development permitted, it would however influence the degree of positive benefit.</p>
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it 			<p>permitted major developed sites will have no significant effect on this objective.</p> <p>Since the NPPF allows for engineering operations (assumed to include waste developments) in the Green Belt not permitting major developed sites will have no significant effect on this objective.</p>	0	0	Treatment Works) would have a positive effect on this objective since there would be no Green Belt restriction to water treatment works or sewage treatment works related development.	+	<p>York's Green Belt is to preserve the setting and special character of York, whilst assisting in safeguarding the countryside from encroachment is not compromised. This would have a positive effect on this objective by enabling such development to be permitted.</p> <p>It is assumed that local criteria would permit infill providing the overall purpose of York's Green Belt is to preserve the setting and special character of York, whilst assisting in safeguarding the countryside from encroachment is not compromised. This would have a positive effect on this objective by enabling waste related development to be permitted.</p>	<p>The minimum size of site will not influence the type of development permitted, it would however influence the degree of positive benefit.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SUDs). 	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	++	Not permitting major developed sites would help to preserve the setting and special character of York and so has a very positive effect on this objective.	--	Removing major developed sites from the Green Belt to enable infill could have a very negative effect since land that contributes to the purpose of the Green Belt to preserve the setting and special character of York but is located within them could be compromised.	+	Removing major developed sites from the Green Belt to enable infill could have a negative effect since land that contributes to the purpose of the Green Belt to preserve the setting and special character of York but is located within them could be compromised.	+	Removing major developed sites from the Green Belt to enable infill could have a negative effect since land that contributes to the purpose of the Green Belt to preserve the setting and special character of York but is located within them could be compromised.	+	Removing major developed sites from the Green Belt to enable infill could have a negative effect since land that contributes to the purpose of the Green Belt to preserve the setting and special character of York but is located within them could be compromised.	?	It is assumed that local criteria would not permit infill on land within major developed sites that contributes to the purpose of the Green Belt to preserve the setting and special character of York. Providing a local policy would therefore have a positive effect.	?	The minimum size of site will not influence the type of development permitted, it would however influence the degree of positive/negative benefit.
15	Conserve and enhance York's natural and built landscape	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Conserve or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	++	Not permitting major developed sites would help to preserve the setting and special character of York and so has a very positive effect on this objective.	-	Removing major developed sites from the Green Belt to enable infill could have a negative effect since land that contributes to the purpose of the Green Belt to preserve the setting and special character of York but is located within them could be compromised.	+	Removing major developed sites from the Green Belt to enable infill could have a negative effect since land that contributes to the purpose of the Green Belt to preserve the setting and special character of York but is located within them could be compromised.	+	Removing major developed sites from the Green Belt to enable infill could have a negative effect since land that contributes to the purpose of the Green Belt to preserve the setting and special character of York but is located within them could be compromised.	+	Removing major developed sites from the Green Belt to enable infill could have a negative effect since land that contributes to the purpose of the Green Belt to preserve the setting and special character of York but is located within them could be compromised.	?	It is assumed that local criteria would not permit infill on land within major developed sites that contributes to the purpose of the Green Belt to preserve the setting and special character of York. Providing a local policy would therefore have a positive effect.	?	The minimum size of site will not influence the type of development permitted, it would however influence the degree of positive/negative benefit.
General		The option of not permitting major developed sites in the Green Belt would have a negative impact on the economic and social objectives since development to meet the needs of the population would be restricted. However, there are positive effects related to protecting access to the countryside and green infrastructure from development and very positive effects in relation to preserving the setting and special character of York.														
		Removing existing major developed sites from the Green Belt to enable infill or providing local criteria to guide infill of such sites will have a positive														

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	<p>effect on the social and economic objectives by enabling development to meet local need whilst still protecting the Green Belt. It would also enable development related to water and waste infrastructure that may need to be located within the Green Belt. However, the option of removing existing major development sites that fall within the Green Belt could have a negative effect since openspace, green infrastructure, allotments or agricultural land that fall within the boundaries of these sites could be compromised. Given the role of the Green Belt to preserve the setting and special character of York removing the existing major developed sites from the Green Belt could result in a very negative effect on its historic environment. A local policy would result in a positive effect in respect of all relevant environmental objectives.</p> <p>The option related to the minimum built threshold for major developed sites will not influence the type of development permitted. However, a threshold of less than 3000 sq m would mean more sites could be considered as "major developed sites" which would increase the positive social and economic effects predicted for Options 2 and 3 but also the negative environmental effects since more land would be at risk of inappropriate development.</p>
Preferred Approach	<p>It is assumed that local criteria would permit infill on land within major developed sites providing the overall purpose of York's Green Belt to preserve the setting and special character of York, whilst assisting in safeguarding the countryside from encroachment is not compromised. This would result in a positive effect in respect of all relevant economic, social and environmental objectives.</p>
Recommendations	<p>Since no adverse impacts were identified in respect of the preferred option, no mitigation is required. However, to address uncertainties and ensure positive effects are fully realised careful consideration should be given to policy wording in respect of balancing the need for development on existing major developed sites against the need to protect the role of the Green Belt.</p>

SECTION 19: FLOOD RISK MANAGEMENT

Approach to new development

SA Objective	Option 1: Restrict all new development in the flood plain	Option 2: Restrict all new development on Greenfield sites in the floodplain	Option 3: Rely on NPPF to guide development in the floodplain	Option 4: Provide local policy to guide development in the flood plain
1 To meet the diverse housing needs of the population in a	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; 	<p>Restricting all new development on Greenfield sites in the floodplain would reduce the amount of land available for new housing and would therefore have</p>	<p>The NPPF seeks to locate all new development away from areas at highest risk of flooding. This could potentially reduce the amount of land available for housing, which would</p>	<p>It is assumed that a local policy would seek to restrict development in the floodplain, which could reduce the amount of land available for new housing. Impacts on this</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	+		0		?		-		I	
	Very positive impact likely	Positive impact likely	No significant impact likely	No significant / no clear link	Uncertain effect / insufficient information	Uncertain or insufficient information	Negative impact likely	Very negative impact likely	Positive or negative impact depending on how it is implemented	
2	<ul style="list-style-type: none"> Deliver sustainable way. Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to open space / multi-functional open space Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	+	uncertain.	+	uncertain impacts this objective.	+	therefore have uncertain impacts on this objective.	+	objective are therefore uncertain.	It is assumed that a local policy would seek to restrict development in the floodplain, which would impact positively on human health since it would reduce the risk of health problems from flooding.
3	<ul style="list-style-type: none"> Improve education, skills development and training for an effective workforce Create jobs and deliver growth of a sustainable, low carbon and inclusive economy 	0	uncertain.	0	uncertain impacts this objective.	0	No significant impact/clear link	0	No significant impact/clear link	No significant impact/clear link
4	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	?	uncertain.	?	uncertain impacts this objective.	?	The NPPF seeks to locate all new development away from areas at highest risk of flooding. This could potentially reduce the amount of land available for economic development, which would mean that impacts on this objective are uncertain, as it could restrict growth.	?	It is assumed that a local policy would seek to restrict development in the floodplain, which could reduce the amount of land available for economic development, as it could restrict growth. Impacts on this objective are therefore uncertain.	
5	<ul style="list-style-type: none"> Help deliver equality and access 	+	Restricting development in the floodplain would promote safety and security for people and	+	Restricting development in the floodplain would promote safety and security for people and	+	The NPPF seeks to locate all new development away from areas at highest risk of flooding. Such an	+	It is assumed that a local policy would seek to restrict development in the floodplain, which	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
6	<ul style="list-style-type: none"> • Provide affordable housing to meet demand; • Help reduce homelessness; • Promote the safety and security for people and/or property. 	<ul style="list-style-type: none"> • Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; • Deliver transport infrastructure which supports sustainable travel options; • Promote sustainable forms of travel; • Improve congestion. 	0	No significant impact/clear link	0	or property through mitigating the adverse consequences of flooding. This would have a positive and permanent long term impact.	property through mitigating the adverse consequences of flooding. This would have a positive and permanent long term impact	approach would promote safety and security for people and property through mitigating the adverse consequences of flooding. This would have a positive and permanent long term impact	would promote safety and security for people and or property through mitigating the adverse consequences of flooding. This would have a positive and permanent long term impact
7	<ul style="list-style-type: none"> • Reduce the need to travel and deliver a sustainable integrated transport network 	<ul style="list-style-type: none"> • Reduce or mitigate greenhouse gas emissions from all sources; • Plan or implement adaptation measures for the likely effects of climate change; • Provide and develop energy from renewable, low and zero carbon technologies; • Promote sustainable design and building materials that manage the future risks and consequences of climate change; • Adhere to the principles of the energy hierarchy. 	+	Since an increased risk of flooding can be one of the adverse consequences from climate change, preventing development in the floodplain would help to manage a response to this and have a positive and permanent long term impact on this objective.	+	Since an increased risk of flooding can be one of the adverse consequences from climate change, preventing development on Greenfield land in the floodplain would help to manage a response to this and have a positive and permanent long term impact on this objective.	Since an increased risk of flooding can be one of the adverse consequences from climate change, and that NPPF seeks to locate development away from areas of high risk of flooding, this option would have positive and permanent long term impacts on managing the adverse impacts of climate change.	Since an increased risk of flooding can be one of the adverse consequences from climate change, and that NPPF seeks to locate development away from areas of high risk of flooding, this option would have positive and permanent long term impacts on managing the adverse impacts of climate change.	It is assumed that a local level policy would seek to restrict development in the floodplain. Since an increased risk of flooding can be one of the adverse consequences from climate change, this option would have positive and permanent long term impacts on managing the adverse impacts of climate change.
8	<ul style="list-style-type: none"> • Conserve or enhance green infrastructure • re, bio-diversity, geodiversity • y, flora and fauna for accessible high quality and connected 	<ul style="list-style-type: none"> • Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARS and SSSIs ; • Protect and enhance locally important nature conservation sites (SINCS); • Create new areas or site of bio-diversity / geodiversity value; • Improve connectivity of green infrastructure and the natural environment; • Provide opportunities for people to 	+	Restricting development on land in the floodplain would prevent this land from being developed, which would help to conserve the natural environment on these sites and have a permanent and positive long term impact on this objective.	+	Restricting development on Greenfield land in the floodplain would prevent Greenfield land from being developed, which would help to conserve the natural environment on these sites and have a permanent and positive long term impact on this objective.	The NPPF seeks to locate all new development away from areas at highest risk of flooding. Such an approach would help to conserve the natural environment on this land and have a permanent and positive long term impact on this objective.	The NPPF seeks to locate all new development away from areas at highest risk of flooding. Such an approach would help to conserve the natural environment on this land and have a permanent and positive long term impact on this objective.	It is assumed that a local level policy would seek to restrict development in the floodplain. Such an approach would help to conserve the natural environment on this land and have a permanent and positive long term impact on this objective.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	0 Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	- Very negative impact likely	+	Positive or negative impact depending on how it is implemented
9	natural environment Use land resources efficiently and safeguard their quality	access the natural environment. <ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	+	Restricting development on land in the floodplain would prevent Greenfield land from being developed. This would help to protect some agricultural land from development and safeguard other land such as allotments, which may be in the floodplain, from development. This would have permanent and positive long term impacts on this objective.	+	Restricting development on Greenfield land in the floodplain would prevent Greenfield land from being developed. This would help to protect some agricultural land from development and safeguard other land such as allotments, which may be in the floodplain, from development. This would have permanent and positive long term impacts on this objective.	+	The NPPF seeks to locate all new development away from areas at highest risk of flooding. Such an approach would help to protect some agricultural land from development and safeguard other land such as allotments, which may be in the floodplain, from development. This would have permanent and positive long term impacts on this objective.	+	It is assumed that a local level policy would seek to restrict development in the floodplain. Such an approach would help to protect some agricultural land from development and safeguard other land such as allotments, which may be in the floodplain, from development. This would have permanent and positive long term impacts on this objective.
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	No significant impact/clear link	0	No significant impact/clear link	0	No significant impact/clear link	0	No significant impact/clear link
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	No significant impact/clear link	0	No significant impact/clear link	0	No significant impact/clear link	0	No significant impact/clear link
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; 	0	No significant impact/clear link	0	No significant impact/clear link	0	No significant impact/clear link	0	No significant impact/clear link

KEY	++ Very positive impact likely	+	O Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
13	<ul style="list-style-type: none"> Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SUDs). 	++	++	Preventing development in the floodplain would directly mirror this objective and therefore have very positive and permanent long term impacts.	++	Preventing development on Greenfield land in the floodplain would directly mirror this objective and therefore have very positive and permanent long term impacts.	++	The NPPF seeks to locate all new development away from areas at highest risk of flooding. Such an approach would directly mirror and objective and therefore have very positive and permanent long term impacts.	It is assumed that a local level policy would seek to restrict development in the floodplain. Such an approach would directly mirror this objective and therefore have very positive and permanent long term impacts.
14	<ul style="list-style-type: none"> Conserve or enhance York's historic environment, cultural heritage, character and setting Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	+	+	Preventing development in the floodplain would help to protect York's historic environment by ensuring that development in the floodplain did not increase the risks of flooding elsewhere. This would have a permanent and positive long term impact on this objective.	+	Preventing development on Greenfield land in the floodplain would help to protect York's historic environment by ensuring that development in the floodplain did not increase the risks of flooding elsewhere. This would have a permanent and positive long term impact on this objective.	+	The NPPF seeks to locate all new development away from areas at highest risk of flooding. Such an approach would help to protect York's historic environment by ensuring that development in the floodplain did not increase the risks of flooding elsewhere. This would have a permanent and positive long term impact on this objective.	It is assumed that a local level policy would seek to restrict development in the floodplain. Such an approach would help to protect York's historic environment by ensuring that development in the floodplain did not increase the risks of flooding elsewhere. This would have a permanent and positive long term impact on this objective.
15	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Conserve or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	+	+	Preventing development in the floodplain would help to conserve York's natural and built landscape by ensuring that development in the floodplain did not increase the risks of flooding elsewhere. This would have a permanent and positive long term impact on this objective.	+	Preventing development on Greenfield in the floodplain would help to conserve York's natural and built landscape by ensuring that development in the floodplain did not increase the risks of flooding elsewhere. This would have a permanent and positive long term impact on this objective.	+	The NPPF seeks to locate all new development away from areas at highest risk of flooding. Such an approach would help to protect York's natural and built environment by ensuring that development in the floodplain did not increase the risks of flooding elsewhere. This would have a permanent and positive long term impact on this objective.	It is assumed that a local level policy would seek to restrict development in the floodplain. Such an approach would help to protect York's natural and built environment by ensuring that development in the floodplain did not increase the risks of flooding elsewhere. This would have a permanent and positive long term impact on this objective.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
			impact on this objective.	positive long term impact on this objective.	would have a permanent and positive long term impact on this objective.		flooding elsewhere. This would have a permanent and positive long term impact on this objective.
General	All of the alternative options have a number of positive impacts since restriction/preventing development in the floodplain would help to protect the environment, people and property from the adverse consequences of flooding. There are some uncertainties in relation to the economic and housing objectives, which is due to the tensions between having enough new land available for development and preventing/reducing the risks of flooding.						
Preferred Approach	Overall, the performance is similar to the alternatives. It is assumed that a local level policy to guide development would seek to restrict development in the floodplain. This would have a number of positive impacts, particularly for the environment since the adverse consequences of flooding would be mitigated. In common with other options, uncertainties in relation to the housing and economic objectives are inevitable given the tension between having enough land available for development and preventing/reducing risks of flooding.						
Recommendations	As no adverse impacts were identified from the preferred option no mitigation is considered necessary.						

Flood Mitigation Measures		Option 1: Relay on NPPF to guide flood mitigation/surface water drainage/groundwater protection measures	Option 2: Require all new development to adopt specified flood mitigation/surface water drainage/groundwater protection measures	Option 3: Require all new development to contribute to long term climate change adaptation measures.
SA Objective				
1	To meet the diverse housing needs of the population in a sustainable way.	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; and future housing stock; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	0	0
2	Improve the health and well-being of York's population	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though 	0	0

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
		access to leisure opportunities (walking / cycling) <ul style="list-style-type: none"> Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	0 No significant effect / no clear link		0 No significant effect / no clear link		
3	Improve education, skills development and training for an effective workforce	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0 No significant effect / no clear link		0 No significant effect / no clear link		No significant effect / no clear link.
4	Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	0 No significant effect / no clear link		0 No significant effect / no clear link		No significant effect / no clear link.
5	Help deliver equality and access to all	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	0 No significant effect / no clear link		0 No significant effect / no clear link		No significant effect / no clear link.
6	Reduce the need to travel and deliver a	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; 	0 No significant effect / no clear link		0 No significant effect / no clear link		No significant effect / no clear link.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
7	<ul style="list-style-type: none"> Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	+	+	+	+	<p>The NPPF seeks to direct development away from areas at highest risk of flooding. Since flooding can be one of the adverse consequences of climate change this would help deliver a managed response to the effects of climate change. There would therefore be positive and permanent long term impacts upon this objective.</p>	+	<p>Requiring all new development to adopt specified flood mitigation measures would help to deliver a managed response to the effects of climate change. There would therefore be positive and permanent long term impacts upon this objective.</p>	<p>Requiring all new development to contribute to long term climate change adaptation measures would help to minimise greenhouse gas emissions and deliver a managed response to the effects of climate change. There would therefore be positive and permanent long term impacts upon this objective.</p>
8	<ul style="list-style-type: none"> Conserve and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARS and SSSIs; Protect and enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	+	+	+	+	<p>The NPPF seeks to direct development away from areas at highest risk of flooding. This will help to minimise adverse impacts of flooding, which will help to conserve the natural environment. There would therefore be positive and permanent long term impacts on this objective.</p>	+	<p>Requiring all new development to adopt specified flood mitigation/surface water drainage/groundwater protection measures will help to minimise adverse impacts of flooding, which will help to conserve the natural environment. There would therefore be positive and permanent long term impacts on this objective.</p>	<p>It is assumed that requiring all new development to contribute to long term climate change adaptation measures would include minimising flood risk and reducing impact of flooding. Such an approach would help to protect the natural environment from flooding and therefore have positive and permanent long term impacts upon this objective.</p>
9	<ul style="list-style-type: none"> Use land resources efficiently and safeguard their quality Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0	0	0	0	<p>No significant effect/no clear link</p>	0	<p>No significant effect/no clear link</p>	<p>No significant effect/no clear link</p>
10	<ul style="list-style-type: none"> Improve Conserve water resources and quality; 	?	?	?	?	<p>Relying on the NPPF to guide flood</p>	+	<p>Requiring all new development to</p>	<p>It is assumed that requiring all new</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	water efficiency and quality	<ul style="list-style-type: none"> Improve the quality of rivers and groundwaters. 		mitigation/surface water drainage/groundwater protection measures would have uncertain impacts on this objective, since the NPPF does not include anything specific in relation to water efficiency and quality.		adopt groundwater protection measures would help to avoid pollution or adverse impacts on ground water from new development. This would also help to improve the quality of groundwater and have permanent and positive long term impacts upon this objective.	development to contribute to long term climate change adaptation measures would include water conservation, giving positive and permanent long term impacts on this objective.	
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	No significant effect/no clear link.	0	No significant effect/no clear link.	No significant effect/no clear link.	
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	0	No significant effect/no clear link.	0	No significant effect/no clear link.	No significant effect/no clear link.	
13	Minimise flood risk and reduce the impact of flooding to people	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	+	The NPPF seeks to direct development away from areas at highest risk of flooding and that local plans should develop policies to manage flood risk from all sources. Reliance on the NPPF to guide flood mitigation would therefore have positive and permanent long	++	Requiring all new development to adopt the specific measures outlined in the preferred option to mitigate flooding would help to minimise flood risk to people and property in York and have very	+	It is assumed that requiring all new development to contribute to long term climate change adaptation measures would include minimising flood risk and reducing impact of flooding. There would therefore be

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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14	and property in York Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	+	term impacts on this objective. The NPPF seeks to direct development away from areas at highest risk of flooding and requires that local plans should develop policies to manage risks of flooding from all sources, which would help to conserve York's historic environment by reducing risks of adverse impacts from flooding. There would therefore be permanent and positive long term impacts upon this objective.	+	positive and permanent long term impacts on this objective. Requiring all new development to adopt the specific measures outlined in the preferred option to mitigate flooding would help to minimise flood risk and also to reduce risks of flooding elsewhere, which would help to conserve York's historic environment by reducing risks of adverse impacts from flooding. There would therefore be permanent and positive long term impacts upon this objective.	+	positive and permanent long term impacts upon this objective. It assumed that requiring all new development to contribute to long term climate change adaptation measures would include minimising flood risk and reducing impact of flooding. This would help to reduce risks of flooding elsewhere, which would help to conserve York's historic environment by reducing risks of adverse impacts from flooding. There would therefore be permanent and positive long term impacts upon this objective.	
15	Conserve and enhance York's natural and built landscape	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Conserve or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	+	term impacts on this objective. The NPPF seeks to direct development away from areas at highest risk of flooding and that local plans should develop policies to manage risks of flooding from all sources, which would help to conserve York's natural and built landscape by reducing risks of adverse impacts from flooding. There would therefore be permanent and positive long term impacts upon this objective.	+	positive and permanent long term impacts on this objective. Requiring all new development to adopt the specific measures outlined in the preferred option to mitigate flooding would help to minimise flood risk and also to reduce risks of flooding elsewhere, which would help to conserve York's natural and built landscape. There would therefore be permanent and positive long term impacts upon this objective.	+	positive and permanent long term impacts upon this objective. It is assumed that requiring all new development to contribute to long term climate change adaptation measures would include minimising flood risk and reducing the impact of flooding. This would help to reduce risks of flooding elsewhere, which would help to conserve York's natural and built environment. There would therefore be permanent and positive long term impacts upon this objective.	
General				For the two alternative options there would be a number of positive environmental impacts since both options would help to reduce the risk of flooding and would help to protect people and property, and also the environment from the adverse consequences of flooding. There are no significant effects/clear links in relation to the economic and housing objectives.					
Preferred Approach				The preferred approach would have positive impacts on the environmental objectives since it would help to reduce the chance of flooding and provide mitigation for the adverse consequences from flooding, thereby protecting York's environment. There is no significant effect/clear link in relation to housing and economic objectives. There will though, be some positive social impacts since people and property will be protected from the adverse consequences of flooding.					
Recommendations				As no negative impacts from the preferred option have been identified no mitigation is therefore considered necessary.					

KEY	++ Very positive impact likely	+ Positive impact likely	O No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
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SECTION 20: CLIMATE CHANGE

Renewable and Low Carbon Energy Development								
SA Objective	Option 1: Restrict renewable and low carbon energy development		Option 2: Rely on NPPF to guide renewable and low carbon energy development	Option 3: Provide generic local criteria/locations to guide for renewable and low carbon energy development	Option 4: Provide detailed local criteria/identify sites to guide renewable and low carbon energy development.			
1	To meet the diverse housing needs of the population in a sustainable way.	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	?	This option could have uncertain impacts on this objective since it may restrict development of energy efficient/low carbon homes.	+	The NPPF requires local planning authorities to 'design their policies to maximise renewable and low carbon energy development'. This will help to provide energy efficient/low carbon homes and have a positive and permanent long term impacts on this objective.	+	It is assumed that generic local criteria/locations will include support for low carbon development, which will in turn help provide energy efficient/low carbon homes. This would have positive and permanent long term impacts upon this objective.
2	Improve the health and well-being of York's population	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	-	Restricting renewable energy development could have adverse impacts upon the Health and well-being of York's population since it would not help to reduce greenhouse gas emissions. There would therefore be negative and permanent long term impacts on this objective.	+	The NPPF supports the development of low carbon/low energy developments and renewable energy. This will help to reduce greenhouse gas emissions and combat the adverse consequences of climate change, which would have positive and permanent long term impacts on this objective.	+	It is assumed that generic local criteria/identification of sites will include support for renewable energy and low carbon development. This will help to reduce greenhouse gas emissions, which in turn will have positive and permanent long term impacts on this objective.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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3	<ul style="list-style-type: none"> Improve education, skills development and training for an effective workforce 	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	-	Restricting renewable and low carbon energy development would prevent job opportunities and training in the renewable energy sector. This would have a negative, permanent long term impact on this objective.	+	The NPPF supports the development of low carbon/low energy developments and renewable energy. Such support will help to create training opportunities in the renewable energy sector and have positive impacts upon this objective.	+	It is assumed that generic local criteria/identification of sites will include support for renewable energy and low carbon development. This will help to provide training opportunities in the renewable energy sector and positive and permanent long term impacts upon this objective.	+	It is assumed that detailed local criteria/identification of sites will include support for renewable energy and low carbon development. This will help to provide training opportunities in the renewable energy sector and positive and permanent long term impacts upon this objective.
4	<ul style="list-style-type: none"> Create jobs and deliver growth of a sustainable, low carbon and inclusive economy 	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	-	Restricting renewable and low carbon energy development would prevent the potential creation of job opportunities in the renewable sector. This would have a negative and permanent long term impact on this objective.	+	The NPPF supports the development of low carbon/low energy developments and renewable energy. Such support will help to create jobs in the renewable energy sector and deliver growth of a sustainable low carbon economy. There would therefore be positive and permanent long term impacts upon this objective.	+	It is assumed that generic local criteria/identification of sites will include support for renewable energy and low carbon development. This will help to create opportunities in the renewable energy sector and positive and permanent long term impacts upon this objective. This would also contribute to delivering growth.	+	It is assumed that detailed local criteria/identification of sites will include support for renewable energy and low carbon development. This will help to create opportunities in the renewable energy sector and positive and permanent long term impacts upon this objective. This would also contribute to delivering growth.
5	<ul style="list-style-type: none"> Help deliver equality and access to all 	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely		+ Positive impact likely		0 No significant effect / no clear link		? Uncertain or insufficient information		- Negative impact likely		-- Very negative impact likely		I Positive or negative impact depending on how it is implemented	
6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	0	No significant effect/clear link	0	No significant effect/clear link	+	The NPPF supports the development of low carbon/low energy developments and renewable energy. This support will help to minimise greenhouse gas emissions and combat the adverse effects of climate change, which would have positive and permanent long term impacts upon this objective.	0	No significant effect/clear link	+	It is assumed that detailed local criteria/identification of sites will include support for renewable energy and low carbon development. This will help to minimise greenhouse gas emissions and combat the adverse effects of climate change, which would have positive and permanent long term impacts upon this objective.	0	No significant effect/clear link
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	-	Restricting renewable and low carbon energy development would not help to minimise greenhouse gas emissions and would be directly contrary to this objective, and have negative and permanent long term impacts on this objective.	+	Restricting renewable and low carbon energy development would not help to minimise greenhouse gas emissions and would be directly contrary to this objective, and have negative and permanent long term impacts on this objective.	0	No significant effect/clear link	+	It is assumed that generic local criteria/locations will include support for renewable energy and low carbon development. This will help to minimise greenhouse gas emissions and combat the adverse effects of climate change, which would have positive and permanent long term impacts upon this objective.	+	It is assumed that detailed local criteria/identification of sites will include support for renewable energy and low carbon development. This will help to minimise greenhouse gas emissions and combat the adverse effects of climate change, which would have positive and permanent long term impacts upon this objective.	0	No significant effect/clear link
8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Protect and enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0	No significant effect/clear link	+	Whilst the NPPF supports renewable and low carbon energy developments, it requires local planning authorities to ensure that adverse impacts are addressed. This will help to protect the natural environment in York and have positive and permanent long term impacts upon this objective.	+	Whilst the NPPF supports renewable and low carbon energy developments, it requires local planning authorities to ensure that adverse impacts are addressed. This will help to protect the natural environment in York and have positive and permanent long term impacts upon this objective.	?	It is uncertain whether generic local criteria/locations to guide for renewable and low carbon energy development would include sufficient protection for the natural environment and so impacts on this objective are uncertain.	?	It is assumed that the provision of detailed local criteria/identify sites would include protection for York's natural environment, which would have positive and permanent long term impacts on this objective.	?	It is assumed that the provision of detailed local criteria/identify sites would include protection for York's natural environment, which would have positive and permanent long term impacts on this objective.
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; 	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely		+ Positive impact likely		0 No significant effect / no clear link		? Uncertain or insufficient information		- Negative impact likely		-- Very negative impact likely		I Positive or negative impact depending on how it is implemented	
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Safeguard mineral resources and encourage their efficient use. Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link	0	No significant effect/clear link
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	-	Restricting renewable and low carbon energy development would not promote and increase resource efficiency. This would have negative and permanent long term impacts on this objective.	+	The NPPF supports the development of low carbon/low energy developments and renewable energy. This support will help to increase resource efficiency, which would have positive and permanent long term impacts upon this objective.	+	It is assumed that generic local criteria/locations of sites will include support for renewable energy and low carbon development. This will help to promote and increase resource efficiency, which would have positive and permanent long term impacts upon this objective.	+	It is assumed that generic local criteria/locations of sites will include support for renewable energy and low carbon development. This will help to promote and increase resource efficiency, which would have positive and permanent long term impacts upon this objective.	+	It is assumed that generic local criteria/locations of sites will include support for renewable energy and low carbon development. This will help to promote and increase resource efficiency, which would have positive and permanent long term impacts upon this objective.	+	It is assumed that generic local criteria/locations of sites will include support for renewable energy and low carbon development. This will help to promote and increase resource efficiency, which would have positive and permanent long term impacts upon this objective.
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	-	Restricting renewable and low carbon energy would not help to improve air quality. This would not help in respect of reducing the existing air quality problems. There would be negative and permanent long term impacts on this objective.	+	The NPPF supports the development of low carbon/low energy developments and renewable energy. This support will help to improve air quality in York, which will be particularly welcome given the problems with air quality. There will therefore be positive and permanent long term impacts on this objective.	+	It is assumed that generic local criteria/locations of sites will include support for renewable energy and low carbon development. This will help to improve air quality in York, through reducing greenhouse gas emissions. This will have positive and permanent long term impacts upon this objective.	+	It is assumed that generic local criteria/locations of sites will include support for renewable energy and low carbon development. This will help to improve air quality in York, through reducing greenhouse gas emissions. This will have positive and permanent long term impacts upon this objective.	+	It is assumed that generic local criteria/locations of sites will include support for renewable energy and low carbon development. This will help to improve air quality in York, through reducing greenhouse gas emissions. This will have positive and permanent long term impacts upon this objective.	+	It is assumed that generic local criteria/locations of sites will include support for renewable energy and low carbon development. This will help to improve air quality in York, through reducing greenhouse gas emissions. This will have positive and permanent long term impacts upon this objective.
13	Minimise flood risk and reduce the impact of	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; 	-	Since climate change can be one of the adverse	+	Since flooding can be one of the adverse consequences of climate	+	It is assumed that generic local criteria/locations of	+	It is assumed that generic local criteria/locations of	+	It is assumed that generic local criteria/locations of	+	It is assumed that generic local criteria/locations of

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			<ul style="list-style-type: none"> Deliver or incorporate through design sustainable urban drainage systems (SuDs). 		<p>consequences of climate change, restricting renewable energy development would not help combat climate change. This could have adverse impacts on this objective.</p>		<p>change, reliance on the NPPF, which supports low carbon and renewable energy development, will have a positive and permanent long term impact on this objective.</p>		<p>sites will include support for renewable energy and low carbon development. This will help to combat the adverse consequences of climate change, which includes flood risk, and therefore have a positive and permanent long term impact on this objective.</p>
14	<ul style="list-style-type: none"> Conserve or enhance York's historic environment, cultural heritage, character and setting 	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0	No significant effect/clear link	+	<p>Whilst the NPPF supports renewable and low carbon energy developments, it requires local planning authorities to ensure that adverse impacts are addressed. This will help to protect York's historic environment and have positive and permanent long term impacts on this objective.</p>	?	<p>It is uncertain whether generic local criteria/locations to guide for renewable and low carbon energy development would include sufficient protection for the York's historic environment and so impacts on this objective are uncertain.</p>	<p>It is assumed that the provision of detailed local criteria/identify sites would include protection for York's historic environment, which would have positive and permanent long term impacts on this objective.</p>
15	<ul style="list-style-type: none"> Conserve and enhance York's natural and built landscape 	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Conserve or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0	No significant effect/clear link	+	<p>Whilst the NPPF supports renewable and low carbon energy developments, it requires local planning authorities to ensure that adverse impacts are addressed. This will help to protect York's natural and built environment and have positive and permanent long term impacts on this objective.</p>	?	<p>It is uncertain whether generic local criteria/locations to guide for renewable and low carbon energy development would include sufficient protection for the York's natural and built environment and so impacts on this objective are uncertain.</p>	<p>It is assumed that the provision of detailed local criteria/identify sites would include protection for York's natural and built environment, which would have positive and permanent long term impacts on this objective.</p>
General	Option 1 has a number of negative impacts, which would be expected since a restriction on renewable and low carbon energy								

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	development would not help to reduce greenhouse gas emissions or mitigate the adverse consequences of climate change. This would have adverse impacts upon the environment. There would also be adverse economic impacts since restricting renewable and low carbon energy development would restrict job creation and training opportunities in the renewable energy sector, and also adversely impact upon the growth of York. Option 2 has a range of positive impacts. There is support in the NPPF for renewable energy and low carbon development; this would have positive and permanent long term environmental impacts through helping to mitigate the adverse impacts of greenhouse gas emissions and climate change. There are also positive impacts upon the economy since support for renewables and low carbon will help to create jobs in the renewable energy sector and increase growth. Option 4 also has a range of positive impacts since it is assumed that providing detailed local criteria/identify sites will afford protection for the environment and help to avoid the adverse consequences of climate change. There will also be positive economic impacts since this option will help to facilitate renewable energy developments, which will help to create jobs in the renewable energy sector and increase growth in the economy.
Preferred Approach	There are some positive environmental impacts from this development since this option will help to facilitate renewable energy development, which will help to combat the adverse consequences of climate change. There are also some uncertain impacts since it is unclear whether generic criteria would include sufficient detail on environmental protection. There would also be positive social impacts since human health would be improved through the facilitation of renewable energy and low carbon developments, since these would help to reduce greenhouse gas emissions and combat the adverse consequences of climate change. There will be positive economic impacts since this option will help to facilitate renewable energy development, which will help to create jobs in the renewable energy sector and will help to increase growth. To avoid some of the uncertain impacts from the preferred option it is recommended that the generic local criteria includes appropriate safeguards for the environment to ensure that there are no adverse environmental impacts from renewable and low carbon energy development.
Recommendations	

Code for Sustainable Homes		SA Objective			
		Option 1: Set targets at CSH Level 1-3 or equivalent (do nothing option)	Option 2: Set targets at CSH Level 4 or equivalent, higher standards may not be achieved unless developer led	Option 3: Set targets at CSH Level 5-6 or equivalent (zero carbon option)	Option 4: Set targets at CSH Level 5-6 or equivalent for only major developments
1	<p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and 	-	+	+	+
		The do nothing option would not help to deliver sustainable homes and would not have positive impacts upon this objective.	This option would help to deliver sustainable homes which would help to have a positive and long term permanent impact on this objective.	This option would help to deliver sustainable homes which would help to have a positive and long term permanent impact on this objective.	This option would help to deliver sustainable homes for larger housing developments, which would help to ensure that people live in good quality homes and have a positive and long term

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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2	<p>Improve the health and well-being of York's population</p> <ul style="list-style-type: none"> • Travellers and Showpeople. • Avoid locating development where environmental circumstances could negatively impact on people's health; • Improve access to openspace / multi-functional openspace • Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) • Improves access to healthcare; • Provides or promotes safety and security for residents; • Ensure that land contamination/pollution does not pose unacceptable risks to health. 				<p>The do nothing option would not improve the health and well-being of the population of York as it would maintain the current status quo.</p>		<p>This option would help to deliver sustainable homes which would help to ensure that good quality homes are built and help to avoid people living in poor quality homes. This would have positive and permanent long term impacts on this objective.</p>	<p>permanent impact on this objective. This option would help to deliver sustainable homes for larger housing developments, which would help to ensure that people live in good quality homes and have a positive and long term permanent impact on this objective.</p>
3	<p>Improve education, skills development and training for an effective workforce</p> <ul style="list-style-type: none"> • Provide good education and training opportunities for all; • Support existing higher and further educational establishments for continued success; • Provide good quality employment opportunities available to all. 				<p>The do nothing option would not create new training opportunities through new sustainable homes and therefore would not impact positively on this objective.</p>		<p>This option would help to deliver sustainable homes which would help to provide training opportunities in respect of building sustainable homes, which would have a positive and permanent long term impact upon this objective.</p>	<p>This option would help to deliver sustainable homes for larger housing developments, and thus provide training opportunities in respect of building sustainable homes, which would have a positive and permanent long term impact upon this objective.</p>
4	<p>Create jobs and deliver growth of a sustainable, low carbon and inclusive economy</p> <ul style="list-style-type: none"> • Help deliver conditions for business success and investment; • Deliver a flexible and relevant workforce for the future; • Deliver and promote stable economic growth; • Enhance the city centre and its opportunities for business and leisure; • Provide the appropriate infrastructure for economic growth; • Support existing employment drivers; • Promote a low carbon economy. 				<p>The do nothing option would not create new job opportunities and not help the economy to grow. There would therefore not be positive impacts on this objective.</p>		<p>This option would help to deliver sustainable homes which would help to provide job opportunities in respect of building new sustainable homes. This would help to grow the economy and have positive and permanent long term impacts on this objective.</p>	<p>This option would help to deliver sustainable homes which would help to provide job opportunities in respect of building new sustainable homes, as part of larger housing developments. This would help to grow the economy and have positive and permanent long term impacts on this objective.</p>

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5	Help deliver equality and access to all	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	0	No significant impact/no clear link.	0	No significant impact/no clear link.	0	No significant impact/no clear link.	0	No significant impact/no clear link.	0	No significant impact/no clear link.	0	No significant impact/no clear link.	positive and permanent long term impacts on this objective.
6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	0	No significant impact/no clear link.	0	No significant impact/no clear link.	0	No significant impact/no clear link.	0	No significant impact/no clear link.	0	No significant impact/no clear link.	0	No significant impact/no clear link.	
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	-	The do nothing option would not help to promote sustainable design and building materials that manage future risks and consequences of climate change, and so would not have a positive impact on this objective.	+	There would be positive impacts from this objective since it would help to deliver sustainable homes, which would involve the use of sustainable design and building materials that manage the risks and consequences of climate change.	+	There would be positive impacts from this objective since it would help to deliver sustainable homes, which would involve the use of sustainable design and building materials that manage the risks and consequences of climate change.	+	There would be positive impacts from this objective since it would help to deliver sustainable homes, which would involve the use of sustainable design and building materials that manage the risks and consequences of climate change.	+	There would be positive impacts from this objective since it would help to deliver sustainable homes, which would involve the use of sustainable design and building materials that manage the risks and consequences of climate change.	+	There would be positive impacts from this objective since it would help to deliver sustainable homes, which would involve the use of sustainable design and building materials that manage the risks and consequences of climate change.	
8	Conserve or enhance green infrastructure, bio-diversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs; Protect and enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural 	0	No significant impact/no clear link.	0	No significant impact/no clear link.	0	No significant impact/no clear link.	0	No significant impact/no clear link.	0	No significant impact/no clear link.	0	No significant impact/no clear link.	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> environment; Provide opportunities for people to access the natural environment. Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0	No significant impact/no clear link.	No significant impact/no clear link.	0	No significant impact/no clear link.
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	No significant impact/no clear link.	No significant impact/no clear link.	0	No significant impact/no clear link.
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	-	The do nothing option would not help to reduce waste generation and so would not have positive impacts on this objective.	This option would help to deliver sustainable homes, which would help to reduce waste generation and have positive and permanent long term impacts upon this objective.	+	This option would help to deliver sustainable homes for larger housing developments, which would help to reduce waste generation and have positive and permanent long term impacts upon this objective.
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated 	0	No significant impact/no clear link.	No significant impact/no clear link.	0	No significant impact/no clear link.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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13	Minimise flood risk and reduce the impact of flooding to people and property in York	transport network to minimise the use of the car. • Reduce risk of flooding; • Ensure development location and design does not negatively impact on flood risk; • Deliver or incorporate through design sustainable urban drainage systems (SuDs).	0	No significant impact/no clear link.	0	No significant impact/no clear link.	0	No significant impact/no clear link.	0	No significant impact/no clear link.
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	Preserve or enhance the special character and setting of the historic city; • Promote or enhance local culture; • Preserve or enhance designated and non-designated heritage assets and their setting; • Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper.	0	No significant impact/no clear link.	0	No significant impact/no clear link.	0	No significant impact/no clear link.	0	No significant impact/no clear link.
15	Conserve and enhance York's natural and built landscape	• Preserve or enhance the landscape including areas of landscape value • Conserve or enhance geologically important sites; • Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper.	0	No significant impact/no clear link.	0	No significant impact/no clear link.	0	No significant impact/no clear link.	0	No significant impact/no clear link.
General	Option 1 has a number of negative impacts since it would not result in any improvements as the current status quo would remain, and so potential benefits from having higher CSH targets would not be realised. Options 3 and 4 would have positive impacts in relation to housing and economic objectives since they would help to deliver sustainable homes and provide training and job opportunities in respect of building these homes. There would also be positive environmental impacts through reducing the amount of waste produced in respect of building new homes.									
Preferred Approach	The preferred option would have positive impacts upon the housing and economic objectives since it would help to deliver more sustainable homes, which would have positive social impacts since it would help people live in better quality homes. This option would help to provide job opportunities and training in relation to building sustainable homes, which will help the economy of York grow. There will also be positive environmental impacts since this option will help to reduce the amount of waste produced as part of building new homes.									
Recommendations	As no negative impacts were identified from the preferred option, it is not considered that any mitigation is necessary.									

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Building Regulations and Carbon Savings

SA Objective	Option 1 Rely on 2010 Building Regulations for carbon savings (until proposed 2013 Building Regulations are implemented)	Option 2 Require that major development achieves an additional 10% reduction in excess of Building Regulations	Option 3 Require that all development achieves an additional 10% reduction in excess of Building Regulations
1	<p>+</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	<p>+</p> <p>Requiring that major development achieves an additional 10% reduction in carbon emissions in excess of Building Regulations will help to deliver sustainable homes and will help promote improvements to future housing stock in terms of ensuring low carbon development. This will have positive and permanent long term impacts upon this objective.</p>	<p>?</p> <p>Requiring that all development achieves an additional 10% reduction in carbon emissions in excess of Building Regulations will help to deliver sustainable homes and will help promote improvements to future housing stock in terms of ensuring low carbon development. This will have positive and permanent long term impacts upon this objective. However, requiring this for all development could affect the viability of delivering housing sites to meet local needs.</p>
2	<p>+</p> <ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to open space / multi-functional open space Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	<p>+</p> <p>Requiring that major development achieves an additional 10% reduction in carbon emissions in excess of Building Regulations will help to reduce harmful emissions, which will have positive and permanent long-term impacts upon the health and well-being of York's population.</p>	<p>+</p> <p>Requiring that all development achieves an additional 10% reduction in carbon emissions in excess of Building Regulations will help to reduce harmful emissions, which will have positive and permanent long-term impacts upon the health and well-being of York's population.</p>
3	<p>+</p> <ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and 	<p>+</p> <p>Requiring that major development achieves an additional 10% reduction in carbon emissions in</p>	<p>+</p> <p>Requiring that all development achieves an additional 10% reduction in carbon emissions in excess of</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	effective workforce	<ul style="list-style-type: none"> further educational establishments for continued success; Provide good quality employment opportunities available to all. 	<p>opportunities in respect of low carbon technologies and will have positive and permanent long term impacts upon this objective.</p>	<p>excess of Building Regulations will help to create training and education opportunities with respect to low carbon building and will have positive and permanent long-term impacts upon this objective.</p>	+	<p>Building Regulations will help to create training and education opportunities with respect to low carbon technologies and low carbon building and will have positive and permanent long-term impacts upon this objective.</p>			
4	Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	+	<p>Reliance on 2010 Building Regulations for carbon savings will help to create jobs in respect of low carbon technologies and will have positive and permanent long term impacts upon this objective.</p>	+	<p>Requiring that major development achieves an additional 10% reduction in carbon emissions in excess of Building Regulations will help to create jobs in respect of low carbon technologies and positive and permanent long-term impacts upon this objective.</p>	+	?	<p>Requiring that all development achieves an additional 10% reduction in carbon emissions in excess of Building Regulations will help to create jobs in respect of low carbon technologies and will have positive and permanent long-term impacts upon this objective. However, requiring this for all development could affect the viability of delivering small-scale employment development to meet local needs.</p>
5	Help deliver equality and access to all	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	0	<p>No significant effects/no clear link.</p>	0	<p>No significant effects/no clear link.</p>	0	0	<p>No significant effects/no clear link.</p>
6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; 	0	<p>No significant effects/no clear link.</p>	0	<p>No significant effects/no clear link.</p>	0	0	<p>No significant effects/no clear link.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	0 Positive impact likely	O No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Promote sustainable forms of travel; Improve congestion. Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	+	+	Reliance on 2010 Building Regulations for carbon savings will help to minimise greenhouse gas emissions and have positive and permanent long term impacts upon this objective.	+	Requiring that major development achieves an additional 10% reduction in carbon emissions in excess of Building Regulations will help to minimise greenhouse gas emissions and have positive and permanent long-term impacts upon this objective.	+	Requiring that all development achieves an additional 10% reduction in carbon emissions in excess of Building Regulations will help to minimise greenhouse gas emissions and have positive and permanent long-term impacts upon this objective.
8	Conserve or enhance green infrastructure, biodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Protect and enhance locally important nature conservation sites (SINCs); Create new areas or site of biodiversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0	0	No significant effects/no clear link.	0	No significant effects/no clear link.	0	No significant effects/no clear link.
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile 	0	0	No significant effects/no clear link.	0	No significant effects/no clear link.	0	No significant effects/no clear link.

KEY	++ Very positive impact likely	+	0 Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
		agricultural land; <ul style="list-style-type: none"> Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 							
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	No significant effects/no clear link.			0	No significant effects/no clear link.	No significant effects/no clear link.
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	No significant effects/no clear link.			0	No significant effects/no clear link.	No significant effects/no clear link.
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAS and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/Users; Promote sustainable and integrated transport network to minimise the use of the car. 	+	Reliance on 2010 Building Regulations for carbon savings will help to minimise greenhouse gas emissions and have positive and permanent long-term impacts upon improving air quality.			+	Requiring that major development achieves an additional 10% reduction in carbon emissions in excess of Building Regulations will help to minimise greenhouse gas emissions and have positive and permanent long-term impacts upon improving air quality.	Requiring that all development achieves an additional 10% reduction in carbon emissions in excess of Building Regulations will help to minimise greenhouse gas emissions and have positive and permanent long-term impacts upon improving air quality.
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through 	0	No significant effects/no clear link.			0	No significant effects/no clear link.	No significant effects/no clear link.

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KEY	++ Very positive impact likely	+	0 Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	+	Positive or negative impact depending on how it is implemented
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> design sustainable urban drainage systems (SuDs). Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Conserve or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0	No significant effects/no clear link.	No significant effects/no clear link.	0	No significant effects/no clear link.	0	No significant effects/no clear link.
15	Conserve and enhance York's natural and built landscape	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Conserve or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Conserve or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0	No significant effects/no clear link.	No significant effects/no clear link.	0	No significant effects/no clear link.	0	No significant effects/no clear link.
General	Options 2 and 3 will have positive impacts on a number of the SA objectives. These options will help to create sustainable low carbon homes, provide training and job opportunities with respect to low carbon technologies, which in turn will help to grow the economy. They will also have environmental benefits for York through a reduction in greenhouse gas emissions. This will also have positive impacts on the health and well-being of York's population.									
Preferred Approach	The preferred approach will have some positive impacts on the economic and environmental objectives, since it will help to reduce harmful greenhouse gas emissions and will help to provide training and job opportunities with respect to low carbon technologies, which in turn will help to grow the economy. There will also be positive social impacts since this approach will help to deliver improvements to the existing and future housing stock.									
Recommendations	As no adverse impacts have been identified for the preferred option, no mitigation is considered necessary, although it is noted that the environmental benefits would be higher with additional reductions in carbon savings.									

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SECTION 21: ENVIRONMENTAL QUALITY

Environmental Quality							
SA Objective							
		Option 1: Rely on NNPF to provide environmental quality	Option 2: Provide city-wide generic criteria to guide in relation to environmental protection	Option 3: Provide detailed locationally specific criteria (such as AQMAs) in relation to Environmental quality			
1	<p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	0 No significant effects/no clear link.	0 No significant effects/no clear link.	0 No significant effects/no clear link.			Option 3: Provide detailed locationally specific criteria (such as AQMAs) in relation to Environmental quality 0 No significant effects/no clear link.
2	<p>Improve the health and well-being of York's population</p> <ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	+	++	-			<p>A policy approach specifying detailed environmental protection criteria would be inflexible and not be able to respond to the up-to-date information. This would be a positive approach for ensuring human health and well-being in the short-term but get progressively more negative as the plan went on and the information/circumstances changed. It is likely therefore to have an overall negative impact on human health.</p> <p>This would require a broad understanding of the environmental protection issues within York. Overall it should have a positive impact on human health as it will be able to respond to changing circumstances in the future to ensure that development is located/managed where it will not negatively impact on peoples health. The flexibility of this approach would ensure that up-to-date baseline information and monitoring informed decision-making.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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						take into account the cumulative effects of multiple impacts from individual sites and/or a number of sites in a locality". This policy approach would be open interpretation and may therefore be less likely to be reflect local requirements and remediation techniques.			
3	<ul style="list-style-type: none"> Improve education, skills development and training for an effective workforce 	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0	No significant effects/no clear link.	?	No significant effects/no clear link.	0	No significant effects/no clear link.	No significant effects/no clear link.
4	<ul style="list-style-type: none"> Create jobs and deliver growth of a sustainable, low carbon and inclusive economy 	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	0	The NPPE would support an approach which addressed environmental quality and made an attractive and accessible environment. This would help to contribute to the investment potential of the city	?	No significant effects/no clear link.	0	No significant effects/no clear link.	<p>Specifying a detailed policy would create more certainty for developers in terms of understanding the parameters for managing development in relation to environmental quality.</p> <p>However, as the information becomes more out of date, this could have a detrimental effect on the overall environmental quality of York which could consequently impact on the city's attractiveness and investment potential.</p>
5	<ul style="list-style-type: none"> Help deliver 	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the 	0	No significant effects/no clear link.	?	No significant effects/no clear link.	0	No significant effects/no clear link.	<p>This would require a broad understanding of the environmental protection issues within York. Overall it should have a positive impact as the flexible approach will be able to respond to changing circumstances in the future.</p> <p>However, given that this approach will respond to changing environmental circumstances, it may lead to tensions in planning due to uncertainty in terms of mitigation requirements to minimise any potential adverse effects.</p> <p>The impact of this policy on future development viability and management will be dependent upon York's overall environmental quality.</p>

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6	<p>equality and access to all</p> <ul style="list-style-type: none"> • Provide accessible services and facilities for the local population; • Provide affordable housing to meet demand; • Help reduce homelessness; • Promote the safety and security for people and/or property. 	<ul style="list-style-type: none"> • Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; • Deliver transport infrastructure which supports sustainable travel options; • Promote sustainable forms of travel; • Improve congestion. 	0	No significant effects/no clear link.	0	No significant effects/no clear link.	No significant effects/no clear link.	0	No significant effects/no clear link.
7	<ul style="list-style-type: none"> • To minimise greenhouse gases that cause climate change and deliver a managed response to its effects 	<ul style="list-style-type: none"> • Reduce or mitigate greenhouse gas emissions from all sources; • Plan or implement adaptation measures for the likely effects of climate change; • Provide and develop energy from renewable, low and zero carbon technologies; • Promote sustainable design and building materials that manage the future risks and consequences of climate change; • Adhere to the principles of the energy hierarchy. 	+	<p>The NPPF would allow for consideration of those factors which contribute towards climate change such as air quality. This is likely to have overall positive impact which will positively contribute the minimising greenhouse emissions. The NPPF states "Planning policies should sustain compliance with or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan".</p>	++	<p>This would allow all environmental aspects which contribute to climate change to be identified. This is likely to comply with the NPPF through minimising and improving air quality to have an overall positive impact on climate change. This approach would also be able to respond over the long-term given that it is generic and could rely on up-to-date evidence.</p>	+	<p>This would have short-term benefits on climate change through the management of air quality. However, as this approach becomes outdated, the effectiveness of this policy will decline. Considering this, the policy overall is likely to have a negative impact over the long-term</p>	
8	<ul style="list-style-type: none"> • Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and 	<ul style="list-style-type: none"> • Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; • Protect and enhance locally important nature conservation sites (SINCs); • Create new areas or site of bio-diversity / geodiversity value; 	0	No significant effects/no clear link.	0	No significant effects/no clear link.	No significant effects/no clear link.	0	No significant effects/no clear link.

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9	<p>fauna for accessible high quality and connected natural environment</p> <ul style="list-style-type: none"> Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	<p>The NPPF would require development to maximise its overall use as well as requiring that contamination on the site is managed and does not migrate from the site. This is likely to have a positive impact on safeguarding land and improving its quality.</p> <p>However this would be open to interpretation and therefore</p>	++	<p>This would enable land to be identified as contaminated and remediated as per the latest information / approach available through a more flexible policy approach. This policy should have a positive impact on the overall management of contaminated land.</p>	+	<p>This would have short to medium-term benefits for contaminated land through the detailed identification of sites/policies to remediate the land. However, as this approach becomes outdated, the effectiveness of this policy will decline. Considering this, the policy overall is likely to have a negative impact over the long-term</p>		
10	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	<p>No significant effects/no clear link.</p>	0	0	No significant effects/no clear link.	0	No significant effects/no clear link.		
11	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	<p>No significant effects/no clear link.</p>	0	0	No significant effects/no clear link.	0	No significant effects/no clear link.		
12	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; 	<p>The NPPF would allow for consideration of those factors which contribute towards climate change such as air quality. This is likely to have overall positive impact which will positively contribute the minimising greenhouse emissions. The NPPF states "Planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from</p>	++	<p>This would allow all aspects of air quality to be considered in planning for development. Ensuring that low emission strategies are in place to manage air quality will have an overall positive impact on climate change. Given that air quality can change, this would be a flexible approach able to respond over the long-term as it can rely on up-to-date evidence.</p>	-	<p>This would enable a detailed understanding of air quality and how to deal with it in the short-term. However, given that the situation can change, this offers only short-term benefits.</p> <p>As this approach becomes outdated, the effectiveness of this policy will decline. Considering this, the policy overall is likely to have a negative impact over the long-term.</p>			

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13		<ul style="list-style-type: none"> Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	0	No significant effects/no clear link.		<i>individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan".</i>	0	No significant effects/no clear link.	No significant effects/no clear link.
14	<ul style="list-style-type: none"> Minimise flood risk and reduce the impact of flooding to people and property in York Conserve or enhance York's historic environment, cultural heritage, character and setting 	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	I +	Ensuring overall environmental quality can have positive benefit on the historic environment. The NPPF approach would allow this issue to be recognised although may be open to interpretation. This could have overall long-term benefits but would probably depend upon implementation as the approach is open to interpretation..	+	Ensuring overall environmental quality can have positive benefit on the historic environment. The generic approach would allow this issue to be recognised and update as the environmental circumstances change. Over the long-term this approach is likely to have a positive impact.	+	Ensuring overall environmental quality can have positive benefit on the historic environment. The generic approach would allow this issue to be recognised and update as the environmental circumstances change. Over the long-term this approach is likely to have a positive impact.	<p>This would enable a detailed understanding of the impacts of environmental quality on the historic environment and how to deal with it in the short-term. However, given that the conditions can change, this offers only short-term benefits.</p> <p>As this approach becomes outdated, the effectiveness of this policy will decline. Considering this, the policy overall is likely to have a negative impact over the long-term.</p>
15	<ul style="list-style-type: none"> Conserve and enhance York's natural and built landscape 	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0	No significant effects/no clear link.	0	No significant effects/no clear link.	0	No significant effects/no clear link.	No significant effects/no clear link.
General	<p>Relying on the NPPF is likely to have an overall positive approach given that it contains guidance to ensure that human health is not adversely affected by development. Furthermore, it supports the need to improve air quality and contain/improve contaminated land to ensure environment. However this approach would rely on interpretation and therefore may not reflect local circumstances to maximise environmental quality in the long-term.</p>								

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	<p>Option 2 would provide a generic policy allowing a flexible approach to managing environmental quality issues. This is likely to offer the most positive long-term approach given that it is able to respond to changing environmental circumstances. This approach would also allow up-to-date information to be used to inform development and management of environmental issues more accurately throughout the plan period.</p> <p>Option 3 is likely to have positive environmental effects but only in the short-term. This would set out the requirements for responding to current environmental quality issues but would lack a flexible approach for updating the information required in the future which may lead to the effectiveness of the policy diminishing over the plan period.</p> <p>Option 2: Provide city-wide generic criteria in relation to environmental protection</p> <ul style="list-style-type: none"> This approach is likely to have positive benefits for peoples' health in the long-term given that this approach can respond to the changing environmental situation. Tackling environmental quality is likely to have an overall positive impact on the economy through ensuring adverse effects on the workforce as well as making the environment more attractive for development. In dealing with environmental issues, there may be remediation implications on viability which would be to be considered as part of the overall costs of developments This would have significant long-term benefits for the environment through supporting the remediation of contamination, improvement of air quality as well as minimising impacts on the historic environment. This approach would be valuable to allow an understanding of the current and changing baseline to ensure that action is appropriate throughout the lifetime of the plan.
Preferred Approach – detailed local criteria	<ul style="list-style-type: none"> This approach is likely to have positive benefits for peoples' health in the long-term given that this approach can respond to the changing environmental situation. Tackling environmental quality is likely to have an overall positive impact on the economy through ensuring adverse effects on the workforce as well as making the environment more attractive for development. In dealing with environmental issues, there may be remediation implications on viability which would be to be considered as part of the overall costs of developments This would have significant long-term benefits for the environment through supporting the remediation of contamination, improvement of air quality as well as minimising impacts on the historic environment. This approach would be valuable to allow an understanding of the current and changing baseline to ensure that action is appropriate throughout the lifetime of the plan.
Recommendations	None

SECTION 22: WASTE AND MINERALS

Waste and Minerals				
SA Objective	Option 1: Restrict waste development and/or mineral extraction	Option 2: Rely on NPPF to guide waste and Minerals development	Option 3: Provide high-level local criteria to guide waste and minerals development (defer details to Joint Waste and Mineral Local Plan with North Yorkshire)	Option 4: Provide detailed local criteria/identify sites to guide waste and minerals development
<p>1 To meet the diverse housing needs of the population in a sustainable</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the 	<p>0 No significant effects/no clear link.</p>	<p>0 No significant effects/no clear link.</p>	<p>0 No significant effects/no clear link.</p>	<p>0 No significant effects/no clear link.</p>

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2	<p>way.</p> <ul style="list-style-type: none"> Improve the health and well-being of York's population 	<ul style="list-style-type: none"> needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	0	No significant effects/no clear link.	+	The NPPF is likely to have a positive impact on this objective and it makes clear that any development would need to be in line with environmental criteria "to ensure that permitted operations do not have unacceptable adverse impacts on ... human health, including from noise, dust, visual intrusion, traffic, tip and quarry slope stability, differential settlement of quarry backfill, mining subsidence, increased flood risk, impacts on the flow and quantity of surface or groundwater and migration of contamination from the site". However, this is open to interpretation and would need a local perspective to ensure that adverse impacts on human health were minimised.	++	This approach would allow a more in-depth approach through setting detailed principles through the Local Plan to help minimise adverse impacts to human health. However, this approach would fail to reflect any adverse cross-boundary issues which may be caused through waste and minerals planning/ processing / extraction within York. This is likely to have negative effects, particularly for neighbouring authorities.	+	This approach would allow a more in-depth approach through setting detailed principles through the Local Plan to help minimise adverse impacts to human health. However, this approach would fail to reflect any adverse cross-boundary issues which may be caused through waste and minerals planning/ processing / extraction within York. This is likely to have negative effects, particularly for neighbouring authorities.	0	No significant effects/no clear link.	-	Option 4 would also
3	<ul style="list-style-type: none"> Improve education, skills development and training for an effective workforce 	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0	No significant effects/no clear link.	0	No significant effects/no clear link.	0	No significant effects/no clear link.	0	No significant effects/no clear link.	0	No significant effects/no clear link.	0	No significant effects/no clear link.
4	<ul style="list-style-type: none"> Create jobs 	<ul style="list-style-type: none"> Help deliver conditions for business 	-	The effect on the	+	The NPPF recognises the	++	This approach would	-	Option 4 would also				

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<p>and deliver growth of a sustainable, low carbon and inclusive economy</p>	<ul style="list-style-type: none"> • success and investment; Deliver a flexible and relevant workforce for the future; • Deliver and promote stable economic growth; • Enhance the city centre and its opportunities for business and leisure; • Provide the appropriate infrastructure for economic growth; • Support existing employment drivers; • Promote a low carbon economy. 	<p>economy would be based upon the opportunities minerals extraction and waste management. If these were restrict it would externalise production elsewhere.</p> <p>Minerals as buildings materials are important for infrastructure, building as well as energy. By externalising production this is likely to have a negative effect on other sectors of the economy.</p> <p>This approach would also contradict the NPPF in planning for minerals and working with neighbouring authorities to co-ordinate the planning of industrial minerals.</p>	<p>importance of minerals in supporting sustainable economic growth as well as being a finite resource and the importance of taking account of the contribution that substitute or recycled material would make to the supply, prior to considering further extraction of primary materials. It states that "Minerals planning authorities should work with other relevant organisations to use the best available information to:</p> <ul style="list-style-type: none"> • develop and maintain an understanding of the extent and location of mineral resource in their areas; and • assess the projected demand for their use, taking full account of opportunities to use materials from secondary and other sources which could provide suitable alternatives to primary materials". <p>A policy approach using the NPPF however, would be more speculative as no local level extraction policies would be set or areas identified. Furthermore, whilst the NPPF states that</p>	<p>comply with the NPPF by co-ordinating a sub-regional understanding for Minerals and Waste planning reflecting the wider horizon and opportunities for cross-boundary economic linkages.</p> <p>This approach would allow a more in-depth approach through setting general principles through the Local Plan followed by a more in-depth approach in the joint plan.</p> <p>Option 3 provides an opportunity to set more direction for waste development and/or minerals extraction whilst allowing an alignment of detail so that development can be tested for potential as well as environmental impacts.</p>	<p>allow a more in-depth approach to waste and minerals planning, similarly to option 3.</p> <p>However, this approach would fail to reflect the regional and sub-regional dimensions of cross-boundary waste and minerals use, processing and extraction.</p> <p>This approach would not be adequate in meeting the challenge of dealing with waste processing in the authority given the size of existing facilities.</p> <p>On balance, this approach is likely to hinder economic growth in connection with waste, minerals and their associated businesses.</p>			

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KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
5	<ul style="list-style-type: none"> Help deliver equality and access to all 	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	0 No significant effects/no clear link.	0	<p>applications would need to be assessed against environmental criteria to ensure that permitted operations do not have unacceptable adverse impacts, this is open to interpretation and therefore may cause some tension upon its application.</p> <p>No significant effects/no clear link.</p>	0 No significant effects/no clear link.	0 No significant effects/no clear link.
6	<ul style="list-style-type: none"> Reduce the need to travel and deliver a sustainable integrated transport network 	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	<p>By restricting development minerals and waste, it will externalise the supply and it is likely that effects of this will not be assessed or mitigated locally. It is also likely to increase the length of journey for waste processing and acquiring minerals. This would cause cross-boundary issues and could have a negative impact on York as well as across the region from the point of extraction into the long-term.</p>	?	<p>The NPPF supports a sub-regional approach to dealing with waste and minerals which would allow consideration for cross-boundary movement of waste and minerals.</p> <p>However, the NPPF states this should not cause harm to traffic but does not state anything further with regards to transportation. This leaves the policy approach open to interpretation and could cause tension in determining any applications for processing or extraction.</p>	<p>A sub-regional approach would allow a comprehensive transport strategy for moving waste and mineral around between authorities in the most sustainable way.</p> <p>This is likely to rely on road transportation which would increase congestion. However, looking at this in more detail through the Joint Waste and Minerals Plan would allow a number of alternatives to be assessed in detail and the accompanying SA/SEA could set out specific mitigation measures to minimise adverse impacts.</p>	<p>Similarly to option 3, this would allow a detailed understanding of the local transportation of waste and minerals and would need to address the locations of suitable sites as part of the overall alternatives testing.</p> <p>However, this approach would fail to recognise the cross boundary nature of minerals extraction/waste processing and be able to assess the cross-boundary effects adequately.</p> <p>On balance, this approach is likely to</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O Positive impact likely	?	Uncertain or insufficient information	- Negative impact likely	-/- Very negative impact likely	I Positive or negative impact depending on how it is implemented
7	<ul style="list-style-type: none"> • Reduce or mitigate greenhouse gas emissions from all sources; • Plan or implement adaptation measures for the likely effects of climate change; • Provide and develop energy from renewable, low and zero carbon technologies; • Promote sustainable design and building materials that manage the future risks and consequences of climate change; • Adhere to the principles of the energy hierarchy. 	<p>Restricting development could hinder the use and installation of renewable energy technologies and low carbon infrastructure as both can be used to recover and generate energy as well as be in building materials. This may also reduce the capacity for York to recycle minerals and aggregates and increase the need for primary aggregate extraction locally.</p> <p>This approach is also likely to increase the length of journey for waste processing and acquiring minerals having a detrimental impact on minimising greenhouse gas production. This would cause cross-boundary issues and could have a negative impact on York as well as across the region from the point of extraction into the long-term.</p>	+	-	<p>The NPPF recognises minerals are a finite resource and can only be worked where they are found. It states that "it is important to make best use of them to secure their long-term conservation".</p> <p>Furthermore, the NPPF states that "so far as practicable, take account of the contribution that substitute or secondary and recycled materials and minerals waste would make to the supply of materials, before considering extraction of primary materials, whilst aiming to source minerals supplies indigenously".</p> <p>Depending on the type of mineral extracted, it can also indirectly contribute to climate change through promoting the use of fossil fuels in energy production.</p> <p>Relying on the NPPF would not reflect the local agendas for climate change and may therefore also cause negative impacts or tensions through its application.</p> <p>This Framework does not</p>	+	<p>The approach should comply and take further the NPPF. A Joint Waste and Minerals plan would be able to identify the key impacts on the local area in order to mitigate any impacts on climate change within or outside of York.</p>	<p>have a positives locally but in the long-term, also have negative cross-boundary impacts.</p> <p>A detailed local approach may have similar benefits in option 3 but would lack a cross-boundary recognition. This could have implications on climate change which is not bound by the district boundary but affected through cumulative actions.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O No significant impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	-	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
8	<ul style="list-style-type: none"> Conserve or enhance green infrastructure, biodiversity, flora and fauna for accessible high quality and connected natural environment 	<ul style="list-style-type: none"> Protect and enhance internationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Protect and enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0	No significant effects/no clear link.	+	-	-	I
					+	-	-	I
			contain specific waste policies, since national waste planning policy will be published as part of the National Waste Management Plan for England. However, it does states that local authorities preparing waste plans and taking decisions on waste applications should have regard to policies in this Framework so far as relevant.	-	+	-	-	I
			The NPPF states that any Minerals development should "ensure, in granting planning permission for mineral development, that there are no unacceptable adverse impacts on the natural and historic environment" and "not grant planning permission for peat extraction from new or extended sites". This is likely to ensure that any development would consider the impacts on green infrastructure and biodiversity.	+	-	-	-	I
			The NPPF also advocates that policies are put in place "to ensure worked land is reclaimed at the earliest opportunity... and that high quality restoration and aftercare of mineral sites takes place, including for	+	-	-	-	I
			A locally derived approach to guiding development followed by a Joint Waste and Minerals Plan is likely to have the most long-term benefits for nature conservation sites. This would enable a local understanding of biodiversity issues to be considered in the location and assessment process as well as impacts on sub-regional green infrastructure corridors .	+	-	-	-	I
			A detailed local approach may have similar benefits in option 3 but would lack a cross-boundary recognition. This could have implications on biodiversity and green infrastructure, particularly wildlife corridors, which are not bound by the district boundary and can be affected through cross-boundary and cumulative actions.	+	-	-	-	I

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY		++ Very positive impact likely	+Positive impact likely	O No significant effect / no clear link	?Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented		
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	<p>Minerals extraction can only occur where they are located. Should this be the case, it may be a positive use of this land.</p> <p>However, should York contain useful minerals, this may not enable them to be used in an effective way.</p> <p>Also, by restricting development in York, this will put pressure on other areas and</p>	+	-	<p><i>agriculture (safeguarding the long term potential of best and most versatile agricultural land and conserving soil resources), geodiversity, biodiversity, native woodland, the historic environment and recreation".</i></p> <p>However, this approach would lack a local perspective and the potential cumulative impacts that could harm sensitive nature conservation sites and species. Furthermore the approach allows for interpretation which may cause tension upon the application and understanding of the policy.</p>	+	<p>A locally derived approach to guiding development followed by a Joint Waste and Minerals Plan is likely to have the most long-term benefits for maximising the use of the land both for extraction and remediation post development to a high quality natural environment. This would comply with the NPPF approach but would enable a local understanding of resource issues to be considered in the</p>	?	<p>A detailed local approach may have similar benefits to option 3.</p> <p>However, it would lack a cross-boundary understanding on the cumulative effects of using these land resources.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O No significant impact likely	?	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented	
10	<ul style="list-style-type: none"> Improve water efficiency and quality 	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	No significant effects/no clear link.	0	No significant effects/no clear link.	0	No significant effects/no clear link.	0	No significant effects/no clear link.
11	<ul style="list-style-type: none"> Reduce waste generation and increase 	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	-	This would minimise the amount of waste that York could process in the long-term meaning that it	?	This Framework does not contain specific waste policies, since national waste planning policy will be published as part of the	+	The provision of high level policies followed by a Joint Waste and Minerals Plan would enable waste to be	+	The provision of detailed local criteria/sites would be positive in processing waste locally.
				may have adverse effects on land resources outside of the authority.		considering extraction of primary materials, whilst aiming to source minerals supplies indigenously". This should ensure that minerals are used efficiently and not extracted unnecessarily. The NPPF also advocates that policies are put in place "to ensure worked land is reclaimed at the earliest opportunity... and that high quality restoration and aftercare of mineral sites takes place, including for agriculture (safeguarding the long term potential of best and most versatile agricultural land and conserving soil resources), Whilst the NPPF would ensure consideration for the resources, relying on the NPPF would not reflect the local agendas for climate change and may therefore also cause negative impacts or tensions through its application.		location and assessment process as well as impacts on sub-regional basis.		

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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12	<p>level of reuse and recycling</p> <ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	<p>would externalise processing of waste. Whilst this may have positive connotations for York, it is likely to have a detrimental impact on the sub-region.</p>	<p>National Waste Management Plan for England. However, it does states that local authorities preparing waste plans and taking decisions on waste applications should have regard to policies in this Framework so far as relevant.</p>	+	<p>considered on a sub-regional level. This should help to improve processing facilities to ensure that it is processed efficiently.</p> <p>However, it may locate new processing facilities outside of the York boundary which would mean that cross-boundary effects and cumulative impacts between neighbouring authorities would need to be considered.</p> <p>The Joint waste and Minerals Plan would be subject to a separate SA/SEA, which should address any concerns.</p>	<p>York already has waste processing centres but this would allow new waste processing centres to be identified locally.</p>	<p>A detailed local approach may have similar benefits to option 3.</p> <p>However, it would lack a cross-boundary understanding on the cumulative effects of using these land resources.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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13	<ul style="list-style-type: none"> Minimise flood risk and reduce the impact of flooding to people and property in York 	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SUDs). 	0 No significant effects/no clear link.	?	<p>This may consider the implications of air quality through considerations for environmental impacts.</p> <p>However, this approach would lack a local perspective and the potential cumulative impacts that could harm air quality. Furthermore the approach allows for interpretation which may cause tension upon the application and understanding of the policy.</p>	+	<p>The provision of high level policies followed by a Joint Waste and Minerals Plan would enable flood risk and mitigation to be considered on a local and sub-regional level.</p> <p>The Joint waste and Minerals Plan would be subject to a separate SA/SEA, which should address any concerns.</p>	<p>A detailed local approach may have similar impacts to option 3.</p> <p>However, it would lack a cross-boundary understanding on the cumulative effects of using waste processing and mineral extraction locations.</p>
14	<ul style="list-style-type: none"> Conserve or enhance York's historic environment, cultural heritage, character and setting 	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	<p>This would have a positive approach for York by not having additional mineral extraction of waste processing locations in the authority.</p> <p>By restricting development in York, this will put pressure on other areas and may have adverse effects on the character and setting of other locations outside of the authority.</p>	?	<p>The NPPF states that any Minerals development should "ensure, in granting planning permission for mineral development, that there are no unacceptable adverse impacts on the natural and historic environment". The NPPF also advocates a that policies are put in place "to ensure worked land is reclaimed at the earliest opportunity... and that high quality restoration sites takes place, including for... the historic environment". This is likely to ensure that any development would consider the impacts on York's historic character and setting as well as the sub-region.</p>	+	<p>The provision of high level policies followed by a Joint Waste and Minerals Plan would enable all aspects of the historic environment, including the character and setting of York, to be identified and considered on a local and sub-regional level. The Joint waste and Minerals Plan would be subject to a separate SA/SEA, which should help to identify and address any concerns as well as mitigation techniques where impacts are identified.</p> <p>However, minerals extraction in particular could have significantly detrimental effects on York's landscape given</p>	<p>A detailed local approach may have similar impacts to option 3.</p> <p>However, it would lack a cross-boundary and sub-regional understanding on the cumulative effects of using waste processing and mineral extraction locations on York. Impacts would be particularly severe should neighbouring authorities choose to locate development close to the City of York boundary. This could cause significant harm to the historic environment.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely		+		O No significant effect / no clear link		?		Uncertain or insufficient information		-		- - Very negative impact likely		I Positive or negative impact depending on how it is implemented	
	Positive impact likely		Positive impact likely		No significant effect / no clear link		?		Uncertain or insufficient information		-		- - Very negative impact likely		I Positive or negative impact depending on how it is implemented	
15	Conserve and enhance York's natural and built landscape	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Conserve or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	+	?	?	This would have a positive approach for York by not having additional mineral extraction of waste processing locations in the authority. By restricting development in York, this will put pressure on other areas and may have adverse effects on the character and setting of other locations outside of the authority.	-	However, minerals extraction in particular could have significantly detrimental effects on York's landscape given its flat nature and that views from across the sub-region can be made into and out of the city centre. This approach would lack a local perspective and the potential cumulative impacts that could cause harm to York's unique setting and landscape. Furthermore the approach allows for interpretation which may cause tension upon the application and understanding of the policy.	+	+	its flat nature and that views from across the sub-region can be made into and out of the city centre.	- -	- -	A detailed local approach may have similar impacts to option 3. However, it would lack a cross-boundary and sub-regional understanding on the cumulative effects of using waste processing and mineral extraction locations on York. Impacts would be particularly severe should neighbouring authorities choose to locate development close to the City of York boundary. This could cause significant harm to the historic environment..	I	

KEY	++ Very positive impact likely	+ Positive impact likely	O No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
General							
Preferred Approach							

York's historic character and setting as well as the sub-region. However, minerals extraction in particular could have significantly detrimental effects on York's landscape given its flat nature and that views from across the sub-region can be made into and out of the city centre. This approach would lack a local perspective and the potential cumulative impacts that could cause harm to York's unique setting and landscape. Furthermore the approach allows for interpretation which may cause tension upon the application and understanding of the policy.

extraction in particular could have significantly detrimental effects on York's landscape given its flat nature and that views from across the sub-region can be made into and out of the city centre.

Option 1 would go against the NPPF and is likely to have an overall significant effect on the sub-region as opposed to York. Not locating mineral extraction within the authority would be positive for York's overall character and setting but would externalise the problem to elsewhere within the sub-region. Many of the effects identified would cause significant cross-boundary effects.

Relying on the NPPF is likely to have an overall positive approach to planning for minerals although waste processing is not covered through the document. This approach advocates a sub-regional approach to determining extraction potential and conservation as well as protection for the natural environment and human health. However, this would lead to more speculative development given that it would lack a local perspective and be open to interpretation which in the long-term could cause tensions between understanding what constitutes suitable locations and extraction levels.

Option 3 is likely to ensure that mineral and waste development are managed in a robust way as it will set more direction for development and align with local and sub-regional level understanding of evidence base, including environmental impacts and transportation. This will also maximise knowledge of cross-boundary effects as well as ensure their mitigation. The Joint Waste and Minerals Plan would also be subject to a separate SA/SEA which could assess the issues in detail.

Setting a detailed approach is likely to have positive impacts in identifying local issues and locations for development but lack a sub-regional perspective. This could have detrimental impacts on mitigating cross-boundary effects both from York and from neighbouring authorities.

Option 3: Provide a high-level criteria to guide waste and mineral development (defer details to Joint Waste and Mineral Local Plan with North

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	<p>Yorkshire).</p> <ul style="list-style-type: none"> The Joint Waste and Minerals Local Plan will be subject to a separate SA, which should scope issues, baseline evidence and suitable objectives for assessment of development locations. It will also be able to suggest mitigation where necessary. Waste processing and minerals extraction could have a detrimental impact on human health should it be managed incorrectly. This option should take account of both local and sub-regional impacts to peoples health and allow for the appropriate location of development. This approach should maximise benefits to the economy by identifying aggregates in York which could be extracted. It would also identify opportunities for joint working with neighbouring authorities to maximise the level of local aggregates which should benefit the overall regional economy. Mineral and waste development could have a significantly negative impact on the environmental objectives. However, this approach should help to direct development to locations which cause the least harm to the environment through consideration of local, sub-regional and cumulative impact on environmental factors. The Joint Waste and Minerals Local Plan will also be subject to a separate SA which should be able to identify issues and suggest mitigation where necessary. <p>The SA for the Joint Minerals Plan should also be a Joint SA/SEA for the area covered by the plan to maximise the capture of significant issues and impacts arising from minerals and waste development. Should applications for development be submitted, the associated Joint SA should be considered.</p>
Recommendations	

SECTION 23: TRANSPORT

Location, Layout and Accessibility			
SA Objective	Option 1: Rely on NNPF to guide accessibility in relation to location/layout of new development	Option 2: Provide generic local criteria to guide accessibility in relation to location/layout of new development	Option 3: Provide detailed local criteria to guide accessibility in relation to location/layout of new development
<p>1</p> <p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	0 No significant impact/clear link.	0 No significant impact/clear link.	0 No significant impact/clear link.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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2	<p>Improve the health and well-being of York's population</p> <ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling) Improve access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	+	+	+	?	<p>The NPPF requires that <i>'planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping leisure, education and other activities.</i></p> <p>The NPPF also requires that for larger scale developments, key facilities such as schools and local shops should be located within walking distance of most properties. Such requirements would have positive and permanent long term impacts on this objective. Such requirements will help to improve the health of the population of York through encouragement of walking and cycling. There would therefore be positive and permanent long term impacts on this objective.</p>	?	+	<p>Detailed local criteria to guide accessibility in relation to location/layout of new development would factor in the need to ensure that new development could be accessed by sustainable modes of transport, including walking and cycling, and also to avoid developments where environmental circumstances could negatively impact on people's health. This would have positive and permanent long term impacts on the population of York.</p>
3	<p>Improve education, skills development and training for an effective workforce</p> <ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0	0	0	0	<p>No significant impact/clear link.</p>	0	0	<p>No significant impact/clear link.</p>
4	<p>Create jobs and deliver growth of a sustainable, low carbon and inclusive economy</p> <ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	+	+	+	?	<p>Relying on the NPPF to guide accessibility in relation to the location/layout of new development would help to ensure that as much of the population of York as possible has access to employment opportunities. Such an approach would help to deliver a flexible workforce and contribute to growth. There would therefore be positive and permanent long term impacts on this objective.</p>	?	+	<p>Detailed local criteria would seek to ensure, in relation to guiding accessibility for location/layout of new development, that as many people as possible had access to employment opportunities. This would help to deliver a flexible workforce, contribute to growth and have a positive and permanent long term impact on this objective.</p>
5	<p>Help deliver</p> <ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the 	+	+	+	?	<p>Relying on the NPPF to guide accessibility in relation to</p>	?	+	<p>Detailed local criteria to guide accessibility in relation to location/layout</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	equality and access to all	<ul style="list-style-type: none"> Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 		location/layout of new development would have positive impacts on this objective. The NPPF requires that developments should be located and designed where practical to consider the needs of people with disabilities by all modes of transport'. and that 'planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping leisure, education and other activities. The NPPF also requires that for larger scale developments, key facilities such as schools and local shops should be located within walking distance of most properties. These requirements would have permanent and positive long term impacts on this objective		location/layout of new development may not include sufficient detail to consider factors such as addressing inequality and ensuring services and facilities are easily accessible and so impacts on this objective are uncertain.		of new development would include consideration of the need to ensure good access to services and to help reduce inequality across York, thereby having a positive and permanent long term impact on this objective.	
6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	+	Relying on the NPPF to guide accessibility in relation to location/layout of new development would have positive and permanent long term impacts on this objective. The NPPF requires that for all developments which generate significant amounts of movement, plans and decisions should take account of whether 'opportunities for sustainable transport modes have been taken up'. The NPPF also requires that developments should be located and designed where practical to 'give priority to pedestrian and cycle movements, and have access to high quality public transport facilities'.	+	Whilst generic criteria would not include the same level of detail as for detailed local criteria, it is assumed that such criteria would still seek to reduce the need to travel in relation to location/layout of new development, and thereby have a permanent and positive long term impact on this objective.	+	It is assumed that detailed local criteria to guide accessibility in relation to location/layout of new development would consider the need to reduce travel and promote sustainable forms of transport, and thereby have a positive and permanent long term impact on this objective.	
7	To minimise greenhouse gases that cause	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from 	+	Relying on the NPPF to guide accessibility would have positive impacts on this objective. The NPPF states that 'encouragement should be given to solutions which support	+	It is assumed that generic criteria to guide accessibility in relation to location/layout of new development would seek to reduce the need to travel, which	+	It is assumed that detailed criteria to guide accessibility in relation to location/layout of new development would seek to reduce the need to travel. In turn this would help to reduce vehicle	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	climate change and deliver a managed response to its effects	renewable, low and zero carbon technologies; <ul style="list-style-type: none"> Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	0	<i>reductions in greenhouse gas emissions'</i> : Together with various other measures in the NPPF to combat greenhouse gas emissions, including promotion of sustainable forms of travel, there would be positive and permanent long term impacts on this objective.	0	would in turn help to reduce vehicle emissions and have positive and permanent long term impacts on this objective.	0	emissions and have a positive and permanent long term impact on this objective.	
8	Conserve or enhance green infrastructure, re, bio-diversity, geodiversity, flora and fauna for high quality and connected natural environment	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARS and SSSIs ; Protect and enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0	No significant impact/clear link.	0	No significant impact/clear link.	0	No significant impact/clear link.	
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0	No significant impact/clear link.	0	No significant impact/clear link.	0	No significant impact/clear link.	
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	No significant impact/clear link.	0	No significant impact/clear link.	0	No significant impact/clear link.	
11	Reduce waste generation and increase	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	No significant impact/clear link.	0	No significant impact/clear link.	0	No significant impact/clear link.	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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12	level of reuse and recycling Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	+	Using the NPPF to guide accessibility in relation to location/layout of new development would have positive and permanent long term impacts on this objective. The NPPF seeks to ensure that <i>opportunities for sustainable transport modes have been taken up</i> . The NPPF also requires that developments should be located and designed where practical to <i>give priority to pedestrian and cycle movements, and have access to high quality public transport facilities</i> .	+	It is assumed that generic criteria would include the need to reduce travel, which would in turn help to reduce vehicle emissions, which would have positive and permanent long term impacts on this objective.	+	It is assumed that detailed local criteria would include consideration of the need to reduce travel and promote sustainable forms of transport, and that consideration would be given to impacts on air quality. On this basis there would be a positive and permanent long term impact on this objective. This would be particularly welcome given that there are problems with air quality in certain parts of York.	
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0	No significant impact/clear link.	0	No significant impact/clear link.	0	No significant impact/clear link.	
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0	No significant impact/clear link.	0	No significant impact/clear link.	0	No significant impact/clear link.	
15	Conserve	<ul style="list-style-type: none"> Conserve or enhance the landscape 	0	No significant impact/clear link.	0	No significant impact/clear link.	0	No significant impact/clear link.	

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and enhance York's natural and built landscape	including areas of landscape value	<ul style="list-style-type: none"> Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 					
NPPF led/generic criteria	<p>Relying on the NPPF to guide accessibility in relation to location/layout of new development would have a number of positive impacts., including those on the environment since the NPPF seeks to locate development where it is accessible by public transport and to give priority to pedestrian and cycle movements where possible. These would benefit the environment.</p> <p>Using generic criteria would have some positive environmental impacts but also some uncertain impacts as it is uncertain whether generic criteria could include sufficient detail to address some location-specific factors such as inequality.</p> <p>The preferred approach has a number of positive impacts.</p> <ul style="list-style-type: none"> There would be positive impacts on the environment since it is assumed that local policies for new development would encourage use of sustainable modes of transport, help to reduce reliance on the car, with subsequent environmental benefits. Economic benefits would occur on the assumption that local criteria would encourage use of sustainable forms of transport and thereby help to give the public of York as much access as possible to employment opportunities, which would help to create growth. There would also be positive social impacts with local criteria ensuring that the location/layout of new development contributes to maximising accessibility to key services. <p>The preferred approach has significantly greater sustainability benefits, with no adverse impacts, compared to the alternatives and is therefore recommended</p>						
Preferred Approach – detailed local criteria	<p>The preferred approach has a number of positive impacts.</p> <ul style="list-style-type: none"> There would be positive impacts on the environment since it is assumed that local policies for new development would encourage use of sustainable modes of transport, help to reduce reliance on the car, with subsequent environmental benefits. Economic benefits would occur on the assumption that local criteria would encourage use of sustainable forms of transport and thereby help to give the public of York as much access as possible to employment opportunities, which would help to create growth. There would also be positive social impacts with local criteria ensuring that the location/layout of new development contributes to maximising accessibility to key services. <p>The preferred approach has significantly greater sustainability benefits, with no adverse impacts, compared to the alternatives and is therefore recommended</p>						
Recommendations	<p>The preferred approach has significantly greater sustainability benefits, with no adverse impacts, compared to the alternatives and is therefore recommended</p>						

Sustainable modes of transport

SA Objective	Option 1: Local policies for new development to give priority to car-based transport	Option 2: Local policies for new development to give equal priority to car-based and more sustainable forms of transport, such as public transport, walking and cycling	Option 3 Local policies for new development to give priority to more sustainable forms of transport, such as public transport, walking and cycling
1 To meet the diverse housing needs of the population	0 No clear link	0 No clear link	0 No clear link

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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2	<p>in a sustainable way.</p> <ul style="list-style-type: none"> Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 					<p>Giving priority to car based transport would increase vehicle emissions, which would very negatively impact upon the health and well-being of the population of York. Such negative impacts would be permanent.</p>				<p>By giving priority to walking and cycling, there will be long term and permanent positive impacts. In addition, this option will help to reduce vehicle use, which will in turn help to lower vehicle emissions. .</p>
3	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 					<p>Continuing to give priority to car based transport would continue to exacerbate problems for those who don't have use of a car in relation to ensuring good access to education and training opportunities. There would therefore be negative and permanent long term impacts on this objective.</p>				<p>Giving priority to public transport, walking and cycling will help to ensure equal access to education and training and thereby have permanent and positive long term impacts on this objective.</p>
4	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 					<p>Local policies for new development giving priority to car based and public transport, walking and cycling would help to ensure that the population of York has good access to new employment developments. This would help to deliver a flexible workforce and contribute to growth, and have positive and permanent long term impacts on this objective.</p>				<p>Local policies for new development giving priority to public transport, walking and cycling will help to increase access to jobs, workforce and contribute to growth. This would have a positive and permanent long term impact upon this objective.</p>
5	<ul style="list-style-type: none"> Address existing imbalances of equality. 					<p>Giving priority to car based</p>				<p>Local policies for new development giving</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	deprivation and exclusion across the city; <ul style="list-style-type: none"> Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	transport may increase inequality because of varying access to cars. Therefore there would likely to be negative permanent and long term impacts on this objective.	and public transport, walking and cycling will have some positive impacts in relation to providing accessible services and facilities and addressing issues of equality. There would therefore be some positive and permanent long term impacts on this objective.	and public transport, walking and cycling will have some positive impacts in relation to providing accessible services and facilities and addressing issues of equality. There would therefore be some positive and permanent long term impacts on this objective.	and public transport, walking and cycling will have some positive impacts in relation to providing accessible services and facilities and addressing issues of equality. There would therefore be some positive and permanent long term impacts on this objective.	and public transport, walking and cycling will have some positive impacts in relation to providing accessible services and facilities and addressing issues of equality. There would therefore be some positive and permanent long term impacts on this objective.	and public transport, walking and cycling will have some positive impacts in relation to providing accessible services and facilities and addressing issues of equality. There would therefore be some positive and permanent long term impacts on this objective.	and public transport, walking and cycling will have some positive impacts in relation to providing accessible services and facilities and addressing issues of equality. There would therefore be some positive and permanent long term impacts on this objective.	priority to public transport, as well as walking and cycling would help to ensure that people have equal access to services and thereby have positive and permanent, long term impacts on this objective.
6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion.
7	To minimise greenhouse gas cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy.
8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs; Protect and enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural 	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs; Protect and enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural 	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs; Protect and enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural 	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs; Protect and enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural 	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs; Protect and enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural 	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs; Protect and enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural 	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs; Protect and enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural 	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs; Protect and enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural

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	high quality and connected natural environment	environment; <ul style="list-style-type: none"> Provide opportunities for people to access the natural environment. 								
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0	No significant impact/clear link.			0	No significant impact/clear link.		No significant impact/clear link.
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	No significant impact/clear link.			0	No significant impact/clear link.		No significant impact/clear link.
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	No significant impact/clear link.			0	No significant impact/clear link.		The promotion of walking and cycling will assist with the preservation of fossil fuels.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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12	<ul style="list-style-type: none"> Improve air quality 	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	--	<p>There would be a significant, long term and permanent negative impacts from giving priority to car based transport on this objective.</p> <p>This option would be directly contrary to promoting a sustainable transport network to minimise use of the car.</p>	+	<p>Giving equal priority to car-based and public transport, walking and cycling would have positive and negative, permanent and long term impacts on improving air quality. Car based transport would increase vehicle emissions, but public transport, walking and cycling would help reduce vehicle emissions.</p>	+	<p>Giving priority to public transport, walking and cycling based transport would have permanent, long term, permanent and positive impacts on air quality across the City.</p>		
13	<ul style="list-style-type: none"> Minimise flood risk and reduce the impact of flooding to people and property in York 	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0	No significant impact/clear link.	0	No significant impact/clear link.	0	No significant impact/clear link.	0	No significant impact/clear link.
14	<ul style="list-style-type: none"> Conserve or enhance York's historic environment, cultural heritage, character and setting 	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0	No significant impact/clear link.	0	No significant impact/clear link.	0	No significant impact/clear link.	0	No significant impact/clear link.
15	<ul style="list-style-type: none"> Protect and enhance York's natural and 	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; 	0	No significant impact/clear link.	0	No significant impact/clear link.	0	No significant impact/clear link.	0	No significant impact/clear link.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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		<ul style="list-style-type: none"> Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 						
General	<p>Local policies giving priority to car based transport for new development would have significant adverse impacts upon the environment through increased vehicle emissions, and hence adverse impacts on air quality and climate change, as well for congestion and equality of access to services. This option would be directly contrary to some of the SA objectives, particularly for objectives 6 and 12.</p> <p>Local policies giving priority to both car based transport, and public transport and walking and cycling for new developments has both positive and negative, permanent and long term impacts. Car use has associated adverse environmental impacts, whereas prioritising public transport would have positive environmental impacts, as would walking and cycling, including positive impacts on human health. Promoting means of transport other than the car would also help to ensure a flexible workforce by ensuring that as many people as possible have access to employment opportunities.</p>							
Preferred Approach	<p>The environmental impacts of the preferred option are positive since this option will help to reduce vehicle use, which would impact positively on reducing vehicle emissions and have associated environmental benefits.</p> <p>There would be positive economic impacts from local policies for new development giving priority to public transport, walking and cycling. For new economic development this would ensure that as much of the population of York as possible has access to employment opportunities, which would help to deliver growth.</p> <p>There would be positive social impacts through more equality of access and improvements to human health through reductions in emissions.</p> <p>The preferred approach has significantly greater sustainability benefits, with no adverse impacts, compared to the alternatives and is therefore recommended.</p>							
Recommendations								

Providing Transport Capacity to Accommodate Growth

SA Objective

1	To meet the diverse housing needs of the population	Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need;	-	Option 1: Increase existing road capacity to accommodate traffic generated by proposed level of growth	Option 2: Provide new road capacity to accommodate traffic generated by new development (e.g. new roads)	Option 3: Increase existing capacity for more sustainable modes of transport (walking cycling and public transport) to support proposed level of growth	Option 4: Provide new infrastructure for sustainable modes of transport (walking cycling and public transport) to support new development (e.g. new rail stations, and strategic cycle routes).	Option 5: Increase existing road capacity, provide new road capacity, increase existing capacity for more sustainable modes of transport and provide new infrastructure for sustainable modes of transport to support new development.
			<p>Reliance upon increasing existing road capacity would have negative and permanent long term impacts. It would</p>	<p>Reliance upon new road capacity would have negative and permanent long term impacts. It would exacerbate</p>	<p>Impacts on this objective are uncertain as the capacity of existing sustainable modes of transport is not</p>	<p>Providing new infrastructure for sustainable modes of transport to support new development would</p>	<p>This option will have positive, long term and permanent impacts upon this objective since it will help to</p>	

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	Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople.									
2	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	-	exacerbate problems for those who don't have a car by continuing to prevent access to housing choice.		problems for those who don't have a car by continuing to prevent access to housing choice.	+	clear, and whether this may impact upon access to housing choice.	have positive and permanent long term impacts upon this objective. It would help to increase access to housing choice.	increase access to housing choice.	
3	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	-	Reliance upon increasing existing road capacity would have negative and permanent long term impacts. It would exacerbate existing problems for those who don't have access to a car as a means of transport.		Reliance upon new road capacity would have negative and permanent long term impacts. It would exacerbate existing problems for those who don't have access to a car as a means of transport in terms of accessing education and training opportunities.	?	Impacts on this objective are uncertain as the capacity of existing sustainable modes of transport is not clear, and whether this may impact upon access to training and education opportunities.	+	Providing new infrastructure for sustainable modes of transport to support new development would have a positive and permanent long term impact on this objective since it would provide better access to education, training and job opportunities.	This option would increase access to education and training, which would have positive and permanent long term impacts on this objective.
4	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; 	?	Reliance upon increasing existing		Reliance upon new road capacity would	?	Impacts on this objective are	+	Providing new infrastructure for	This option would help to increase

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	<ul style="list-style-type: none"> Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 			road capacity would have uncertain impacts on this objective. Whilst York has a good public transport network, congestion in York is a problem and so it is uncertain what the economic impacts of increasing road capacity would be.		have negative and permanent long term impacts on this objective. It would exacerbate problems for those who don't have a car in relation to accessing job opportunities.		uncertain as the capacity of existing sustainable modes of transport is not clear, and whether this may impact upon growth.	sustainable modes of transport to support new development would have a positive and permanent long term impact on this objective since it would help York to get moving and help to ensure that economic growth in York was not inhibited by congestion, both on roads and on existing public transport networks.	access to jobs, which would help to deliver growth and have positive and permanent long term impacts on this objective.	
5	<ul style="list-style-type: none"> Help deliver equality and access to all 	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 		Reliance upon increasing existing road capacity would have negative and permanent long term impacts. It would exacerbate existing problems for those who don't have access to a car as a means of transport.	-	Reliance upon new road capacity would have negative and permanent long term impacts. It would exacerbate existing problems for those who don't have access to a car as a means of transport.	+	Increasing existing capacity for more sustainable modes of transport to support proposed levels of growth would have a positive and permanent long term impact on this objective. This approach would help to address inequality and exclusion by giving more people greater access to services/facilities.	Providing new infrastructure for sustainable modes of transport to support new development would have a positive and permanent long term impact on this objective. This approach would help to address inequality and exclusion by giving more people a means of travelling in and around York and the wider area, and give greater access to services/facilities.	+	This option would help to deliver equality and access to all by helping to ensure that the whole of York's population can access housing, jobs, goods and services and leisure facilities etc. There would therefore be positive and permanent long term impacts on this objective.
6	<ul style="list-style-type: none"> Reduce the need to travel and deliver a 	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; 		Reliance upon increasing the existing road capacity would have negative impacts	-	Providing new road capacity to accommodate traffic generated by	+	Increasing existing capacity for more sustainable modes of transport to	Providing new infrastructure for sustainable modes of transport to	+	This option would help to reduce the need to travel by delivering an

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KEY	++ Very positive impact likely	+	O Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented					
7	<p>sustainable integrated transport network</p> <ul style="list-style-type: none"> Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 				and be directly contrary to this objective. Such an approach would potentially increase congestion, which is already a problem for York at certain times. There would therefore be very negative and permanent long term impacts on this objective.		new development would not reduce need to travel and would not minimise use of the car, directly contrary to this objective. There would therefore be negative and permanent long term impacts on this objective.		support proposed levels of growth would have a positive and permanent long term impact on this objective. Such an approach would help to increase use of sustainable modes of transport and reduce reliance upon the car and thereby help to deliver an integrated transport network and also reduce congestion.		support new development would have a positive and permanent long term impact on this objective. Such an approach would help to increase use of public transport and reduce reliance upon the car and thereby help deliver an integrated transport network and also reduce congestion.		integrated transport network, which would have positive and permanent long term impacts on this objective.
8	<ul style="list-style-type: none"> Conserve or enhance green infrastructure re, bio- 			0 No significant impact/no clear link.	?	No significant impact/no clear link.		Impacts on this objective would be uncertain as it would depend upon the locations of new	?	Impacts on this objective would be uncertain as it would depend upon the locations of new		Impacts on this objective would be uncertain as it would depend upon the locations of new		Impacts on this objective would be uncertain as it would depend upon the locations of new

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	O No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented		
12	<ul style="list-style-type: none"> Improve air quality 	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	-	<p>Reliance upon increasing the existing road capacity would have negative impacts and be directly contrary to this objective. Such an approach would increase car use and the resultant increase in vehicle emissions. This would have adverse impacts upon air quality, particularly given that York already has problems with Air Quality in AQMAs.</p> <p>There would therefore be very negative and permanent long term impacts upon this objective.</p>	-	<p>New road capacity would see an increase in car use which would have very negative, permanent and long term impacts upon air quality.</p>	<p>new transport infrastructure and the associated resource use. There will therefore be positive and permanent long term impacts upon this objective.</p> <p>Increasing existing capacity for more of transport to support proposed levels of growth would help to reduce reliance upon the car and in turn reduce vehicle emissions. This would have positive and permanent long term impacts on improving air quality.</p>	<p>would have negative impacts upon this objective.</p> <p>Providing new infrastructure for sustainable modes of transport to support new development would help to reduce reliance upon the car and in turn reduce vehicle emissions. This would have positive and permanent long term impacts on improving air quality.</p>	<p>have negative impacts upon this objective.</p> <p>This option will have both positive and negative long term and permanent impacts on this objective. On the one hand increasing existing road capacity would increase vehicle emissions, but provision for more sustainable modes of transport would reduce vehicle emissions and so there would be positive and negative impacts on air quality.</p>
13	<ul style="list-style-type: none"> Minimise flood risk and reduce the impact of flooding to people 	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SUDs). 	0	<p>No significant impact/no clear link</p>	0	<p>No significant impact/no clear link.</p>	<p>It is assumed that new infrastructure for sustainable modes of transport would not be located in areas at risk of flooding, or that any new road capacity in York would not be in areas at risk of flooding, or that</p>	<p>It is assumed that new infrastructure for sustainable modes of transport would not be located in areas at risk of flooding, or that any new road capacity in York would not be in areas at risk of flooding, or that</p>	<p>It is assumed that new road capacity and infrastructure for sustainable modes of transport would not be located in areas at risk of flooding, or that any new road capacity in York would not be in areas at risk of flooding, or that</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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14	and property in York	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0	No significant impact/no clear link	I	mitigation would be provided to minimise flood risk and so on this basis there would be positive and permanent long term impacts on this objective.	0	No significant effects/no clear link	I	located in areas at risk of flooding, which would have positive and permanent long term impacts upon this objective.
15	Conserve and enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0	No significant impact/no clear link	I	This option could have a positive or negative impact depending upon implementation. New road infrastructure could protect and enhance York's natural and built landscape or have adverse impacts, depending upon the detail of proposals.	0	No significant effects/no clear link	I	This option would have a positive or negative impact depending upon implementation. Impacts of new roads capacity and infrastructure could conserve or enhance York's historic environment, cultural heritage, character and setting or have adverse impacts depending upon the detail of proposals.

KEY	++ Very positive impact likely	+	Positive impact likely	O No significant effect / no clear link	?	Uncertain or insufficient information	-	Negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented
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										detail of proposals.
General										Option 1 generally has adverse impacts, which would be expected, given the conflict between increased car use and the adverse environmental impacts resulting from this. Option 2 has similarly adverse impacts since this would also see an increase in car use, which would not be good for the environment. These options may also have negative impacts upon the economy and for housing, since they would exacerbate existing problems in relation to car ownership, in relation to things like inequality and access to training opportunities. Option 3 has some positive impacts, particularly in relation to the environment since it would help to reduce reliance upon the car. However, there are also some uncertainties with this objective, particularly in relation to jobs and growth, since it is uncertain how much extra capacity the existing transport system could accommodate, and thereby whether this might constrain growth, access to new housing etc... Option 4 would have a number of positive impacts. New infrastructure for sustainable modes of transport would benefit the environment through reducing reliance upon the car, and thereby reducing vehicle emissions, with resultant environmental benefits. It would help to avoid the need for road infrastructure which could help to protect the environment. This option would help to reduce congestion, which has been highlighted as a problem in York at certain times, ensuring that growth was not constrained by this. The preferred approach will have positive impacts in relation to the housing and economic objectives, since it will help to maximise access to housing and jobs through transport. It will also help to ensure that growth in York is not restricted by congestion. There will be a mixture of positive and negative environmental impacts since this preferred approach will encourage greater use of sustainable modes of transport, but will also increase car use, which has associated adverse environmental impacts. The preferred approach has positive social impacts as it will help to maximise access to jobs, goods and services, and recreational facilities. This approach will also improve the health and well-being of York's population through promotion of sustainable modes of transport. It is recommended for the preferred option that the policy includes mitigation to combat the uncertainties with regards to conserving the natural environment, using land resources efficiently and the potential for adverse impacts on the historic environment and the natural and built heritage. The policy also needs to mitigate for the negative impacts on resource use resulting from new roads and sustainable transport infrastructure.
Preferred Approach										
Recommendations										

Determining Areas for Development and Associated Transport Needs

SA Objective	Option 1: Rely on NPPF policies to guide transport related development (no policy option)	Option 2: Provide generic local criteria/site allocations to guide transport related development	Option 3: Provide detailed local criteria/site allocations to guide transport related development
1 To meet the diverse housing needs of the population in a	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the 	+	+
	0 No significant effect/no clear link.	+	+

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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2	<p>sustainable way.</p> <ul style="list-style-type: none"> Deliver pitches required for Gypsies and Travellers and Showpeople. Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling) Improve access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	<ul style="list-style-type: none"> needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling) Improve access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 			?		<p>It is uncertain whether generic criteria/site allocations would include consideration of factors such as air quality. Impacts on this objective are therefore uncertain.</p>	+	<p>Detailed local criteria/site allocations to guide transport related development would seek to avoid locating development where environmental circumstances could negatively impact on people's health. This would have a positive and permanent long term impact upon the health/well-being of York's population.</p>		
3	<ul style="list-style-type: none"> Improve education, skills development and training for an effective workforce 	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 				0	<p>No significant effect/no clear link.</p>	0	<p>No significant effect/no clear link.</p>		
4	<ul style="list-style-type: none"> Create jobs and deliver growth of a sustainable, low carbon and inclusive economy 	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 				0	<p>No significant effect/no clear link.</p>	0	<p>No significant effect/no clear link.</p>		
5	<ul style="list-style-type: none"> Help deliver equality and access to all 	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; 				+	<p>The NPPF requires that the transport system needs to be balanced in favour of sustainable transport modes, giving people choice about how they travel and also about maximising access to travel.</p>	?	<p>It is uncertain whether generic criteria/site allocations would include consideration of the need to ensure that transport related development is easily accessible.</p>	+	<p>Detailed local criteria /site allocations to guide transport related development would seek to ensure that transport related development was in accessible</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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6	<ul style="list-style-type: none"> Reduce the need to travel and deliver a sustainable integrated transport network 	<ul style="list-style-type: none"> Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	+	<p>This would help to ensure that there is good access to services and facilities and have a positive and permanent long term impact on this objective.</p> <p>NPPF requires that <i>'planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.'</i> The NPPF also recognises that transport policies have an important role to play in facilitating sustainable development and to <i>'support a pattern of development which facilitates the use of sustainable modes of transport'</i>. Such requirements would have a positive and permanent long term impact on this objective.</p>	?	<p>It is uncertain whether generic criteria/site allocations in relation to new transport development would have sufficient detail to ensure fulfilment of this objective.</p>	+	<p>Detailed local criteria /site allocations to guide transport related development will help to ensure that transport related development is easily accessible and helps to reduce the need to travel, and contributes to a sustainable integrated transport network. This would have positive and permanent long term impacts on this objective.</p>
7	<ul style="list-style-type: none"> To minimise greenhouse gases that cause climate change and deliver a managed response to its effects 	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	0	<p>No significant effect/no clear link.</p>	0	<p>No significant effect/no clear link.</p>	0	<p>No significant effect/no clear link.</p>
8	<ul style="list-style-type: none"> Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality 	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARS and SSSIs ; Protect and enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; 	+	<p>The NPPF seeks to conserve and enhance the natural environment through a range of measures and that land with the least environmental value should be allocated for new development. These requirements will have a positive and permanent long term impact on this objective.</p>	?	<p>It is uncertain whether generic criteria/site allocations would include consideration of factors such as protection of the natural environment.</p>	+	<p>It is assumed that detailed local criteria /site allocations to guide transport related development would ensure that the natural environment was not adversely affected. On this basis there would be a positive and permanent long term impact on this objective.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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9	and connected natural environment	<ul style="list-style-type: none"> Provide opportunities for people to access the natural environment. Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	+	The NPPF seeks to conserve and enhance the natural environment and to re-use PDL, remediate derelict land where appropriate and to allocate land with the least environmental value for development. These requirements will have a positive and permanent long term impact on this objective.	?	It is uncertain whether generic criteria/site allocations would include need to re-use PDL, or to safeguard agricultural land etc...	+	It is assumed that detailed local criteria /site allocations to guide transport related development would seek to re-use PDL where possible, prevent any pollution which may arise from such development contaminating the land, and to protect land such as agricultural and allotments. There would therefore be positive and permanent long term impacts upon this objective.						
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	No significant effect/no clear link.	0	No significant effect/no clear link.	0	No significant effect/no clear link.						
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	No significant effect/no clear link.	+	Criteria which encourage public transport development and use would contribute to the preservation of finite resources.	+	Criteria which encourage public transport development and use would contribute to the preservation of finite resources						
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of 	+	The NPPF seeks to meet the challenge of climate change and requires that local planning authorities should 'plan for new development in locations and ways which reduce greenhouse gas emissions'. This will have positive and permanent long term impacts on improving air quality.	?	It is uncertain whether generic criteria/site allocations would include need to locate development where it could negatively impact on air quality or away from areas of poor air quality.	+	Detailed local criteria /site allocations to guide transport related development could seek to locate development where it would not adversely impact air quality, or to be located in areas of existing poor air quality, unless there was mitigation to combat any adverse impacts. On this basis there would be a positive and permanent long term impact on this objective.						

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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		existing poor air quality where it could result in negative impacts on the health of future occupants/users; <ul style="list-style-type: none"> Promote sustainable and integrated transport network to minimise the use of the car. 								
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SUDs). 	+	In relation to flood risk the NPPF requires that development should be directed away from areas at highest risk of flooding, but where development is necessary to ensure that it can be made safe without increasing flood risk elsewhere. These requirements would have a positive and permanent long term impact on this objective.	?	It is uncertain whether generic criteria/site allocations would include consideration of factors such as flood risk and the need to ensure that development location and design does not negatively impact on flood risk.			+	It is assumed that detailed local criteria /site allocations to guide transport related development would seek to locate development away from areas of flood risk, which would have a positive and permanent long term impact on this objective.
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	+	The NPPF seeks to conserve and enhance the historic environment which would mirror the approach of this objective and have permanent and positive long term impacts on this objective.	?	It is uncertain whether generic criteria/site allocations would include consideration of factors such as the need to avoid adverse impacts on York's historic environment.			+	It is assumed that detailed local criteria /site allocations to guide transport related development would seek to avoid adverse impacts upon York's historic environment.
15	Protect and enhance York's natural and built landscape	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	+	The NPPF seeks to conserve and enhance the natural environment through a range of measures and that land with the least environmental value should be allocated for new development, and to seek to avoid development in areas of high landscape value. These requirements will have a positive and permanent long term impact on this objective.	?	It is uncertain whether generic criteria/site allocations would include consideration of factors including the need to protect areas of landscape value, and other land such as geologically important sites.			+	It is assumed that detailed local criteria /site allocations to guide transport related development would seek to locate development away from areas of landscape value, and to avoid geologically important sites. On this basis there would be a positive and permanent long term impact on this objective.
General				Option 1 has positive impacts on the SA objectives since the NPPF mirrors the approach of a number of the SA objectives. No adverse impacts were identified from this option, although it is recognised that NPPF does not include the level of detail that the preferred approach does and cannot therefore take account of particular local issues affecting York. Option 2 has largely uncertain impacts as it is uncertain whether generic local criteria/site allocations would include sufficient detail to factor in considerations such as protection of the environment, minimising flood risk, avoiding development that would adversely impact upon the health and well-being of the population, protection of the landscape etc..						
Preferred Approach				The preferred option has a number of positive impacts. It is assumed that detailed local criteria/site allocations would include sufficient detail						

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	<p>to ensure that there were no adverse environmental impacts from new transport related development, or if environmental impacts were unavoidable to include adequate mitigation. Social impacts from this option are positive since it is assumed that detailed local criteria/site allocations to guide transport related development would ensure that there is good access to new transport infrastructure and that it is not located where they may be adverse impacts upon human health. There are is no significant impacts/clear link on the economic objectives from this option. The preferred approach has significantly greater sustainability benefits, with no adverse impacts, compared to the alternatives and is therefore recommended.</p>						
Recommendations							

Demand management - CAR PARKING PROVISION

SA Objective		Option 1: Adopt a maximum level of car parking provision		Option 2 Adopt another appropriate standards for parking provision and apply them with due regard to the size and nature of the development and local circumstances		
1	<ul style="list-style-type: none"> To meet the diverse housing needs of the population in a sustainable way. 	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	0	No significant effect/no clear link	0	No significant effect/no clear link
2	<ul style="list-style-type: none"> Improve the health and well-being of York's population 	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose 	0	No significant effect/no clear link	0	No significant effect/no clear link

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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3	Improve education, skills development and training for an effective workforce	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0	No significant effect/no clear link.	0	No significant effect/no clear link.	0	No significant effect/no clear link.	
4	Create jobs and deliver a growth of a sustainable, low carbon and inclusive economy	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	0	No significant effect/no clear link.	0	No significant effect/no clear link.	0	No significant effect/no clear link.	
5	Help deliver equality and access to all	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	0	No significant effect/no clear link.	0	No significant effect/no clear link.	0	No significant effect/no clear link.	
6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	+	Having a maximum level of parking provision would help to discourage the use of the car, and in turn encourage use of sustainable forms of transport. This option would also help to encourage new developments to be accessible by public transport rather than the car. There would therefore be positive and permanent long-term impacts on this objective.	I	Adopting this approach to car parking provision could see an increase or decrease in car use, depending upon the specifics of the policy and how it was implemented. Impacts could therefore be positive or negative.			
7	To minimise greenhouse	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures 	+	Having a maximum level of parking provision would help to discourage use of the car, which would have benefits in helping to reduce vehicle emissions. There would therefore	I	Adopting this approach to car parking provision could see an increase or decrease in car use, depending upon the specifics of the policy and how it was implemented. Impacts could			

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	0	be positive and permanent long term impacts on this objective.			therefore be positive or negative depending upon levels of vehicle use and subsequent emissions.
8	Conserve or enhance green infrastructure, biodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Protect and enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0	No significant effect/no clear link	0	No significant effect/no clear link.	No significant effect/no clear link.
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0	No significant effect/no clear link.	0	No significant effect/no clear link.	No significant effect/no clear link.
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	No significant effect/no clear link.	0	No significant effect/no clear link.	No significant effect/no clear link.
11	Reduce waste generation and	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	No significant effect/no clear link.	0	No significant effect/no clear link.	No significant effect/no clear link.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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12	<p>increase level of reuse and recycling</p> <p>Improve air quality</p> <ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	+	No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented	
13	<p>Minimise flood risk and reduce the impact of flooding to people and property in York</p> <ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SUDs). 	0	No significant effect / no clear link.	0	No significant effect/no clear link.	0	No significant effect/no clear link.	I Adopting this approach to parking provision could have positive or negative impacts on air quality depending upon how the option was implemented. Car use could either be encouraged or discouraged depending on the flexibility within the approach to parking.	
14	<p>Conserve or enhance York's historic environment, cultural heritage, character and setting</p> <ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0	No significant effect/no clear link.	0	No significant effect/no clear link.	0	No significant effect/no clear link.	0	

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
15	<ul style="list-style-type: none"> Protect and enhance York's natural and built landscape Preserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0	No significant effect/no clear link.	0	No significant effect/no clear link.		
General	Adopting a maximum level of parking provision would have environmental benefits since it would help to discourage car use, which would help to reduce vehicle emissions' having positive impacts on climate change and air quality. Such an option would also encourage use of sustainable modes of transport, which would also have some positive environmental impacts. There is no significant effect/no clear link for the majority of the other SA objectives.						
Preferred Approach	The preferred option has the potential to have both positive and negative impacts depending upon how a flexible approach to parking is implemented. This approach has the potential to encourage or discourage car use, which could either have positive or negative impacts on the environment, depending upon the specifics of implementing a flexible approach to parking. There are no significant effects/no clear links in relation economic and social impacts.						
Recommendations	It is recommended that the preferred option includes mitigation to account for potential adverse impacts on the environment through increased car use, if car parking levels were increased.						

Demand Management – TRAVEL PLANNING

SA Objective	Option 1: Require all new developments to consider demand management (e.g. travel plans)	Option 2: Require only major development to consider demand management (e.g. travel plans)			
1	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	0	No significant effect/no clear link.	0	No significant effect/no clear link.
2	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling) 	+	Requiring all new developments to consider demand management will help to reduce the need to travel and the mode of travel, and have positive and permanent long term impacts	+	Requiring major developments to consider demand management will help to reduce the need to travel and the mode of travel and have positive and permanent long term impacts

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	+		0		?		-		I	
	++ Very positive impact likely	+ Positive impact likely	No significant effect / no clear link	No significant effect / no clear link	Uncertain or insufficient information	Negative impact likely	Very negative impact likely	Positive or negative impact depending on how it is implemented		
			<ul style="list-style-type: none"> Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	upon the health and well-being of York's population.	upon the health and well-being of York's population.
3	Improve education, skills development and training for an effective workforce			0		No significant effect/no clear link.	0	No significant effect/no clear link.	0	No significant effect/no clear link.
4	Create jobs and deliver growth of a sustainable, low carbon and inclusive economy			0		No significant effect/no clear link.	0	No significant effect/no clear link.	0	No significant effect/no clear link.
5	Help deliver equality and access to all			0		No significant effect/no clear link.	0	No significant effect/no clear link.	0	No significant effect/no clear link.
6	Reduce the need to travel and deliver a sustainable integrated transport network			+		Requiring all new developments to consider demand management will help to reduce the need to travel and the mode of travel, which will have positive and permanent long term impacts upon this objective.	+	Requiring major developments to consider demand management will help to reduce the need to travel and the mode of travel, which will have positive and permanent long term impacts upon improving air quality in York.	+	Requiring major developments to consider demand management will help to reduce the need to travel and the mode of travel, which will have positive and permanent long term impacts upon improving air quality in York.
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects			+		Requiring all new developments to consider demand management will help to reduce the need to travel and reduce greenhouse gas emissions which will have positive and permanent long term impacts upon this objective.	+	Requiring major developments to consider demand management will help to reduce the need to travel and the mode of travel, and in turn reduce greenhouse gas emissions which will have positive and permanent long term impacts upon improving air quality in York.	+	Requiring major developments to consider demand management will help to reduce the need to travel and the mode of travel, and in turn reduce greenhouse gas emissions which will have positive and permanent long term impacts upon improving air quality in York.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	+		0		?		-		I	
	++ Very positive impact likely	+ Positive impact likely	No significant effect / no clear link	No significant effect / no clear link	Uncertain or insufficient information	Negative impact likely	Very negative impact likely	0 Negative impact	1 Positive or negative impact depending on how it is implemented	
8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs; Protect and enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0	No significant effect/no clear link.	0	0	No significant effect/no clear link.	0	No significant effect/no clear link.	
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0	No significant effect/no clear link.	0	0	No significant effect/no clear link.	0	No significant effect/no clear link.	
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	No significant effect/no clear link.	0	0	No significant effect/no clear link.	0	No significant effect/no clear link.	
11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	No significant effect/no clear link.	0	0	No significant effect/no clear link.	0	No significant effect/no clear link.	
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	+	Requiring all new developments to consider demand management will help to reduce the need to travel and reduce vehicle emissions which will have positive and permanent long term impacts upon improving air quality in York.	+	+	Requiring major developments to consider demand management will help to reduce the need to travel and the mode of travel, and in turn reduce vehicle emissions which will have positive and permanent long term impacts upon improving air quality in York.			
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	0	No significant effect/no clear link.	0	0	No significant effect/no clear link.	0	No significant effect/no clear link.	

KEY	++ Very positive impact likely	+	O Positive impact likely	?	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	0 No significant effect/no clear link	0 No significant effect/no clear link	0 No significant effect/no clear link	+	Positive or negative impact depending on how it is implemented
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Preserve or enhance York's historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0	0	No significant effect/no clear link.	0	No significant effect/no clear link.	0	No significant effect/no clear link.		No significant effect/no clear link.
15	Conserve and enhance York's natural and built landscape	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Conserve or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Conserve or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0	0	No significant effect/no clear link.	0	No significant effect/no clear link.	0	No significant effect/no clear link.		No significant effect/no clear link.
General												
Option 1 would have positive environmental impacts since it would help to reduce the need to travel and the mode of travel, this in turn would reduce vehicle emissions and greenhouse gas emissions. This would also impact positively on the health and well-being of York's population as it would help to improve air quality in York.												
Preferred Approach												
The preferred option will have positive impacts upon the environment since it will help to reduce the need to travel and the mode of travel. This will in turn help to reduce vehicle and greenhouse gas emissions. There will be positive social impacts from requiring all new developments to consider demand management, since it will help to improve air quality through less reliance upon the car, which will have positive impacts on the health and well-being of York's population. There is no significant effect/clear link in relation to the economic objectives.												
Recommendations												
As the preferred approach has no negative impacts, no mitigation is considered necessary.												

Transport Infrastructure to Mitigate Local Impacts of Development

SA Objective	Option 1: Require all new developments to contribute to off-site transport infrastructure to mitigate the impacts of the development	Option 2: Require only major developments to contribute to off-site transport infrastructure to mitigate the impacts of development
1 To meet the diverse housing needs of the population in a sustainable way.	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	<p>0</p> <p>No significant impact/no clear effect.</p> <p>No significant impact/no clear effect.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	+		0		?		-		I	
	Very positive impact likely	Positive impact likely	No significant effect / no clear link	Uncertain or insufficient information	Very negative impact likely	Negative impact likely	Very negative impact likely	Positive or negative impact depending on how it is implemented	Very negative impact likely	Very negative impact likely
2	<ul style="list-style-type: none"> Improve the health and well-being of York's population 	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to open space / multi-functional open space Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	?	?	?	?	?	?	?	?
3	<ul style="list-style-type: none"> Improve education, skills development and training for an effective workforce 	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	0	0	0	0	0	0	0	0
4	<ul style="list-style-type: none"> Create jobs and deliver growth of a sustainable, low carbon and inclusive economy 	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 	0	0	0	0	0	0	0	0
5	<ul style="list-style-type: none"> Help deliver equality and access to all 	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	0	0	0	0	0	0	0	0
6	<ul style="list-style-type: none"> Reduce the need to travel and deliver a sustainable integrated transport network 	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	+	+	+	+	+	+	+	+
7	<ul style="list-style-type: none"> To minimise greenhouse gases that cause climate change and deliver a managed response to its 	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the 	+	+	+	+	+	+	+	+

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	+		0		?		-		I	
	++ Very positive impact likely	+ Positive impact likely	No significant effect / no clear link	?	Uncertain or insufficient information	?	?	Negative impact likely	Very negative impact likely	Positive or negative impact depending on how it is implemented
8	<p>effects</p> <ul style="list-style-type: none"> Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment 	<ul style="list-style-type: none"> future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Protect and enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	<p>Adhere to the principles of the energy hierarchy.</p> <p>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</p> <p>Protect and enhance locally important nature conservation sites (SINCS);</p> <p>Create new areas or site of bio-diversity / geodiversity value;</p> <p>Improve connectivity of green infrastructure and the natural environment;</p> <p>Provide opportunities for people to access the natural environment.</p>	?	<p>Uncertain or insufficient information</p>	<p>Requiring all new development to contribute to off-site transport infrastructure will have uncertain impacts on this objective, as it depends upon the location of such infrastructure.</p>	?	<p>Requiring only major developments to contribute to off-site transport infrastructure will have uncertain impacts on this objective, as it depends upon the location of such infrastructure.</p>	?	<p>Requiring only major developments to contribute to off-site transport infrastructure will have uncertain impacts on this objective, as it depends upon the location of such infrastructure.</p>
9	<ul style="list-style-type: none"> Use land resources efficiently and safeguard their quality 	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	?	<p>Uncertain or insufficient information</p>	<p>Requiring all new development to contribute to off-site transport infrastructure will have uncertain impacts on this objective, as it depends upon the location of such infrastructure.</p>	?	<p>Requiring only major developments to contribute to off-site transport infrastructure will have uncertain impacts on this objective, as it depends upon the location of such infrastructure.</p>	?	<p>Requiring only major developments to contribute to off-site transport infrastructure will have uncertain impacts on this objective, as it depends upon the location of such infrastructure.</p>
10	<ul style="list-style-type: none"> Improve water efficiency and quality 	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0	<p>Uncertain or insufficient information</p>	<p>No significant impact/no clear effect.</p>	0	<p>No significant impact/no clear effect.</p>	0	<p>No significant impact/no clear effect.</p>
11	<ul style="list-style-type: none"> Reduce waste generation and increase level of reuse and recycling 	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	<p>Uncertain or insufficient information</p>	<p>No significant impact/no clear effect.</p>	0	<p>No significant impact/no clear effect.</p>	0	<p>No significant impact/no clear effect.</p>
12	<ul style="list-style-type: none"> Improve air quality 	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	+	<p>Uncertain or insufficient information</p>	<p>Requiring all new development to contribute to off-site transport infrastructure to mitigate the impacts of development will help to deliver more sustainable transport networks, and in turn to reduce vehicle emissions, which will have permanent and positive long term impacts upon this objective.</p>	+	<p>Requiring only major developments to contribute to off-site transport infrastructure will help to deliver more sustainable transport networks, and in turn to reduce vehicle emissions, which will have permanent and positive long term impacts upon this objective.</p>	+	<p>Requiring only major developments to contribute to off-site transport infrastructure will help to deliver more sustainable transport networks, and in turn to reduce vehicle emissions, which will have permanent and positive long term impacts upon this objective.</p>
13	<ul style="list-style-type: none"> Minimise flood risk and reduce 	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on 	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on 	0	<p>Uncertain or insufficient information</p>	<p>No significant impact/no clear effect.</p>	0	<p>No significant impact/no clear effect.</p>	0	<p>No significant impact/no clear effect.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	Very positive impact likely		Positive impact likely		No significant effect / no clear link		Uncertain or insufficient information		Negative impact likely		Very negative impact likely		Positive or negative impact depending on how it is implemented
	the impact of flooding to people and property in York	<ul style="list-style-type: none"> Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	flood risk;										
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 		?				Requiring all new development to contribute to off-site transport infrastructure will have uncertain impacts on this objective, as it depends upon the location of such infrastructure.				Requiring only major developments to contribute to off-site transport infrastructure will have uncertain impacts on this objective, as it depends upon the location of such infrastructure.	
15	Conserve and enhance York's natural and built landscape	<ul style="list-style-type: none"> Preserve or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 		?				Requiring all new development to contribute to off-site transport infrastructure will have uncertain impacts on this objective, as it depends upon the location of such infrastructure.				Requiring only major developments to contribute to off-site transport infrastructure will have uncertain impacts on this objective, as it depends upon the location of such infrastructure.	
General								This option has some positive impacts since it will help to mitigate local impacts of development and to help reduce the need to travel, which will have positive impacts in respect of climate change and reducing vehicle emissions. There are also some uncertain impacts in relation to the environment, as it would depend upon the location of off-site transport infrastructure as to what impacts there may be on the natural environment, the historic environment and the natural and built landscape.					
Preferred Approach								This option has some positive environmental impacts since it will help to mitigate local impacts of development and to help reduce the need to travel, which will have positive impacts in respect of climate change and reducing vehicle emissions. There are also some uncertain impacts in relation to the environment, as it would depend upon the location of off-site transport infrastructure as to what impacts there may be on the natural environment, the historic environment and the natural and built landscape. There are no significant effects/no clear links in relation to the economic objectives. Social impacts will be positive since the preferred option will help to mitigate the local impacts of major development.					
Recommendations								It is recommended that the preferred option includes mitigation to ensure that any off-site transport infrastructure does not adversely impact upon the environment.					

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
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Section 24: Communications Infrastructure

Communications Infrastructure		Option 1: Rely of NPPF to guide communications infrastructure		Option 2: Provide a local policy guide to communications infrastructure	
SA Objective					
1	<p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	I	<p>Generally the NPPF covers the issue, but can be open to local interpretation. NPPF states that advanced, high quality communications infrastructure is essential for sustainable economic growth. High speed broadband and other communications networks also play a vital role in enhancing the provision of local community services and facilities. NPPF also states that in preparing Local Plans, local planning authorities should aim to keep the numbers of radio and telecommunications masts and the sites for such installations to a minimum, adding that existing masts, buildings and other structures should be used, unless the need for a new site has been justified. If the local interpretation of this is such that providing new sites for communications infrastructure is too easily justified there could be a proliferation of new sites, thereby harming the amenity of residential areas. NPPF does not give any direction with regard to the removal of communications equipment where it ceases to be operational.</p>	+	<p>This option expressly states that proposals for high quality communications infrastructure will be supported where it is located at an existing mast or transmission site, where it is technically and operationally feasible. This should require stronger justification for proving doing so is not feasible and thus requiring new sites to be provided. This should reduce the risk of the proliferation of new sites and therefore, have a positive impact. This option also states that consideration will be given to the removal of equipment that ceases to be operational, particularly where it is visually intrusive</p>
2	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) Improves access to health care; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	I	<p>NPPF states that existing masts, buildings and other structures should be used, unless the need for a new site has been justified. If the local interpretation of this is such that providing new sites for communications infrastructure is too easily justified there could be a proliferation of new sites, which could be visually intrusive and affect people's health and well being. NPPF does not give any direction with regard to the removal of communications equipment where it ceases to be operational.</p>	+	<p>This option should reduce the risk of the proliferation of new sites and therefore, have a positive impact. This option also states that consideration will be given to the removal of equipment that ceases to be operational, particularly where it is visually intrusive.</p>
3	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued 	+	<p>NPPF states that advanced, high quality communications infrastructure is essential for sustainable economic growth. High speed broadband and other communications networks also play a vital role in enhancing the provision of</p>	+	<p>High quality communications infrastructure is essential for sustainable economic growth. High speed broadband and other communications networks also play a vital role in enhancing the provision of local community services and</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O No significant impact likely	?	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented
	success; • Provide good quality employment opportunities available to all.				local community services and facilities. Provision of high quality communications infrastructure can enable more home-working and remote access to education and training opportunities			facilities. Provision of high quality communications infrastructure can enable more home-working and remote access to education and training opportunities
4	and training for an effective workforce • Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	• Help deliver conditions for business success and investment; • Deliver a flexible and relevant workforce for the future; • Deliver and promote stable economic growth; • Enhance the city centre and its opportunities for business and leisure; • Provide the appropriate infrastructure for economic growth; • Support existing employment drivers; • Promote a low carbon economy.	+		NPPF states that advanced, high quality communications infrastructure is essential for sustainable economic growth. High speed broadband and other communications networks also play a vital role in enhancing the provision of local community services and facilities. Provision of high quality communications infrastructure can enhance global business connectivity, particularly for the knowledge based and science sectors of York's economy. The provision of high quality communications infrastructure can also widen the workforce catchment by enabling home-working and other remote working.	+		High quality communications infrastructure is essential for sustainable economic growth. High speed broadband and other communications networks also play a vital role in enhancing the provision of local community services and facilities. Provision of high quality communications infrastructure can enhance global business connectivity, particularly for the knowledge based and science sectors of York's economy. The provision of high quality communications infrastructure can also widen the workforce catchment by enabling home-working and other remote working.
5	Help deliver equality and access to all	• Address existing imbalances of equality, deprivation and exclusion across the city; • Provide accessible services and facilities for the local population; • Provide affordable housing to meet demand; • Help reduce homelessness; • Promote the safety and security for people and/or property.	I		NPPF states that advanced, high quality communications infrastructure is essential for sustainable economic growth. High speed broadband and other communications networks also play a vital role in enhancing the provision of local community services and facilities. The provision of high quality communications infrastructure can widen the workforce catchment by enabling home-working and other remote working. It can also provide remote access to local services and facilities. NPPF also states that existing masts, buildings and other structures should be used, unless the need for a new site has been justified. If the local interpretation of this is such that providing new sites for communications infrastructure is too easily justified there could be a proliferation of new sites, thereby harming the amenity of residential areas. NPPF does not give any direction with regard to the removal of communications equipment where it ceases to be operational.	+		High quality communications infrastructure is essential for sustainable economic growth. High speed broadband and other communications networks also play a vital role in enhancing the provision of local community services and facilities. The provision of high quality communications infrastructure can widen the workforce catchment by enabling home-working and other remote working. It can also provide remote access to local services and facilities. This option expressly states that proposals for high quality communications infrastructure will be supported where it is located at an existing mast or transmission site, where it is technically and operationally feasible. This should require stronger justification for providing so is not feasible and thus requiring new sites to be provided. This should reduce the risk of the proliferation of new sites and therefore, have a positive impact. This option also states that consideration will be given to the removal of equipment that ceases to be operational, particularly where it is visually intrusive
6	Reduce the need to travel and deliver a sustainable integrated transport network	• Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; • Deliver transport infrastructure which supports sustainable travel options; • Promote sustainable forms of travel; • Improve congestion.	+		The provision of high quality communications infrastructure can enable more home working and other remote working, thereby reducing the need to travel to work	+		The provision of high quality communications infrastructure can enable more home working and other remote working, thereby reducing the need to travel to work
7	To minimise	• Reduce or mitigate greenhouse gas	I		The provision of high quality communications infrastructure	I		The provision of high quality communications infrastructure

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
	greenhouse gases that cause climate change and deliver a managed response to its effects	emissions from all sources; <ul style="list-style-type: none"> Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	I NPPE states that existing masts, buildings and other structures should be used, unless the need for a new site has been justified. If the local interpretation of this is such that providing new sites for communications infrastructure is too easily justified there could be a proliferation of new sites, thereby harming the amenity of residential areas. NPPE does not give any direction with regard to the removal of communications equipment where it ceases to be operational.	can enable more home working and other remote working, thereby reducing the need to travel to work and associated motor vehicle carbon dioxide emissions. However, if home and remote working is encouraged, the cumulative impacts of individual household's carbon dioxide emissions may be higher than those saved by the reduction in motor vehicle use, unless suitable household insulation measures are put in place to reduce energy use.			can enable more home working and other remote working, thereby reducing the need to travel to work and associated motor vehicle carbon dioxide emissions. However, if home and remote working is encouraged, the cumulative impacts of individual household's carbon dioxide emissions may be higher than those saved by the reduction in motor vehicle use, unless suitable household insulation measures are put in place to reduce energy use.
8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs; Conserve or enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	0 There is no clear link between this alternative and the objective.		+		This option expressly states that proposals for high quality communications infrastructure will be supported where it is located at an existing mast or transmission site, where it is technically and operationally feasible. This should require stronger justification for proving doing so is not feasible and thus requiring new sites to be provided. This should reduce the risk of the proliferation of new sites and therefore, have a positive impact.
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Conserve or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	0 There is no clear link between this alternative and the objective.		0		There is no clear link between this alternative and the objective.
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	0 There is no clear link between this alternative and the objective.		0		There is no clear link between this alternative and the objective.
11	Reduce waste generation and increase level of reuse	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0 There is no clear link between this alternative and the objective.		0		There is no clear link between this alternative and the objective.

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O Positive impact likely	0 No significant effect / no clear link	?	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented
12	and recycling Improve air quality	Reduce all emissions to air from activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car.	Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car.	The provision of high quality communications infrastructure can enable more home working and other remote working, thereby reducing the need to travel to work and associated motor vehicle carbon dioxide emissions. However, if home and remote working is encouraged, the cumulative impacts of individual household's carbon dioxide emissions may be higher than those saved by the reduction in motor vehicle use, unless suitable household insulation measures are put in place to reduce energy use.	I	The provision of high quality communications infrastructure can enable more home working and other remote working, thereby reducing the need to travel to work and associated motor vehicle carbon dioxide emissions. However, if home and remote working is encouraged, the cumulative impacts of individual household's carbon dioxide emissions may be higher than those saved by the reduction in motor vehicle use, unless suitable household insulation measures are put in place to reduce energy use.	The provision of high quality communications infrastructure can enable more home working and other remote working, thereby reducing the need to travel to work and associated motor vehicle carbon dioxide emissions. However, if home and remote working is encouraged, the cumulative impacts of individual household's carbon dioxide emissions may be higher than those saved by the reduction in motor vehicle use, unless suitable household insulation measures are put in place to reduce energy use.	I	The provision of high quality communications infrastructure can enable more home working and other remote working, thereby reducing the need to travel to work and associated motor vehicle carbon dioxide emissions. However, if home and remote working is encouraged, the cumulative impacts of individual household's carbon dioxide emissions may be higher than those saved by the reduction in motor vehicle use, unless suitable household insulation measures are put in place to reduce energy use.
13	Minimise flood risk and reduce the impact of flooding to people and property in York	Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs).	Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs).	There is no clear link between this alternative and the objective.	0	There is no clear link between this alternative and the objective.	There is no clear link between this alternative and the objective.	0	There is no clear link between this alternative and the objective.
14	Conserve or enhance York's historic environment, cultural heritage, character and setting	Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper.	Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper.	NPPF states that existing masts, buildings and other structures should be used, unless the need for a new site has been justified. If the local interpretation of this is such that providing new sites for communications infrastructure is too easily justified there could be a proliferation of new sites. NPPF also states that where new sites are required they should be sympathetically designed and camouflaged where appropriate. However the local interpretation of this may be such that the appropriate sympathetic design or camouflaging may not be employed, which could be visually intrusive damaging to York's historic environment, cultural heritage, character and setting.	I	NPPF states that existing masts, buildings and other structures should be used, unless the need for a new site has been justified. If the local interpretation of this is such that providing new sites for communications infrastructure is too easily justified there could be a proliferation of new sites. NPPF also states that where new sites are required they should be sympathetically designed and camouflaged where appropriate. However the local interpretation of this may be such that the appropriate sympathetic design or camouflaging may not be employed, which could be visually intrusive damaging to York's historic environment, cultural heritage, character and setting.	NPPF states that existing masts, buildings and other structures should be used, unless the need for a new site has been justified. If the local interpretation of this is such that providing new sites for communications infrastructure is too easily justified there could be a proliferation of new sites. NPPF also states that where new sites are required they should be sympathetically designed and camouflaged where appropriate. However the local interpretation of this may be such that the appropriate sympathetic design or camouflaging may not be employed, which could be visually intrusive damaging to York's historic environment, cultural heritage, character and setting.	+	This option should reduce the risk of the proliferation of new sites and therefore, have a positive impact. This option also states that the will only be supported where it is of an appropriate scale, it is sited and designed to minimise its impact on visual amenity and there are no demonstrable adverse impacts that outweigh the benefits of the scheme particularly in areas of sensitivity.
15	Conserve or enhance	Conserve or enhance the landscape including areas of landscape value	Conserve or enhance the landscape including areas of landscape value	NPPF states that existing masts, buildings and other structures should be used, unless the need for a new site	I	NPPF states that existing masts, buildings and other structures should be used, unless the need for a new site	NPPF states that existing masts, buildings and other structures should be used, unless the need for a new site	+	This option should reduce the risk of the proliferation of new sites and therefore, have a positive impact. This option

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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York's natural and built landscape	<ul style="list-style-type: none"> Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	<p>has been justified. If the local interpretation of this is such that providing new sites for communications infrastructure is too easily justified there could be a proliferation of new sites. NPPF also states that where new sites are required they should be sympathetically designed and camouflaged where appropriate. However the local interpretation of this may be such that the appropriate sympathetic design or camouflaging may not be employed, which could be visually intrusive damaging to York's historic environment, cultural heritage, character and setting.</p>	<p>also states that the will only be supported where it is of an appropriate scale, it is sited and designed to minimise its impact on visual amenity and there are no demonstrable adverse impacts that outweigh the benefits of the scheme particularly in areas of sensitivity.</p>				
General		<p>Both options should have a positive impact for strengthening York's economy, enabling access to services and reducing the need to travel.</p> <p>Appraisal option 1 shows that although the NPPF generally covers the issue, particularly with regard to the economic benefits, it can be open to local interpretation with regard to the robustness of the justification required for new sites for communications infrastructure and could lead to a proliferation of new sites. This could result in some negative social and environmental impacts, depending on how it is implemented.</p> <p>Appraisal Option 2 expressly states that proposals for high quality communications infrastructure will be supported where it is located at an existing mast or transmission site, where it is technically and operationally feasible. This should require stronger justification for proving doing so is not feasible and thus requiring new sites to be provided. This should reduce the risk of the proliferation of new sites and therefore, have a positive impact. Appraisal option 2 should also encourage the removal of such equipment once it has ceased to be operational</p>					
Preferred Approach		<p>Option 2: Specify local criteria for the provision and siting of communications infrastructure</p> <ul style="list-style-type: none"> This would have a positive impact on economic objectives through supporting high quality communications infrastructure to improve York's connectivity to wider markets as well as widening the workforce catchment area through home-working and other remote working. This would also have a positive impact on social and environmental objectives as it would enable more people to access education, training and employment opportunities as well as local services and facilities. Also the risk of proliferation of sites for communications infrastructure is minimised. 					
Recommendations		None					

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Section 25: Infrastructure and Developer Contributions

Infrastructure		Option 1: Do not require physical, social and economic infrastructure to be in place prior to development		Option 2: Require physical, social and economic infrastructure to be in place prior to development	
SA Objective					
1	To meet the diverse housing needs of the population in a sustainable way.	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	<p>I</p> <p>This is likely to have a negative impact on housing delivery because infrastructure is key to enable delivery of some of the housing sites, particularly the strategic sites over 5ha and in terms of transport connectivity. Delivery of some strategic infrastructure may be necessary prior to some of the housing sites coming forward for development and could delay their implementation/construction.</p> <p>However, an approach could be taken to prioritising infrastructure necessary to enable the efficient and effective delivery of phased development as appropriate.</p> <p>The impact of this is likely not to be significant given that the main demand for services will be after the development has taken place.</p>	<p>I</p> <p>This may be positive for the development communities on sites and enable housing sites to be delivered.</p> <p>However, it may be impractical to deliver all infrastructure requirements prior to the full site and may be pursued as part of the overall phasing. An approach could be taken to prioritising infrastructure necessary to enable the efficient and effective delivery of phased development as appropriate.</p>	
2	Improve the health and well-being of York's population	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 	<p>O</p> <p>This is likely to enable opportunities through the construction phasing of infrastructure/ development to deliver training opportunities.</p> <p>However, in order to maximise opportunities for education, all infrastructure commensurate with the level of development would need to be in place and ready to function to ensure that adequate facilities are available and undue pressure is not put on other facilities as a result of the development.</p>	<p>O</p> <p>The impact of this is likely not to be significant given that the main demand for services will be after the development has taken place.</p>	
3	Improve education, skills development and training for an effective workforce	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all. 	<p>-</p> <p>This is likely to have a negative impact on employment delivery because infrastructure is key to enable delivery of</p>	<p>+</p> <p>In order to maximise opportunities for education, all infrastructure commensurate with the level of development would need to be in place and ready to function to ensure that adequate facilities are available and undue pressure is not put on other facilities as a result of the development.</p> <p>This approach is likely to therefore have the most positive long-term gain for improving education, skills and training.</p>	
4	Create jobs and deliver	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; 	<p>+</p> <p>This is likely to have a negative impact on employment delivery because infrastructure is key to enable delivery of</p>	<p>+</p> <p>This approach is likely to benefit the economy to ensure that infrastructure is in place to support all forms of</p>	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	<p>growth of a sustainable, low carbon and inclusive economy</p>	<ul style="list-style-type: none"> Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 		<p>some of the employment sites, particularly the strategic sites over 5ha and in terms of transport connectivity. Delivery of some strategic infrastructure may be necessary prior to some of the housing sites coming forward for development and could delay their implementation/ construction.</p> <p>Further more, the costs associated with bringing forward all forms of infrastructure can be high and may affect the viability of a scheme. However, phasing of the site in line with available infrastructure could provide developers with more time to source further funding for the infrastructure required to deliver later phases.</p>			<p>business within the city.</p> <p>However, the costs associated with bringing forward all forms of infrastructure can be high and may affect the viability of both individual schemes and development in areas of the city to enable suitable infrastructure to be in place prior to development. Funding resources may not be able to meet this requirement up front prior to other development coming forward or to demonstrate need requirements.</p> <p>This approach would require a detailed understanding of what the scheme needs in order to be delivered providing developers with certainty of the funding they will need to allocate to infrastructure provision to service the site and mitigate its impacts. The approach may benefit from prioritising infrastructure critical to support economic growth/sites development to enable long-term delivery.</p>
5	<p>Help deliver equality and access to all</p>	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	O	<p>The impact of this is likely not to be significant given that the main demand for services will be after the development has taken place.</p>			<p>The impact of this is likely not to be significant given that the main demand for services will be after the development has taken place.</p>
6	<p>Reduce the need to travel and deliver a sustainable integrated transport network</p>	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	I	<p>This is likely to have a negative impact on development delivery as transport infrastructure is key to enable delivery of sites, particularly the strategic sites over 5ha which would require significant improvements to public transport services and infrastructure and increases in highway capacity.</p> <p>There are high costs implications to delivering transport infrastructure that is critical to enabling the development to be viable and deliverable. However, phasing of the site in line with available infrastructure could provide developers with more time to source further funding for the infrastructure required to deliver later phases.</p> <p>Furthermore, the impact will increase in line with development given that the main demand for services will</p>			<p>This would be positive to ensure that sustainable modes of transport and ways to minimise using the car are in place as soon as the development is commenced. Successful connections to other locations will be vital to meet accessibility as well as social, environmental and economic objectives. The impact of this is likely not to be significant given that the main demand for services will be after the development has taken place.</p> <p>There are high costs implications to delivering transport infrastructure that is critical to enabling the development to be viable and deliverable. However, phasing of the site in line with available infrastructure could provide developers with more time to source further funding for the infrastructure required to deliver later phases.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	?	be after it has built. Using this approach should encourage sustainable travel behaviour as soon as the development is commenced.	<p>The effects on climate change objectives would depend on the type of renewable energy technologies as well as other schemes to be on the development. Renewable energy schemes for wind and solar would not necessarily need to be installed prior to development. Where more comprehensive schemes wish to incorporate combined heat and power (CHP) or geothermal schemes this infrastructure would need to be installed prior to development.</p> <p>There are high costs implications to delivering renewable energy technologies as part of the development, thereby affecting viability and deliverability. However, phasing of the site in line with infrastructure requirements could provide developers with more time to source further funding for the infrastructure required to deliver later phases.</p> <p>Travel planning to minimise the use of trip generation, particularly by private motor vehicles, should also be planned as part of the overall scheme. Furthermore, the impact will increase in line with development given that the main demand for services will be after it has built. Using this approach should encourage as far as possible infrastructure to be in place to encourage sustainable travel behaviour as soon as the development is commenced.</p>	?	<p>Furthermore, the impact will increase in line with development given that the main demand for services will be after it has built. Using this approach should encourage as far as possible infrastructure to be in place to encourage sustainable travel behaviour as soon as the development is commenced.</p> <p>The effects on climate change objectives would depend on the type of renewable energy technologies as well as other schemes to be on the development. Renewable energy schemes for wind and solar would not necessarily need to be installed prior to development. Where more comprehensive schemes wish to incorporate combined heat and power (CHP) or geothermal schemes this infrastructure would need to be installed prior to development.</p> <p>There are high costs implications to delivering renewable energy technologies as part of the development, thereby affecting viability and deliverability. However, phasing of the site in line with infrastructure requirements could provide developers with more time to source further funding for the infrastructure required to deliver later phases.</p> <p>Travel planning to minimise the use of trip generation, particularly by private motor vehicles, should also be planned as part of the overall scheme. Furthermore, the impact will increase in line with development given that the main demand for services will be after it has built. Using this approach should encourage as far as possible infrastructure to be in place to encourage sustainable travel behaviour as soon as the development is commenced.</p>	0	No significant effect or clear link.
8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Conserve or enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; 	0	No significant effect or clear link.	0	No significant effect or clear link.	0	No significant effect or clear link.	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	<ul style="list-style-type: none"> • Provide opportunities for people to access the natural environment. 						
9	<ul style="list-style-type: none"> • Re-use previously developed land; • Prevent pollution contaminating the land and remediate any existing contamination; • Safeguard soil quality, including the best and most versatile agricultural land; • Conserve or enhance allotments; • Safeguard mineral resources and encourage their efficient use. 	0	No significant effect or clear link.	0	No significant effect or clear link.	0	No significant effect or clear link.
10	<ul style="list-style-type: none"> • Conserve water resources and quality; • Improve the quality of rivers and groundwaters. 	?	Implementation of infrastructure for water quality and efficiency as well as drainage is likely to be bespoke to the individual schemes. The scale or delivery of required infrastructure is therefore uncertain.	?	Implementation of infrastructure for water quality and efficiency as well as drainage is likely to be bespoke to the individual schemes. The scale or delivery of required infrastructure is therefore uncertain.	?	Implementation of infrastructure for water quality and efficiency as well as drainage is likely to be bespoke to the individual schemes. The scale or delivery of required infrastructure is therefore uncertain.
11	<ul style="list-style-type: none"> • Reduce waste generation and increase level of reuse and recycling 	?	Waste generation needs would need to be planned for but the infrastructure required to deal with waste may not be necessary prior to the development commencing.	?	Waste generation needs would need to be planned for but the infrastructure required to deal with waste may not be necessary prior to the development commencing.	?	Waste generation needs would need to be planned for but the infrastructure required to deal with waste may not be necessary prior to the development commencing.
12	<ul style="list-style-type: none"> • Reduce all emissions to air from current activities; • Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); • Support the development of city wide low emission infrastructure; • Improve air quality in AQMAs and prevent new designations; • Avoid locating development where it could negatively impact on air quality; • Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; • Promote sustainable and integrated transport network to minimise the use of the car. 	I	It is important that air quality if planned for in advance but the implementation of infrastructure to respond to air quality is likely to be bespoke to the individual schemes and locations for development. The effects of therefore require more specific information and are uncertain. However, specific strategic public transport infrastructure requirements could be established to minimise the transport impacts of development on local air quality.	I	It is important that air quality if planned for in advance but the implementation of infrastructure to respond to air quality is likely to be bespoke to the individual schemes and locations for development. The effects of therefore require more specific information and are uncertain. However, specific strategic public transport infrastructure requirements could be established to minimise the transport impacts of development on local air quality.	I	It is important that air quality if planned for in advance but the implementation of infrastructure to respond to air quality is likely to be bespoke to the individual schemes and locations for development. The effects of therefore require more specific information and are uncertain. However, specific strategic public transport infrastructure requirements could be established to minimise the transport impacts of development on local air quality. Implementing these measures prior to development could ensure that the maximum benefit is derived from them.
13	<ul style="list-style-type: none"> • Reduce risk of flooding; 	-	It would be important that any mitigation identified	+	Any infrastructure that has been identified through the		

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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	<p>flood risk and reduce the impact of flooding to people and property in York</p> <ul style="list-style-type: none"> Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0	<p>through planning the development is appropriately incorporated prior to the development of a scheme to ensure that no further adverse impacts are experienced. This approach could have negative impacts on flood risk.</p>			<p>planning to mitigate the potential impacts from flood risk should be incorporated prior to development to ensure that no further adverse impacts are experienced. This would be positive in minimising flood risk.</p>
14	<p>Conserve or enhance York's historic environment, cultural heritage, character and setting</p>	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	0	No significant effect or clear link.	0		No significant effect or clear link.
15	<p>Conserve or enhance York's natural and built landscape</p>	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	0	No significant effect or clear link.	0		No significant effect or clear link.
General							<p>Option 1 could have a negative impact on development delivery as the provision of infrastructure is key to enabling the delivery of sites and the costs associated with this provision could thereby affect viability and deliverability of development. However, phasing of developments in line with infrastructure requirements could provide developers with more time to source further funding for the infrastructure required to deliver later phases.</p> <p>Option 2 is likely to have a more positive long-term impact on the delivery of sites as this would identify the key strategic and specific infrastructure requirements to service the development, mitigate its direct local impacts and meet the wider infrastructure needs of York.</p> <p>Option2: Require physical, social an economic infrastructure be in place prior to development</p> <ul style="list-style-type: none"> This is likely to have benefits on social objectives given that social infrastructure would be in place commensurate with the level of development. This is likely to have a economic benefits for York as the strategic and local infrastructure required would be in place to make sites more attractive to investors in the city. There are high costs implications to delivering transport and other infrastructure that is critical to enabling the development to be viable and deliverable. However, phasing of the site in line with available infrastructure could provide developers with more time to source further funding for the infrastructure required to deliver later phases. This approach is likely to deliver environmental benefits by ensuring that development is adequately serviced and its impacts are mitigated.
Preferred Approach							
Recommendations							None

KEY	++ Very positive impact likely	+ Positive impact likely	0 No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
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Developer Contributions							
SA Objective		Option 1: Do not require developers to contribute to strategic infrastructure development, use existing obligations method	Option 2: Require developers to contribute to strategic infrastructure development on the basis of development type city-wide	Option 3: Require developers to contribute to strategic infrastructure development on the basis of development type by location			
1	<p>To meet the diverse housing needs of the population in a sustainable way.</p> <ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	<p>This option would generally limit developers to contributing to the infrastructure required to enable the development to take place (e.g. access, drainage and utilities) and mitigate the direct local impacts of the development. This option does not generally take into account the cumulative impacts of development in an area or city-wide and the funding of new community facilities that may be required as a result. The exception to this is pooling of contributions secured through obligations, to fund new community facilities. However, recent changes to legislation will limit the number of development sites where contributions can be pooled, thus increasing the risk that sufficient funding for new strategic community facilities may not be secured.</p>	<p>++ This option will provide developers with much more certainty about the level of funding they will be expected to contribute for the type of development they are proposing anywhere within York's authority area and what strategic infrastructure the contribution will be used for, including community facilities. This option will also enable the council to allocate a 'meaningful contribution' to deliver the infrastructure needed in the neighbourhoods where development is proposed.</p>	<p>++ This option will provide the council with the maximum flexibility to set a contribution rate that matches the relative attractiveness of different areas of York for development and the returns that development can generate for developers. It will also give developers much more certainty about the level of funding they will be expected to contribute for the type of development they are proposing within different parts (zones) of York's authority area and what strategic infrastructure the contribution will be used for, including community facilities. This option will also enable the council to allocate a 'meaningful contribution' to deliver the infrastructure needed in the neighbourhoods where development is proposed.</p>			
2	<p>Improve the health and well-being of York's population</p> <ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling) 	<p>This option would generally limit developers to contributing to the infrastructure required to enable the development to take place (e.g. access, drainage and utilities) and mitigate the direct local impacts of the development. This option does</p>	<p>+ This option will provide developers with much more certainty about the level of funding they will be expected to contribute for the type of development they are proposing anywhere within York's authority area and what strategic infrastructure the contribution will</p>	<p>+ This option will provide the council with the maximum flexibility to set a contribution rate that matches the relative attractiveness of different areas of York for development and the returns that development can generate for developers. This option will provide developers with much more certainty</p>			

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O Positive impact likely	?	Uncertain or insufficient information	- Negative impact likely	- Very negative impact likely	I Positive or negative impact depending on how it is implemented	
3	<p>Improve education, skills development and training for an effective workforce</p> <ul style="list-style-type: none"> • Provide good education and training opportunities for all; • Support existing higher and further educational establishments for continued success; • Provide good quality employment opportunities available to all. 	<ul style="list-style-type: none"> • Improves access to healthcare; • Provides or promotes safety and security for residents; • Ensure that land contamination/pollution does not pose unacceptable risks to health. 	<p>No significant effect / no clear link</p>	<p>?</p> <p>Uncertain or insufficient information</p>	<p>not generally take into account the cumulative impacts of development in an area or city-wide and the funding of new community facilities, such as healthcare facilities, that may be required as a result. However, if a development is of a sufficient scale the provision of healthcare facilities within the development may be one of the facilities required as an obligation to mitigate its direct local impacts.</p>	<p>+</p> <p>This option would generally limit developers contributing to the infrastructure required to enable the development to take place (e.g. access, drainage and utilities)) and mitigate the direct local impacts of the development (e.g. education 'contribution'. This option does not generally take into account the cumulative impacts of development in an area or city-wide and the funding of new community facilities, such as education and training facilities, that may be required as a result. However, if a development is of a sufficient scale the provision of education or training facilities within the development may be one of the facilities required as an obligation to mitigate its direct local impacts.</p>	<p>+</p> <p>be used for, including community facilities. This option will also enable the council to allocate a 'meaningful contribution' to deliver the infrastructure needed in the neighbourhoods where development is proposed. However, the provision of strategic healthcare facilities will either need to be set out in an appropriate list or form part of the meaningful contribution to deliver the healthcare infrastructure needed in the neighbourhoods where development is proposed.</p>	<p>+</p> <p>This option will provide developers with much more certainty about the level of funding they will be expected to contribute for the type of development they are proposing anywhere within York's authority area and what strategic infrastructure the contribution will be used for, including community facilities. This option will also enable the council to allocate a 'meaningful contribution' to deliver the infrastructure needed in the neighbourhoods where development is proposed. However, the provision of strategic healthcare facilities will either need to be set out in an appropriate list or form part of the meaningful contribution to deliver the healthcare infrastructure needed in the neighbourhoods where development is proposed.</p>	<p>I</p> <p>Positive or negative impact depending on how it is implemented</p>
					<p>not generally take into account the cumulative impacts of development in an area or city-wide and the funding of new community facilities, such as healthcare facilities, that may be required as a result. However, if a development is of a sufficient scale the provision of healthcare facilities within the development may be one of the facilities required as an obligation to mitigate its direct local impacts.</p>	<p>+</p> <p>This option would generally limit developers contributing to the infrastructure required to enable the development to take place (e.g. access, drainage and utilities)) and mitigate the direct local impacts of the development (e.g. education 'contribution'. This option does not generally take into account the cumulative impacts of development in an area or city-wide and the funding of new community facilities, such as education and training facilities, that may be required as a result. However, if a development is of a sufficient scale the provision of education or training facilities within the development may be one of the facilities required as an obligation to mitigate its direct local impacts.</p>	<p>+</p> <p>be used for, including community facilities. This option will also enable the council to allocate a 'meaningful contribution' to deliver the infrastructure needed in the neighbourhoods where development is proposed. However, the provision of strategic healthcare facilities will either need to be set out in an appropriate list or form part of the meaningful contribution to deliver the healthcare infrastructure needed in the neighbourhoods where development is proposed.</p>	<p>+</p> <p>This option will provide the council with the maximum flexibility to set a contribution rate that matches the relative attractiveness of different areas of York for development and the returns that development can generate for developers. This option will provide developers with much more certainty about the level of funding they will be expected to contribute for the type of development they are proposing within different parts (zones) of York's authority area and what strategic infrastructure the contribution will be used for, including community facilities. This option will also enable the council to allocate a 'meaningful contribution' to deliver the infrastructure needed in the neighbourhoods where development is proposed. However, the provision of strategic healthcare facilities will either need to be set out in an appropriate list or form part of the meaningful contribution to deliver the healthcare infrastructure needed in the neighbourhoods where development is proposed.</p>	<p>I</p> <p>Positive or negative impact depending on how it is implemented</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+ Positive impact likely	O No significant effect / no clear link	? Uncertain or insufficient information	- Negative impact likely	-- Very negative impact likely	I Positive or negative impact depending on how it is implemented
4	<p>Create jobs and deliver growth of a sustainable, low carbon and inclusive economy</p> <ul style="list-style-type: none"> • Help deliver conditions for business success and investment; • Deliver a flexible and relevant workforce for the future; • Deliver and promote stable economic growth; • Enhance the city centre and its opportunities for business and leisure; • Provide the appropriate infrastructure for economic growth; • Support existing employment drivers; • Promote a low carbon economy. 			<p>This option would generally limit developers to contributing to the infrastructure required to enable the development to take place (e.g. access, drainage and utilities) and mitigate the direct local impacts of the development. This option does not generally take into account the cumulative impacts of development in an area or city-wide and the funding of new strategic infrastructure that is required to facilitate economic growth. The exception to this is pooling of contributions secured through obligations. However, recent changes to legislation will limit the number of development sites where contributions can be pooled, thus increasing the risk that sufficient funding for new strategic infrastructure to enable economic growth may not be secured.</p>	++	<p>This option will provide developers with much more certainty about the level of funding they will be expected to contribute for the type of development they are proposing anywhere within York's authority area and what strategic infrastructure the contribution will be used for, including strategic infrastructure to enable economic growth.</p>	<p>healthcare infrastructure needed in the neighbourhoods where development is proposed.</p> <p>This option will provide the council with the maximum flexibility to set a contribution rate that matches the relative attractiveness of different areas of York for development and the returns that development can generate for developers. It will also give developers more certainty about the level of funding they will be expected to contribute for the type of development they are proposing within different parts (zones) of York's authority area and what strategic infrastructure the contribution will be used for, including strategic infrastructure to enable economic growth.</p>
5	<ul style="list-style-type: none"> • Address existing imbalances of equality, deprivation and exclusion across the city; • Provide accessible services and facilities for the local population; • Provide affordable housing to meet demand; • Help reduce homelessness; • Promote the safety and security for people and/or property. 			<p>This option would generally limit developers to contributing to the infrastructure required to enable the development to take place (e.g. access, drainage and utilities) and mitigate the direct local impacts of the development. This option does not generally take into account the cumulative impacts of development in an area or city-wide and the funding of new services and facilities that may be required as a result. The exception to this is pooling of</p>	+	<p>This option will provide developers with much more certainty about the level of funding they will be expected to contribute for the type of development they are proposing anywhere within York's authority area and what strategic infrastructure the contribution will be used for, including strategic infrastructure to deliver the infrastructure needed in the neighbourhoods where</p>	<p>This option will provide the council with the maximum flexibility to set a contribution rate that matches the relative attractiveness of different areas of York for development and the returns that development can generate for developers. This option will provide developers with much more certainty about the level of funding they will be expected to contribute for the type of development they are proposing anywhere within York's authority area and what strategic infrastructure the contribution will be used for, including services and facilities for the local</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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6	<p>Reduce the need to travel and deliver a sustainable integrated transport network</p> <ul style="list-style-type: none"> • Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; • Deliver transport infrastructure which supports sustainable travel options; • Promote sustainable forms of travel; • Improve congestion. 		+	<p>contributions secured through obligations. However, recent changes to legislation will limit the number of development sites where contributions can be pooled, thus increasing the risk that sufficient funding for new strategic services and facilities may not be secured.</p> <p>This option would generally limit developers to contributing to the infrastructure required to enable the development to take place (e.g. access, drainage and utilities) and mitigate the direct local impacts of the development. Access obligations could include the provision of new public transport services and infrastructure near to and within the development, which could reduce reliance on use of the car. This option does not generally take into account the cumulative impacts of development in an area or city-wide and the funding of new or significantly upgraded strategic public transport infrastructure that may be required as a result. The exception to this is pooling of contributions secured through obligations. However, recent changes to legislation will limit the number of development sites where contributions can be pooled</p>	++	<p>development is proposed. However, the provision of strategic services and facilities will either need to be set out in an appropriate list or form part of the meaningful contribution to deliver the services and facilities needed in the neighbourhoods where development is proposed.</p> <p>This option will provide developers with much more certainty about the level of funding they will be expected to contribute for the type of development they are proposing anywhere within York's authority area and what strategic infrastructure the contribution will be used for, including new or significantly upgraded strategic public transport infrastructure. Such infrastructure needs will be set out in an appropriate list.</p>	++	<p>population. This option will also enable the council to allocate a 'meaningful contribution' to deliver the infrastructure needed in the neighbourhoods where development is proposed. However, the provision of strategic services and facilities will either need to be set out in an appropriate list or form part of the meaningful contribution to deliver the services and facilities needed in the neighbourhoods where development is proposed.</p> <p>This option will provide the council with the maximum flexibility to set a contribution rate that matches the relative attractiveness of different areas of York for development and the returns that development can generate for developers. This option will provide developers with much more certainty about the level of funding they will be expected to contribute for the type of development they are proposing anywhere within York's authority area and what strategic infrastructure the contribution will be used for, including new or significantly upgraded strategic public transport infrastructure. Such infrastructure needs will be set out in an appropriate list.</p>
7	<ul style="list-style-type: none"> • Reduce or mitigate greenhouse gas emissions from all sources; 		+	<p>This option would generally limit developers to contributing to the</p>	++	<p>This option will provide developers with much more certainty about</p>	++	<p>This option will provide the council with the maximum flexibility to set a</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

KEY	++ Very positive impact likely	+	O Positive impact likely	?	Uncertain or insufficient information	- Negative impact likely	Very negative impact likely	I Positive or negative impact depending on how it is implemented
	gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	No significant effect / no clear link	infrastructure required to enable the development to take place (e.g. access, drainage and utilities) and mitigate the direct local impacts of the development. Access obligations could include the provision of new public transport services and infrastructure near to and within the development, which could reduce the reliance on private motorised transport and its associated emissions. This option does not generally take into account the cumulative impacts of development in an area or city-wide and the funding of new services and facilities that may be required as a result. The exception to this is pooling of contributions secured through obligations. However, recent changes to legislation will limit the number of development sites where contributions can be pooled	<p>the level of funding they will be expected to contribute for the type of development they are proposing anywhere within York's authority area and what strategic infrastructure the contribution will be used for, including new or significantly upgraded strategic public transport infrastructure, which could reduce the reliance on private motorised transport and its associated emissions. Such infrastructure needs will be set out in an appropriate list.</p>	contribution rate that matches the relative attractiveness of different areas of York for development and the returns that development can generate for developers This option will provide developers with much more certainty about the level of funding they will be expected to contribute for the type of development they are proposing anywhere within York's authority area and what strategic infrastructure the contribution will be used for, including new or significantly upgraded strategic public transport infrastructure, which could reduce the reliance on private motorised transport and its associated emissions.. Such infrastructure needs will be set out in an appropriate list.		
8	Conserve or enhance green infrastructure , bio-diversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Conserve or enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Conserve or enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	+	This option would generally limit developers to contributing to the infrastructure required to enable the development to take place (e.g. access, drainage and utilities) and mitigate the direct local impacts of the development. Obligations could include the provision of new green infrastructure, including public open space.	<p>This option will provide developers with much more certainty about the level of funding they will be expected to contribute for the type of development they are proposing anywhere within York's authority area and what strategic infrastructure the contribution will be used for, including green infrastructure. This option will also enable the council to allocate a 'meaningful contribution' to deliver the infrastructure needed in the neighbourhoods where development is proposed. However, the provision of strategic services and facilities will</p>	<p>This option will provide the council with the maximum flexibility to set a contribution rate that matches the relative attractiveness of different areas of York for development and the returns that development can generate for developers. This option will provide developers with much more certainty about the level of funding they will be expected to contribute for the type of development they are proposing anywhere within York's authority area and what strategic infrastructure the contribution will be used for, green infrastructure. This option will also enable the council to allocate a 'meaningful contribution' to deliver the</p>	+	

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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KEY							
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Conserve or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	O	There is no clear link between this alternative and the objective	O	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	+	This option would generally limit developers to contributing to the infrastructure required to mitigate the direct local impacts of the development, such as flood risk, surface water runoff and groundwater contamination. This option does not generally take into account the cumulative impacts of development in an area or city-wide and the funding of new services and facilities that may be required as a result. The exception to this is pooling of contributions secured through obligations. However, recent changes to legislation will limit the number of development sites where contributions can be pooled, thus increasing the risk that sufficient funding for new strategic services and facilities may not be secured. Alternatively utilities may include the provision	++	This option will provide developers with much more certainty about the level of funding they will be expected to contribute for the type of development they are proposing anywhere within York's authority area and what strategic infrastructure the contribution will be used for, including strategic infrastructure to improve the quality of rivers and groundwaters. Utilities may include the provision of such strategic programmes and any such proposals will be set out in an appropriate list	<p>This option will provide the council with the maximum flexibility to set a contribution rate that matches the relative attractiveness of different areas of York for development and the returns that development can generate for developers This option will provide developers with much more certainty about the level of funding they will be expected to contribute for the type of development they are proposing anywhere within York's authority area and what strategic infrastructure the contribution will be used for, including strategic infrastructure to improve the quality of rivers and groundwaters. Utilities may include the provision of such strategic programmes and any such proposals will be set out in an appropriate list.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective
12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 	+	<p>of such strategic infrastructure in their investment programmes</p> <p>This option would generally limit developers to contributing to the infrastructure required to enable the development to take place (e.g. access, drainage and utilities) and mitigate the direct local impacts of the development. Access obligations could include the provision of new public transport services and infrastructure near to and within the development, which could reduce the reliance on private motorised transport and its associated emissions. This option does not generally take into account the cumulative impacts of development in an area or city-wide and the funding of new services and facilities that may be required as a result. The exception to this is pooling of contributions secured through obligations. However, recent changes to legislation will limit the number of development sites where contributions can be pooled</p>	++	<p>There is no clear link between this alternative and the objective</p> <p>This option will provide developers with much more certainty about the level of funding they will be expected to contribute for the type of development they are proposing anywhere within York's authority area and what strategic infrastructure the contribution will be used for, including new or significantly upgraded strategic public transport infrastructure, which could reduce the reliance on private motorised transport and its associated emissions. Such infrastructure needs will be set out in an appropriate list.</p>	+	<p>This option will provide the council with the maximum flexibility to set a contribution rate that matches the relative attractiveness of different areas of York for development and the returns that development can generate for developers This option will provide developers with much more certainty about the level of funding they will be expected to contribute for the type of development they are proposing anywhere within York's authority area and what strategic infrastructure the contribution will be used for, including new or significantly upgraded strategic public transport infrastructure, which could reduce the reliance on private motorised transport and its associated emissions.. Such infrastructure needs will be set out in an appropriate list.</p>
13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 	+	<p>This option would generally limit developers to contributing to the infrastructure required to mitigate the direct local impacts of the development, such as flood risk , surface water runoff and groundwater contamination. This option does not generally</p>	++	<p>This option will provide developers with much more certainty about the level of funding they will be expected to contribute for the type of development they are proposing anywhere within York's authority area and what strategic infrastructure the contribution will</p>	+	<p>This option will provide the council with the maximum flexibility to set a contribution rate that matches the relative attractiveness of different areas of York for development and the returns that development can generate for developers This option will provide developers with much more certainty</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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		Very positive impact likely	Positive impact likely	No significant effect / no clear link	Uncertain or insufficient information	Negative impact likely	Very negative impact likely	Positive or negative impact depending on how it is implemented
KEY								
14	Conserve or enhance York's historic cultural heritage, character and setting	<ul style="list-style-type: none"> Conserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Conserve or enhance designated and non-designated heritage assets and their setting; Conserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 	<p>take into account the cumulative impacts of development in an area or city-wide and the funding of new services and facilities that may be required as a result. The exception to this is pooling of contributions secured through obligations. However, recent changes to legislation will limit the number of development sites where contributions can be pooled, thus increasing the risk that sufficient funding for new strategic services and facilities may not be secured. Alternatively utilities may include the provision of such strategic infrastructure in their investment programmes</p>	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	about the level of funding they will be expected to contribute for the type of development they are proposing anywhere within York's authority area and what strategic infrastructure the contribution will be used for, including strategic infrastructure to improve the quality of rivers and ground-waters. Utilities may include the provision of such strategic infrastructure in their investment programmes and any such proposals will be set out in an appropriate list.
15	Conserve or enhance York's natural and built landscape	<ul style="list-style-type: none"> Conserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 	<p>be used for, including strategic infrastructure to improve the quality of rivers and ground-waters. Utilities may include the provision of such strategic infrastructure in their investment programmes and any such proposals will be set out in an appropriate list</p>	0	There is no clear link between this alternative and the objective	0	There is no clear link between this alternative and the objective	There is no clear link between this alternative and the objective
General								<p>Whilst continuing to use the existing obligations method (Option 1) to secure developer contributions will deliver the infrastructure necessary to service the development and mitigate its direct local impacts, it will not secure the necessary contributions to take into account the cumulative impacts of the numerous developments that will have to be realised to deliver the planned growth of York.</p> <p>Options 2 and 3 each provide a similar approach for determining the contributions to be sought from developers through means other than obligations and, through an appropriate list, indicate how contributions will be spent on strategic infrastructure.</p>

Appendix 1: Local Plan SA - Policy Alternatives Appraisal **Draft April 2013**

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Preferred Approach	<p>Either Option 2 or Option 3: Require developers to contribute to strategic infrastructure development</p> <ul style="list-style-type: none"> Both options would generate a significant level of funding toward delivering the strategic infrastructure necessary to deliver the growth envisaged in the Local Plan, by seeking contributions from developers on a rate per square metre of development of different development type. Option 2 seeks a contribution (rate by development type) wherever the development takes place Option 3 offers more flexibility to the council set a contribution rate that matches the relative attractiveness of different areas of York for development and the returns that development can generate for developers for each development type. Further viability testing will need to be undertaken to confirm which of Option 2 or Option 3 is the most viable and workable before determining which should be the preferred approach taken forward..
Recommendations	<p>The Second alternative under Developer Contributions in the Local Plan should be amended to 'Require developers to contribute to strategic infrastructure development on the basis of development city-wide (this is one of two of our potential preferred approaches to strategic infrastructure)' Similarly, the third alternative should be amended to 'Require developers to contribute to strategic infrastructure development on the basis of development type by location (this is one of two of our preferred approaches to strategic infrastructure)'. The reason for this is that Option 3 is one of two similar alternatives for requiring developers to contribute to strategic infrastructure using methods over and above the current obligations method (the other being Option 2). The difference between option 2 and Option 3 is that Option 2 would seek the same contribution as a rate per square metre of development type (e.g. residential or employment) wherever that development takes place, whereas Option 3 would seek a different contribution rate depending on where development is located (for example, on a zonal basis). Further viability testing will need to be undertaken to confirm which of the two options is most viable and workable.</p>

STRATEGIC SITES – PREFERRED OPTIONS APPRAISAL.....	2
ST1: BRITISH SUGAR	2
ST2: FORMER SPORTS GROUND AT MILLFIELD LANE.....	6
ST3: THE GRAINSTORES	9
ST4: LAND ADJACENT HULL ROAD/ GRIMSTON BAR	12
ST5: YORK CENTRAL.....	16
ST6: LAND EAST OF GRIMSTON BAR.....	21
ST7: LAND TO EAST OF METCALFE LANE	25
ST8: LAND NORTH OF MONKS CROSS.....	29
ST9: LAND NORTH OF HAXBY.....	34
ST10: LAND AT MOOR LANE WOODTHORPE.....	38
ST11: LAND AT NEW LANE, HUNTINGTON.....	42
ST12: LAND AT MANOR HEATH ROAD COPMANTHORPE.....	47
ST13: LAND AT MOOR LANE COPMANTHORPE.....	51
ST14: LAND TO THE NORTH OF CLIFTON MOOR	55
ST15: HOLME HILL	60
ST16: TERRY'S FACTORY.....	64
ST17: NESTLE SOUTH.....	64
ST18: MONKS CROSS.....	69
ST19: NORTHMINSTER BUSINESS PARK.....	72
ST20: CASTLE PICCADILLY	76
ST21: NABURN DESIGNER OUTLET	79
ST22: GERMANY BECK	81
ST23: DERWENTHORPE	82
ST24: YORK COLLEGE	82
CUMULATIVE IMPACT APPRAISAL	83
MITIGATION	85
ALL SITES	85
SITE SPECIFIC MITIGATION:	85
<i>Land to the South of Moor Lane, Woodthorpe.....</i>	<i>85</i>

Strategic Sites – Preferred Options Appraisal

ST1: British Sugar	
Site size	35.65 hectares
Location	Suburban area, Acomb Ward
Allocated for	998 dwellings phased across the lifetime of the plan (years 1-15 in the trajectory).
Objectives	
1: To meet the diverse housing needs of the population in a sustainable way.	<p>++</p> <p>The British Sugar site is forecast to provide 988 dwellings representing 4.5% of the total requirement over the plan period. This is a significant development within the city that had the potential to provide a new community. In meeting this, it will important that the tenure split and housing mix reflects need within the city to enable a balanced and mixed neighbourhood to be created.</p>
2: Improve the health and well-being of York's population	<p>I</p> <p>This development will be required to include openspace for recreational purposes which should have a positive benefit on the health and well-being of residents. The site currently located adjacent to a railway line and would need to ensure the safety of residents in masterplanning the development. Furthermore, the site would need to remediate any known contamination issues connected with its former use as an industrial site to ensure the health of residents.</p> <p>At this stage, the impacts will depend upon its implementation of overall masterplan.</p>
3: Improve education, skills development and training for an effective workforce	<p>I</p> <p>It is important that the anticipated requirement arising from this site for education is estimated in advance to allow sufficient services to be in place or incorporated onto the site. Given the anticipated number of new households that this site would generate, a new primary school would be required. The site is also in close proximity to Manor Lane Secondary school which is positive for the meeting ongoing educational needs.</p> <p>The impacts would be dependent upon implementation/ presentation of a masterplan.</p>
4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<p>+</p> <p>Whilst employment is not the key land use for this site, the scale of the development is likely to require a local centre offering services and facilities, which would provide opportunities for a small numbers of local jobs. Jobs would also be generated through the constructions of the site in the short to medium term. The development overall would support the housing of workforce for other employment opportunities within the city helping to support the overall economy, particularly given the sites location adjacent to Millfield Lane Industrial Estate and York Business Park.</p>
5: Help deliver equality and access to all	<p>++</p> <p>The scale of the housing forecast would enable a significant contribution</p>

	<p>towards the provision of affordable housing. Based upon the current affordable housing dynamic target, the site would need to provide 20% affordable dwellings of mixed tenure on site. This would make a positive contribution towards this objective.</p> <p>The scale of the development will also require a local centre offering convenience and health facilities. This local provision is important given the proximity to another neighbourhood parade of scale and to enable access to essentials locally. This would depend upon implementation of the masterplan and location/scale of convenience provision.</p>
6: Reduce the need to travel and deliver a sustainable integrated transport network	<p>I</p> <p>Overall, the development should improve transport links and be able to promote non car modes of travel. This site has existing access to a bus route of every 20 minutes. A planned park & ride scheme on the A59 would also provide the opportunity for the site to be connected to a higher frequency service. The potential of this site to have rail links directly to the railway station is also being investigated. The site would need to provide further sustainable transport links to existing pedestrian and cycle networks. Currently the site is within 5 minutes cycle of the train station.</p> <p>The location of the site in close proximity to the ring-road may exacerbate congestion in the area, particularly at peak times. Planned improvements for the new park and ride may partially alleviate this, but it would be important that sustainable routes for travel are established prior to the site's completion to avoid reliance on the car.</p>
7: To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<p>I/+</p> <p>The size of the site would enable a variety of climate change mitigation measures to be incorporated through design, layout and the incorporation of renewable energy technologies to avoid negative impacts on climate change. This will depend upon implementation but has the opportunity to make a significantly positive contribution by minimising the impacts of the site.</p>
8: Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<p>+</p> <p>The site should make a positive contribution to this objective given that currently it is a former industrial site. The potential development of houses with gardens and connecting openspace could help improve biodiversity within the site and connectivity to existing green infrastructure. There will be on site provision of openspace as well as opportunities for connecting with adjacent sites to green infrastructure connectivity.</p> <p>The site does contain a SINC bordering the railway line. The 'British Sugar Sidings' is 500m long and is designated for species of <i>aculeate hymenoptera</i> (Bees and wasps). Significant buffering would be required to ensure the integrity of this nature conservation site. This could be incorporated into the Green Infrastructure scheme on site enabling an overall positive outcome towards this objective.</p>
9: Use land resources efficiently and safeguard their quality	<p>++</p> <p>This is a brownfield site with a former industrial processing history. Remedial work will be statutorily required prior to development to minimise contamination and ensure that the soils are suitable for residential garden use. Consequently, the condition of this land will be</p>

	better post development.
10: Improve water efficiency and quality	I/+ An increase in population will have an inevitable impact on water usage. The scale of the development should allow mitigation measures to be incorporated through design, layout and the incorporation of efficiency schemes such as rainwater harvesting to avoid negative impacts on this objective. This will depend upon implementation but has the opportunity to make a positive contribution.
11: Reduce waste generation and increase level of reuse and recycling	I An increase in population will have an inevitable impact on waste generation. The site would need to be incorporated into the citywide recycling schemes to manage the waste arisings and to minimise impacts on landfill. Waste arising from the remediation and construction of the site should be processed according to the waste hierarchy as far as possible.
12: Improve air quality	I There are no AQMAs within proximity of this site. However, given the proximity of the ring road and the potential for increased congestion/ traffic flows, air quality levels should be monitored and managed as there are potentially large air quality implications for West of city. A full AQ assessment is likely to be required. The site should mitigate impacts through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel.
13: Minimise flood risk and reduce the impact of flooding to people and property in York	++ This development is not located within a high risk flood zone. The scale of the development should allow for the incorporation of mitigation techniques for the management of surface water flooding such as sustainable drainage (SUDs). The impact on this objective should therefore be positive.
14: Conserve or enhance York's historic environment, cultural heritage, character and setting	I The site does not contain any historic assets or listed buildings. The archaeological desktop survey has revealed that onsite archaeology is likely to be low but the SA recommends that any findings on site could be incorporate into the design. The development of the site would need to reflect the principles within the Heritage Topic Paper to ensure that the development reflects the context of the wider city and created a locally distinctive place with definite character. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city. The majority of the appraisal concludes therefore that the impacts are unknown or depend upon implementation at this stage.
15: Conserve or enhance York's natural and built landscape	I There is the opportunity for this site to become a new community in York with locally distinctive characteristics creating and complimenting the

	<p>surrounding built and natural landscape. Specifically, any views across the city towards the Minster and across countryside to the northwest of York. The impact on the city from this development will be dependent upon this into the design principles for the site site.</p> <p>The masterplanning process should ensure that it considers principles within the Heritage Topic Paper. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
SUMMARY:	
Key positives	<ul style="list-style-type: none"> • This is a brownfield site; • There are no listed buildings within or adjacent to the site; • This development will provide a significant contribution towards housing provision, including affordable housing need; • A new primary will need to be provided; • The site is in close proximity to the existing secondary school; • New local centre to be created would provide local services and facilities; • Small numbers of job opportunities would be created through the local centre and construction phase of the development; • Opportunities to increase sustainable transport accessibility via existing bus routes, the new park and ride scheme at the A59 junction and new rail links direct to the city centre. • Scale of the site should enable a variety of climate change mitigation measures to be implemented through design, layout and the incorporation of renewable energy technologies; • Green Infrastructure should improve supporting biodiversity and connectivity in comparison to former use; • The development is located in a low flood risk area.
Key challenges	<ul style="list-style-type: none"> • The site is located adjacent to a railway line and the development would need to implement systems to ensure residents safety; • Ensuring transport network connectivity to promote alternative travel to the car. • The proximity to the ring-road may increase traffic flows and exacerbate congestion in the west of the city; • The site contains a SINC (British Sugar Sidings) designated for Bees and wasps, which would need to be sensitively incorporated and buffered to any development; • Site requires remediation for contamination to ensure the soils are suitable for residential garden use; • Increase in population will increase water use and waste generation; • Potential harm to air quality in the west of the city due to increase traffic flows; • The site has views across the flat landscape toward the Minster and northwest, which need to be incorporated through the design to ensure no view is lost across the flat landscape.

ST2: Former Sports Ground at Millfield Lane	
Site size	11 hectares
Location	Suburban area, Acomb Ward
Allocated for	308 dwellings to be developed within the short to medium term (years 1-10 of the trajectory)
Objectives	
1: To meet the diverse housing needs of the population in a sustainable way.	++ The Millfield Lane site is forecast to provide 308 dwellings representing 1.4% of the total requirement over the plan period. This is a large development within the city that had the potential to significantly contribute to the existing community. In delivering housing in this location, it will important that the tenure split and housing mix reflects need within the city to enable a balanced and mixed neighbourhood to be created.
2: Improve the health and well-being of York's population	I This site is a former openspace which is no longer used. Given the site is now vacant of good quality facilities, the development will be required to include openspace for recreational purposes. At this stage, the level will depend upon the overall masterplan.
3: Improve education, skills development and training for an effective workforce	? It is important that the anticipated requirement arising from this site for education is estimated in advance to allow sufficient services to be in place. Given the anticipated number of new households that this site would generate, primary school provision would need to be allocated. Currently there is no primary provision within 800m of the site, although when British Sugar's primary schools is built, this could be with 800m of the site.. The site is also adjacent to Manor Lane Secondary school which is positive for the meeting ongoing educational needs.
4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	+ Jobs would also be generated through the constructions of the site in the short to medium term. The development overall would support the housing of workforce for other employment opportunities within the city helping to support the overall economy, particularly given the sites location adjacent to Millfield Lane Industrial Estate and York Business Park .
5: Help deliver equality and access to all	++ The scale of the housing forecast would enable a significant contribution towards the provision of affordable housing. Based upon the current affordable housing dynamic target, the site would need to provide 20% affordable dwellings of mixed tenure on site. This would make a positive contribution towards this objective. The scale of the development would need to ensure that local convenience provision was planned for. There is an existing neighbourhood parade within 800m and the site is unlikely to generate an additional parade. Given the large development of British Sugar in close proximity, the site may have future access to an additional local parade.

	Part of the site abuts the A59, near to the ring-road junction with the ring-road. Road safety techniques would need to be included should this remain an access point.
6: Reduce the need to travel and deliver a sustainable integrated transport network	<p>I</p> <p>Overall, the development should improve transport links and be able to promote non-car modes of travel. This site has existing access to 2 non-frequent bus routes, one of which is every 20 minutes. A planned park & ride scheme on the A59 would also provide the opportunity for the site to be connected to a higher frequency service. Currently the site is within 5 minutes cycle of the railway station. The site would need to provide or improve links to existing pedestrian and cycle networks.</p> <p>The location of the site in close proximity to the ring-road may exacerbate congestion in the area, particularly at peak times. Planned improvements for the new park and ride may partially alleviate this, but it would be important that sustainable routes for travel are established prior to the site's completion to avoid reliance on the car.</p>
7: To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<p>I/+</p> <p>The size of the site should enable a variety of climate change mitigation measures to be incorporated through design, layout and the incorporation of renewable energy technologies to avoid negative impacts on climate change. This will depend upon implementation but has the opportunity to make a significantly positive contribution by minimising the impacts of the site.</p>
8: Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<p>++</p> <p>The site should make a positive contribution given that at present the site is unused. The potential development of houses with gardens and connecting open space could help improve biodiversity within the site and connectivity to existing green infrastructure.</p>
9: Use land resources efficiently and safeguard their quality	<p>O</p> <p>This site is partly greenfield and brownfield. It was formerly used as a sports ground but has been vacant for some time. The buildings on site have been demolished and the ground ploughed. Given that the site would need to incorporate requirements for open space, some aspects of the site's former use would be displayed. The impacts on this objective could therefore be neutral.</p>
10: Improve water efficiency and quality	<p>I/+</p> <p>An increase in population will have an inevitable impact on water usage. The scale of the development should allow mitigation measures to be incorporated through design, layout and the incorporation of efficiency schemes such as rainwater harvesting to avoid negative impacts on this objective. This will depend upon implementation but has the opportunity to make a neutral contribution.</p>
11: Reduce waste generation and increase level of reuse and recycling	<p>I</p> <p>An increase in population will have an inevitable impact on waste generation. The site would need to be incorporated into the citywide recycling schemes to manage the waste arising and to minimise impacts on landfill.</p>

	Waste arising from the construction of the site should be processed according to the waste hierarchy as far as possible.
12: Improve air quality	<p>I</p> <p>There are no AQMAs within proximity of this site and no immediate air quality impacts. However, given the proximity of the ring road and the potential for increased congestion/ traffic flows, there may be a knock on effect on air quality</p> <p>The site should mitigate using the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel.</p>
13: Minimise flood risk and reduce the impact of flooding to people and property in York	<p>+</p> <p>This development is not located within a high risk flood zone. The scale of the development should allow for the incorporation of mitigation techniques for the management of surface water flooding such as sustainable drainage (SUDs). The impact on this objective should therefore be positive.</p>
14: Conserve or enhance York's historic environment, cultural heritage, character and setting	<p>I</p> <p>The site does not contain any historic assets or listed buildings.</p> <p>The design of the site would need to reflect the principles within the Heritage Topic Paper to ensure that the development reflects the context of the wider city and creates a locally distinctive place with definite character. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
15: Conserve or enhance York's natural and built landscape	<p>+</p> <p>The landscape and setting of York should not be adversely affected through the sites development. The location of the new Manor School has redefined the urban edge and therefore the site is deemed appropriate for housing development.</p> <p>There is the opportunity for this site to become a new community in York with locally distinctive characteristics complimenting the surrounding built and natural landscape.</p> <p>The masterplanning process should ensure that it considers principles within the Heritage Topic Paper. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
SUMMARY:	
Key positives	<ul style="list-style-type: none"> • This development will provide a significant contribution towards housing provision, including affordable housing need; • The site is in close proximity to the existing secondary school; • Small numbers of job opportunities would be created through the construction phase of the development; • The redefinition of the urban edge means that this site would not have an adverse affect on the landscape setting of the city; • Opportunities to increase sustainable transport accessibility via existing bus routes and the new park and ride scheme at the A59 junction.

	<ul style="list-style-type: none"> • Scale of the site should enable a variety of climate change mitigation measures to be implemented through design, layout and the incorporation of renewable energy technologies; • Green Infrastructure should improve supporting biodiversity and connectivity; • The development is located in a low flood risk area.
Key challenges	<ul style="list-style-type: none"> • This site is a loss of a former sports ground; • Ensuring transport network connectivity to promote alternative travel to the car; • The proximity to the ring-road may increase traffic flows and exacerbate congestion in the west of the city, particularly in combination with the British Sugar Site; • Increase in population will increase water use and waste generation; • Potential harm to air quality in the west of the city due to increase traffic flows.

ST3: The Grainstores	
Site size	7.73 hectares
Location	Suburban area. Skelton, Rawcliffe and Clifton Without Ward
Allocated for	216 dwellings to be developed in the short term (years 1-5 in the trajectory).
Objectives	
1: To meet the diverse housing needs of the population in a sustainable way.	<p>++</p> <p>The Grainstores site is forecast to provide 216 dwellings within the short- term. This is a large development in the middle of an existing neighbourhood that has the potential to significantly contribute to the to housing supply. In delivering housing in this location, it will important that the tenure split and housing mix reflects need within the city to enable a balanced and mixed neighbourhood to be created. In doing this, it would also be preferable that consideration for the existing neighbourhood surrounding the site is taken into consideration.</p>
2: Improve the health and well-being of York's population	<p>I/+</p> <p>This development will be required to include openspace for recreational purposes which should have a positive benefit on the health and well-being of residents. Furthermore, the site has access to a variety of existing openspaces for recreational purposes as well as existing health facilities within 800m.</p> <p>At this stage, the level of openspace will depend upon masterplanning.</p>
3: Improve education, skills development and training for an effective workforce	<p>?</p> <p>It is important that the anticipated requirement arising from this site for education is estimated in advance to allow sufficient services to be in place. Given the anticipated number of new households that this site would generate, primary school provision would need to be allocated.</p>

	Currently there is primary provision within 800m of the site. There is also a secondary school just within 800m.
4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<p>+</p> <p>Jobs would also be generated through the constructions of the site in the short to medium term. The development overall would support the housing of workforce for other employment opportunities within the city helping to support the overall economy, particularly given the sites location in close proximity to Clifton Moor.</p> <p>This is a former grainstores which is now vacant. Loss of the jobs at this employment site have already been lost and the site would not necessarily compensate for this.</p>
5: Help deliver equality and access to all	<p>++</p> <p>The scale of the housing forecast would enable a contribution towards the provision of affordable housing. Based upon the current affordable housing dynamic target, the site would need to provide 20% affordable dwellings of mixed tenure on site. This would make a positive contribution towards this objective.</p> <p>The scale of the development would need to ensure that local convenience provision was planned for. There is an existing neighbourhood parade within 800m and the site is unlikely to generate an additional parade.</p>
6: Reduce the need to travel and deliver a sustainable integrated transport network	<p>I</p> <p>Overall, the development should be able promote non car modes of travel. This site has existing access to a frequent bus route and faces onto a minor road. Currently the site is within 15 minutes cycle of the railway station. The site would need to provide or improve links to existing pedestrian and cycle networks and link in to existing networks within the area.</p>
7: To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<p>I/+</p> <p>The size of the site should enable a variety of climate change mitigation measures to be incorporated through design, layout and the incorporation of renewable energy technologies to avoid negative impacts on climate change. This will depend upon implementation but has the opportunity to make a significantly positive contribution by minimising the impacts of the site.</p>
8: Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<p>++</p> <p>The site should make a positive contribution given that at present the site is a derelict industrial site. The potential development of houses with gardens and connecting openspace could help improve biodiversity within the site and connectivity to existing green infrastructure.</p>
9: Use land resources efficiently and safeguard their quality	<p>++</p> <p>This site is brownfield. It was formerly used as a grainstores but has been vacant for some time. Land resources on this site should improve through its development for housing.</p>
10: Improve water efficiency and quality	<p>I/+</p> <p>An increase in population will have an inevitable impact on water usage. The scale of the development should allow mitigation measures</p>

	to be incorporated through design, layout and the incorporation of efficiency schemes such as rainwater harvesting to avoid negative impacts on this objective. This will depend upon implementation but has the opportunity to make a neutral contribution.
11: Reduce waste generation and increase level of reuse and recycling	<p>I</p> <p>An increase in population will have an inevitable impact on waste generation. The site would need to be incorporated into the citywide recycling schemes to manage the waste arisings and to minimise impacts on landfill.</p> <p>Waste arising from the construction of the site should be processed according to the waste hierarchy as far as possible.</p>
12: Improve air quality	<p>?</p> <p>Whilst there are no AQMAs or air quality hotspots within proximity of this site, there are potential AQ implications for Clifton Green area as a result of increased traffic flows.</p> <p>The site should mitigate using the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel.</p>
13: Minimise flood risk and reduce the impact of flooding to people and property in York	<p>+</p> <p>This development is not located within a high risk flood zone. The scale of the development should allow for the incorporation of mitigation techniques for the management of surface water flooding such as sustainable urban drainage (SUDs). The impact on this objective should therefore be positive.</p>
14: Conserve or enhance York's historic environment, cultural heritage, character and setting	<p>+</p> <p>The site does not contain any historic assets or listed buildings and does not have significant views toward the city centre.</p> <p>The design of the site would need to reflect the principles within the Heritage Topic Paper to ensure that the development reflects the context of the wider city and creates a locally distinctive place with definite character. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
15: Conserve or enhance York's natural and built landscape	<p>+</p> <p>There is the opportunity in removing the grainstores for this site to become a new community in York with locally distinctive characteristics complimenting the surrounding built landscape.</p> <p>The masterplanning process should ensure that it considers principles within the Heritage Topic Paper. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
SUMMARY:	
Key positives	<ul style="list-style-type: none"> • This development will provide a significant contribution towards housing provision, including affordable housing need; • The site is 800m to an existing secondary school; • Small numbers of job opportunities would be created through the construction phase of the development;

	<ul style="list-style-type: none"> • Opportunities to increase sustainable transport accessibility via existing bus routes; • The site is within 15 minutes cycle of the railway station; • There is access to an existing neighbourhood parade within 800m; • Scale of the site should enable a variety of climate change mitigation measures to be implemented through design, layout and the incorporation of renewable energy technologies; • Green Infrastructure should improve supporting biodiversity and connectivity in comparison to former use; • The development is located in a low flood risk area; • The site is not within proximity of historic assets or significant views; • This is a brownfield site.
Key challenges	<ul style="list-style-type: none"> • Loss of jobs at this site will not be replaced; • Ensuring transport network connectivity to promote alternative travel to the car; • Increase in population will increase water use and waste generation; • Potential harm to air quality in the Clifton Green area as a result of increased traffic flows.

ST4: Land adjacent Hull Road/ Grimston Bar	
Site size	7.54 hectares
Location	Suburban area. Heslington Ward
Allocated for	211 dwellings to be developed within the short to medium term (years 1-10 of the trajectory)
Objectives	
1: To meet the diverse housing needs of the population in a sustainable way.	<p>++</p> <p>The Site adjacent Hull Road -Grimston Bar is forecast to provide 211 dwellings within the short to medium term. This is a large development on the outskirts of the city which has the potential to contribute to the housing supply. In delivering housing in this location, it will important that the tenure split and housing mix reflects need within the city to enable a balanced and mixed neighbourhood to be created.</p> <p>The location of the site is on the edge of the existing settlement boundary, opposite an existing neighbourhood and adjacent to the new University of York Campus and existing park and ride. Given the proximity of the sites to the university, it could offer the potential for accommodating students, which could have benefits on the existing communities in close proximity to the university.</p>
2: Improve the health and well-being of York's population	<p>I/+</p> <p>This development will be required to include openspace for recreational purposes which should have a positive benefit on the health and well-being of residents. Furthermore, the site will be adjacent to the openspace, health and sports facilities available on the</p>

	new campus which are open to residents.
3: Improve education, skills development and training for an effective workforce	<p>?/I</p> <p>It is important that the anticipated requirement arising from this site for education is estimated in advance to allow sufficient services to be in place, should it be developed for general housing. In this case, given the anticipated number of new households that this site would generate, primary school provision would need to be allocated. Currently the site is partly within 800m of a primary and secondary school.</p> <p>The site is adjacent to the University of York and whilst this would not contribute to educational facilities, should it come forward for student housing, it may support the accommodation requirements generated by the university.</p>
4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<p>+</p> <p>Jobs would also be generated through the constructions of the site in the short to medium term. The development overall would support the housing of workforce for other employment opportunities within the city helping to support the overall economy, particularly for the university should the site be developed for student accommodation.</p>
5: Help deliver equality and access to all	<p>++</p> <p>The scale of the housing forecast would enable a significant contribution towards the provision of affordable housing. Based upon the current affordable housing dynamic target, the site would need to provide 20% affordable dwellings of mixed tenure on site. This would make a positive contribution towards this objective.</p> <p>The scale of the development would need to ensure that local convenience provision was planned for. The site is unlikely to generate an additional parade but there is an existing neighbourhood parade within 400m and large scale convenience store within 400m. However, road safety measures would need to be included to ensure safe passage across the duelled carriageway to access the convenience store.</p> <p>The site abuts the A1079 and is adjacent to the Park and Ride. This P&R is a high frequency bus service to the city centre allowing positive accessibility for all. This would be maximised if a route connecting the site to the park and ride was developed which would also have benefits for the existing residents in creating improving pedestrian connectivity.</p>
6: Reduce the need to travel and deliver a sustainable integrated transport network	<p>I</p> <p>The site abuts the A1079, near to the junction with the A64 junction, is adjacent to the Park and Ride and has access onto Field Lane towards Heslington. Overall, the development should improve transport links and be able promote non car modes of travel despite its suburban edge location. This site has existing access a number of frequent and non-frequent bus routes along Hull Road. However, it would need to provide or improve links to existing pedestrian and cycle networks.</p> <p>The site may exacerbate congestion in the area, particularly at peak times, particularly of it location adjacent to the University of York.</p>
7: To minimise greenhouse	I/+

gases that cause climate change and deliver a managed response to its effects	The size of the site should enable a variety of climate change mitigation measures to be incorporated through design, layout and the incorporation of renewable energy technologies to avoid negative impacts on climate change. This will depend upon implementation but has the opportunity to make a significantly positive contribution by minimising the impacts of the site .
8: Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	++ The site is currently in agricultural use. Residential development has the potential to increase biodiversity with gardens and connecting openspace helping improve biodiversity within the site and connectivity to existing green infrastructure.
9: Use land resources efficiently and safeguard their quality	-- This site is greenfield and is currently within agricultural use. It is grade 2 agricultural land indicating it is high quality. There has been a significant loss of agricultural land in this location for the university development and whilst this site is only 7 hectares it would still mean a loss of high grade agricultural soils.
10: Improve water efficiency and quality	I/+ An increase in population will have an inevitable impact on water usage. The scale of the development should allow mitigation measures to be incorporated through design, layout and the incorporation of efficiency schemes such as rainwater harvesting to avoid negative impacts on this objective. This will depend upon implementation but has the opportunity to make a neutral contribution.
11: Reduce waste generation and increase level of reuse and recycling	I An increase in population will have an inevitable impact on waste generation. The site would need to be incorporated into the citywide recycling schemes to manage the waste arisings and to minimise impacts on landfill. Waste arising from the construction of the site should be processed according to the waste hierarchy as far as possible.
12: Improve air quality	I There are no AQMAs within proximity of this site. And no immediate Air Quality issues although potential for increased traffic flows and proximity of the ring road. Air quality levels should be monitored and managed accordingly. New relevant locations may be introduced along Hull Road, presenting new opportunities for exposure if site not carefully designed. In developing this site, an air quality assessment should also consider the impact from University of York boiler stacks. The site should mitigate using the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel.
13: Minimise flood risk and reduce the impact of flooding to people and	+ This development is not located within a high risk flood zone. The scale of the development should allow for the incorporation of mitigation

property in York	techniques for the management of surface water flooding such as sustainable drainage (SUDs). The impact on this objective should therefore be positive.
14: Conserve or enhance York's historic environment, cultural heritage, character and setting	<p>I/-</p> <p>The site does not contain any historic assets or listed buildings. The site forms part of Kimberlow Hill however and has 360° views of York which is considered important for the setting of the city. These views should be protected with a buffer if development occurs to the south of the site to ensure the skyline is retained. Given this is a sloping site, the density should be lowered to minimise visual impact from development.</p> <p>The design of the site would need to reflect the principles within the Heritage Topic Paper to ensure that the development reflects the context of the wider city and creates a locally distinctive place with definite character. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
15: Conserve or enhance York's natural and built landscape	<p>I/-</p> <p>The site forms part of Kimberlow Hill and has 360° views of York which is considered important for the setting of the city. These views should be protected with a buffer if development occurs to the south of the site to ensure the skyline is retained. Given this is a sloping site, the density should be lowered to minimise visual impact from development.</p> <p>There is a mature landscape behind the site which acts as a gateway for biodiversity. This impacts of development ensure the integrity of this landscape is retained and not adversely effected by development.</p> <p>The masterplanning process should ensure that it considers principles within the Heritage Topic Paper. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
SUMMARY	
Key positives	<ul style="list-style-type: none"> • This development will provide a significant contribution towards housing provision, including affordable housing need; • It has the potential to provide student accommodation to support the requirements generated by the University of York; • The site is just within 400m of a primary school and 800m to an existing secondary school; • Small numbers of job opportunities would be created through the construction phase of the development; • Opportunities to increase sustainable transport accessibility via existing bus routes and the adjacent park and ride; • There is the potential for improving pedestrian linkages to the park and ride via the site; • There is access to an existing neighbourhood parade within 400m and alternative convenience provision within 400m; • Scale of the site should enable a variety of climate change mitigation measures to be implemented through design, layout and

	<p>the incorporation of renewable energy technologies;</p> <ul style="list-style-type: none"> • Green Infrastructure should improve supporting biodiversity and connectivity in comparison to existing use; • The development is located in a low flood risk area; • There are no air quality issues at present.
Key challenges	<ul style="list-style-type: none"> • This is a greenfield site. • The site would mean a loss to high grade agricultural land; • Ensuring safe crossing of the road network in this location to access the facilities within 400m; • Ensuring transport network connectivity to promote alternative travel to the car given its suburban edge location; • Potential for exacerbating congestion, particularly at peak times, from increased traffic flows; • Increase in population will increase water use and waste generation; • Potential harm to air quality along Hull Road as a result of increased traffic flows.
Mitigation	

ST5: York Central	
Site size	60 hectares (gross)
Location	City Centre/City Centre Extension area. Holgate Ward
Allocated for	<p>Mixed use site incorporating:</p> <ul style="list-style-type: none"> • 438 dwellings (7.3 hectares) to be developed within the medium to long term (years 6-15 of the trajectory); • 80,000 sq.m B1a Office floorspace; • Culture, leisure, tourism and niche/ancillary retail facilities; and • Openspace, high quality public realm and supporting social infrastructure.
Objectives	
1: To meet the diverse housing needs of the population in a sustainable way.	<p>++</p> <p>The York Central site is forecast to provide 438 dwellings representing 2% of the total requirement over the plan period. This is a significant development within the city that had the potential to provide a new community. Furthermore, there is existing housing within the overall site which should be considered in making this a new cohesive community. In meeting this, it will be important that the tenure split and housing mix reflects need within the city to enable a balanced and mixed neighbourhood to be created and integrated into the existing community.</p>
2: Improve the health and well-being of York's population	<p>+</p> <p>This site is required to include a high quality public realm strategy, openspace for recreational purposes as well as other recreational and cultural facilities. The provision of these should have a positive benefit on the health and well-being of residents.</p>

	<p>The site currently located adjacent to a railway line and would need to ensure the safety of residents in masterplanning the development. Furthermore, the site would need to remediate any known contamination issues connected with its former use to ensure the health of residents.</p>
3: Improve education, skills development and training for an effective workforce	<p>I</p> <p>It is important that the anticipated requirement arising from this site for education is estimated in advance to allow sufficient services to be in place or incorporated onto the site. Given the anticipated number of new households that this site would generate, allocation of new school places would be required .</p> <p>The site is in close proximity to sustainable transport routes, including the railway station providing good accessibility to key educational and training facilities within the city. Further, skills and training may be able to offered onsite through construction and may be provided within the new office development depending upon the occupiers. The impacts would be dependent upon implementation.</p>
4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<p>++</p> <p>This site is forecast to deliver 80,000 sq.m of office floorspace within close proximity to the railway station allowing excellent connectivity with the existing city centre and wider region. Jobs would also be generated through the construction of the site in the short to medium term of the development. The mixed use of this site would allow for a range of jobs to be created and supported maximising the diverse skills available within York. Furthermore, the housing development element would support workforce wishing to live close to the city centre promoting low carbon lifestyles through close proximity to sustainable transport for accessing employment destinations both on and offsite. This site would therefore significantly contribute to achieving this objective.</p>
5: Help deliver equality and access to all	<p>++</p> <p>The scale of the housing forecast would enable a significant contribution towards the provision of affordable housing. Based upon the current affordable housing dynamic target, the site would need to provide 20% affordable dwellings of mixed tenure on site. This would make a positive contribution towards this objective.</p> <p>The scale of the development would need to ensure that local convenience provision was planned for and ancillary retail is an accepted use on site. The city centre and its associated conveniences are also within close proximity.</p> <p>The mixed use of this site would allow for a range of jobs to be created and supported maximising the use of diverse skills available within York.</p>
6: Reduce the need to travel and deliver a sustainable integrated transport network	<p>+/-</p> <p>York Central is located behind the existing railway station. This location boasts excellent connectivity via train around the country but also to the frequent and non-frequent bus services located at the front of the station. In developing this site for mixed use, connectivity through the site would need to be improved using a public realm strategy that</p>

	<p>would provide or improve links to existing pedestrian and cycle networks. New accesses to the site would also improve this connectivity and accessibility for people living and working on the site. Given its location there is the opportunity for this site to make a significant positive contribution to this objective.</p> <p>The new road connection from Water end promoted car based travel but would also allow new bus access. The scale of development relies on significant infrastructure to be delivered to make the site fully accessible and deliverable overall. Should the costs not be met to install this, this may prevent the site maximising the potential for development. Increasing the road connections may also exacerbate congestion in the area, particularly at peak times, given its location adjacent to the city centre. This should allow better connections to bus routes however.</p>
7: To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<p>I/+</p> <p>The size of the site should enable a variety of climate change mitigation measures to be incorporated through design and layout. There are also opportunities for large-scale renewable energy schemes connecting up the various uses on site to be included. This will depend upon implementation but has the opportunity to make a significantly positive contribution by minimising the impacts of the site .</p>
8: Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<p>++</p> <p>The site should make a positive contribution to this objective given that currently it is a former railway site with limited Green Infrastructure and biodiversity. The potential development and connecting openspace /public realm could help improve biodiversity within the site and connectivity to existing green infrastructure. The site borders a significant green Infrastructure corridor following the river Ouse providing the potential for accessible space beyond the site and connectivity to other green infrastructure.</p>
9: Use land resources efficiently and safeguard their quality	<p>++</p> <p>This is a brownfield site with a history connected to the railway industry. Remedial work will be statutorily required prior to development to minimise contamination and consequently, the condition of this land will be better post development.</p>
10: Improve water efficiency and quality	<p>I/+</p> <p>An increase in population will have an inevitable impact on water usage. The scale of the development should allow mitigation measures to be incorporated through design, layout and the incorporation of efficiency schemes such as rainwater harvesting to avoid negative impacts on this objective. This will depend upon implementation but has the opportunity to make a neutral contribution.</p>
11: Reduce waste generation and increase level of reuse and recycling	<p>I</p> <p>An increase in population/ commercial use will have an inevitable impact on waste generation. The site would need to be incorporated into the citywide recycling schemes to manage the waste arisings and to minimise impacts on landfill.</p> <p>Waste arising from the construction of the site should be processed according to the waste hierarchy as far as possible.</p>

12: Improve air quality	<p>-</p> <p>There will potentially be a large air quality impact on Air Quality Management Area (AQMA) and other areas of poor air quality in the city. The site is located adjacent to the city centre and Leeman Road AQMAs whereby pollutants are known to exceed required levels. Development of this site could exacerbate this should it not be successful in implementing a low emission scheme and decreasing traffic flows.</p> <p>The site should mitigate using the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel.</p>
13: Minimise flood risk and reduce the impact of flooding to people and property in York	<p>I/-</p> <p>This majority of the site is not located within a high risk flood zone although Leeman Road, one the of existing accesses is known to flood frequently. The site would need to ensure that mitigation for adjacent high flood risk areas is considered so that no negative impacts from the development are experienced in adjacent areas. The scale of the development should further allow for the incorporation of mitigation techniques for the management of surface water flooding such as sustainable drainage (SUDs). The impact of the site at this stage is likely to be dependent upon implementation.</p>
14: Conserve or enhance York's historic environment, cultural heritage, character and setting	<p>I</p> <p>York Central is in close proximity to the city centre and all of its associated heritage assets. Of particular importance is inclusion of the train station with the Central Historic Core Conservation Area and Area of Archaeological Importance (AAI) as well as its interface with significant scheduled ancient monuments such as the City Walls and listed buildings.</p> <p>From across the site there are also key strategic views towards the Minster as well as towards Clifton Ings and the northwest of York which would need to be preserved. The design of the site, including the number of building storeys, would be critically important to maintaining this.</p> <p>The design of the site would need to reflect the principles within the Heritage Topic Paper to ensure that the development reflects the context of the wider city and creates a locally distinctive place with definite character. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
15: Conserve or enhance York's natural and built landscape	<p>I</p> <p>The development of the site would lead to a new section of the city being created which could potentially enhance the built environment in comparison to its existing use.</p> <p>From across the site there are also key strategic views towards the Minster as well as towards Clifton Ings and the northwest of York which would need to be preserved. The design of the site, including the number of building storeys, would be critically important to maintaining</p>

	<p>this.</p> <p>The masterplanning process should ensure that it considers principles within the Heritage Topic Paper. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
SUMMARY	
<p>Key positives</p>	<ul style="list-style-type: none"> • This is a brownfield site; • This development will provide a significant contribution towards housing provision, including affordable housing need; • The site will provide significant B1a offices in an accessible and complementary location to the city centre and wider region; • It will support a significant amount of jobs; • Co-location of employment opportunities and residential dwellings encouraging short sustainable commute and low carbon lifestyle; • Job opportunities would be created through the construction phase of the development; • Opportunities to increase sustainable transport accessibility to the city and wider region via existing bus routes, the railway station and pedestrian and cycle routes to the city centre; • Scale of the site should enable a variety of climate change mitigation measures to be implemented through design, layout and the incorporation of renewable energy technologies; • Green Infrastructure should improve supporting biodiversity and connectivity to the existing green corridor adjacent (River Ouse) in comparison to former use; • The development of the site would lead to a new section of the city being created which could potentially enhance the built environment in comparison to its existing use.
<p>Key challenges</p>	<ul style="list-style-type: none"> • The site is located adjacent to a railway line and the development would need to implement systems to ensure residents safety; • Whilst this site can be supported through existing infrastructure, significant investment in infrastructure would still be required to enable the full potential development of the site. • The proximity to the inner ring-road may increase traffic flows and exacerbate congestion in city centre; • Site requires remediation for contamination to ensure the soils are suitable for residential garden and commercial use; • Increase in population will increase water use and waste generation; • The site is located within the City Centre and Leeman Road AQMAs. There is the potential for a significant impact should the site not be successful in implementing a low emission scheme and decreasing/minimising traffic flows; • Whilst the majority of development is located in a low flood risk zone, the site abuts a residential area within a high flood risk zone. A significant challenge is minimising the negative effects of this development on existing flood risk; • Ensuring social cohesion with existing residential and commercial areas within the site;

	<ul style="list-style-type: none"> From across the site there are key strategic views towards the Minster as well as towards Clifton Ings and the northwest of York which would need to be preserved. The design of the site, including the number of building storeys, would be critically important to maintaining this.
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ST6: Land East of Grimston Bar	
Site size	7.54 hectares
Location	Suburban area. Osbaldwick Ward
Allocated for	154 dwellings to be developed within the short to medium term (years 1-10 of the trajectory)
Objectives	
1: To meet the diverse housing needs of the population in a sustainable way.	<p>+</p> <p>The Site adjacent Hull Road opposite Grimston Bar Park and Ride. Its is forecast to provide 154 dwellings within the short to medium term. This is a development on the outskirts of the city which has the potential to contribute to the housing supply. In delivering housing in this location, it will important that the tenure split and housing mix reflects need within the city to enable a balanced and mixed neighbourhood to be created.</p> <p>The location of the site is on the edge of the existing settlement boundary, adjacent to Osbaldwick Link Road Industrial Estate and in close proximity to the new University of York Campus and existing park and ride. However, its location is cut off from existing residential areas which would conflict with integrating the site into the existing neighbourhood. Although this site is close to the University campus, the development would not necessarily suit student accommodation or higher density development as this would conflict with environmental objectives in this location.</p>
2: Improve the health and well-being of York's population	<p>I/+</p> <p>This development will be required to include an element of openspace for recreational purposes which should have a positive benefit on the health and well-being of residents. Furthermore, the site is adjacent to an existing woodland and the site would be in close proximity to the new openspace, health and sports facilities available on the new University of York campus which are open to residents</p> <p>However, the adjacent uses are industrial. Significant buffering to the site would be required minimise the impacts of odour, noise etc arising from these uses which have negative impacts on residents.</p>
3: Improve education, skills development and training for an effective workforce	<p>I</p> <p>It is important that the anticipated requirement arising from this site for education is estimated in advance to allow sufficient services to be in place, should it be developed for general housing. In this case, given the anticipated number of new households that this site would generate, primary school provision would need to be allocated.</p>

	Currently the site is not within 800m of a primary or secondary school.
4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<p>+</p> <p>Jobs would also be generated through the construction of the site in the short to medium term. The development overall would support the housing of workforce for other employment opportunities within the city helping to support the overall economy. There are employment uses located adjacent to the site which may also be able to offer opportunities for employment.</p>
5: Help deliver equality and access to all	<p>-</p> <p>The scale of the housing forecast would enable a contribution towards the provision of affordable housing. Based upon the current affordable housing dynamic target, the site would need to provide 20% affordable dwellings of mixed tenure on site. This would make a positive contribution towards this objective. However, the development is detached from existing residential communities by the industrial estate on 2 sides and bordered by the A1079 Hull Road duelled section to the ring-road. This location could isolate the population and limit integration for a cohesive community, particularly given that other services and facilities are unlikely to be generated on site.</p> <p>The scale of the development would need to ensure that local convenience provision was planned for. The site is unlikely to generate an additional facilities but there is an existing neighbourhood parade within 800m and large scale convenience store just over 800m. However, road safety measures would need to be included to ensure safe passage along the duelled carriageway to access the convenience store. Connectivity to these facilities would need to vastly be improved.</p> <p>The site abuts the A1079 and is opposite the Park and Ride. This P&R is a high frequency bus service to the city centre allowing positive accessibility for all. This would be maximised if a route connecting the site to the park and ride was developed which would also have benefits for the existing residents in creating improving pedestrian connectivity. This would involve bridging the duelled carriageway for safe passage and to maximise connectivity to the existing high frequency route.</p>
6: Reduce the need to travel and deliver a sustainable integrated transport network	<p>+/-</p> <p>The site abuts the A1079, near to the junction with the A64 junction and is opposite the Park and Ride. There are existing frequent and non-frequent bus routes which run along the main road, which the site could make use of to promote less use of the car. However, the road is a barrier currently and in order to access to existing high frequency park and ride, a safe crossing point across the duelled carriageway would need to be made to connect the site. Further work would also be required to improve, install and make safe links to existing pedestrian and cycle networks. Significant infrastructure investment would be required to ensure this site could contribute to this meeting this objective.</p> <p>The site may exacerbate congestion in the area, particularly at peak times, given its location close to the ring-road and university junctions.</p>

7: To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	I/+ The size of the site should enable a variety of climate change mitigation measures to be incorporated through design, layout and the incorporation of renewable energy technologies to avoid negative impacts on climate change. This will depend upon implementation but has the opportunity to make a significantly positive contribution by minimising the impacts of the site .
8: Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	+ Whilst there are no nature conservation designations on this site, there is an area of interest buffering the western side of the site between the site and the transformer station. This area would need to be assessed for its nature conservation value. The site is currently in agricultural use. Residential development has the potential to increase biodiversity with gardens and connecting openspace helping improve biodiversity within the site and connectivity to existing green infrastructure.
9: Use land resources efficiently and safeguard their quality	-- This site is greenfield and is currently within agricultural use. It is grade 3 agricultural land indicating it is of high quality. There has been a significant loss of agricultural land in this vicinity for the university development and whilst this site is only 7 hectares it would still mean a loss of high grade agricultural soils.
10: Improve water efficiency and quality	I/+ An increase in population will have an inevitable impact on water usage. The scale of the development should allow mitigation measures to be incorporated through design, layout and the incorporation of efficiency schemes such as rainwater harvesting to avoid negative impacts on this objective. This will depend upon implementation but has the opportunity to make a neutral contribution.
11: Reduce waste generation and increase level of reuse and recycling	I An increase in population will have an inevitable impact on waste generation. The site would need to be incorporated into the citywide recycling schemes to manage the waste arisings and to minimise impacts on landfill. Waste arising from the construction of the site should be processed according to the waste hierarchy as far as possible.
12: Improve air quality	I There are no AQMAs within proximity of this site. However, there is potential for air quality issues arising from traffic using A1079 although likely this could be addressed by setting buildings back from carriageways. The site is likely to require an AQ assessment. The site should mitigate using the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel.
13: Minimise flood risk and reduce the impact of flooding to people and	+ This development is not located within a high risk flood zone. The scale of the development should allow for the incorporation of mitigation

property in York	techniques for the management of surface water flooding such as sustainable drainage (SUDs). The impact on this objective should therefore be positive.
14: Conserve or enhance York's historic environment, cultural heritage, character and setting	<p>I</p> <p>The site forms part of the wider setting of views of the City from this section of the A64 between Hopgrove roundabout and Grimston Bar. The impact of this site is reduced due to its location but there would be significant landscape concerns should the development extend beyond a line of mature trees running parallel with the A64, and a narrow field buffer, which could help to screen any development taking place within the land proposed to be allocated for residential development.</p>
15: Conserve or enhance York's natural and built landscape	<p>I</p> <p>The site forms part of the wider setting of views of the City from this section of the A64 between Hopgrove roundabout and Grimston Bar. The impact of this site is reduced due to its location but there would be significant landscape concerns should the development extend beyond a line of mature trees running parallel with the A64, and a narrow field buffer, which could help to screen any development taking place within the land proposed to be allocated for residential development.</p> <p>It is considered particularly important that development should not take place right up to Grimston Bar roundabout, in order to preserve the open character of the land in this area in line with the topography of the area.</p>
SUMMARY	
Key positives	<ul style="list-style-type: none"> • This development will provide a contribution towards housing provision, including affordable housing need; • Small numbers of job opportunities would be created through the construction phase of the development and may be available on the adjacent industrial site; • Opportunities to increase sustainable transport accessibility via existing bus routes and the adjacent park and ride; • There is access to an existing neighbourhood parade within 800m and alternative convenience provision just over 800m; • Scale of the site should enable a variety of climate change mitigation measures to be implemented through design, layout and the incorporation of renewable energy technologies; • Green Infrastructure should improve supporting biodiversity and connectivity in comparison to existing use; • The development is located in a low flood risk area; • There are no air quality issues at present; • There are no designated heritage assets within the site.
Key challenges	<ul style="list-style-type: none"> • This is a greenfield site. • The site would mean a loss to high grade agricultural land; • This is an isolated housing development bordered by industrial uses/dual carriageway which would not easily promote social and community cohesion with existing neighbourhoods; • Ensuring safe crossing of the road network in this location to access the facilities and the park and ride. This may incur significant investment costs for the improvements to the road, pedestrian and cycle network;

	<ul style="list-style-type: none"> • Ensuring transport network connectivity to promote alternative travel to the car given its suburban edge location; • Potential for exacerbating congestion, particularly at peak times, from increased traffic flows; • Increase in population will increase water use and waste generation; • Potential harm to air quality along Hull Road as a result of increased traffic flows; • Any site would need to incorporate a strong element of green infrastructure to fit with the existing urban pattern and force the creation of a new stray. • From across the site there are also key strategic views towards the Minster as well as to the East of York and South towards Osbaldwick which would need to be preserved. The design of the site, including the number of building storeys, would be critically important to maintaining this.
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ST7: Land to East of Metcalfe Lane	
Site size	60 hectares
Location	Extension to the Urban Area. Osbaldwick Ward
Allocated for	1800 dwellings to be developed over the lifetime of the plan (years 1-15 of the trajectory)
Objectives	
1: To meet the diverse housing needs of the population in a sustainable way.	++ The land east of Metcalfe Lane is forecast to provide 1800 dwellings representing 8.2% of the total requirement over the plan period. This is a significant development within the city that had the potential to provide a new mixed and sustainable community. In meeting this, it will important that the tenure split and housing mix and reflects need within the city to enable the creation of a balanced and mixed neighbourhood.
2: Improve the health and well-being of York's population	I/+ This development will be required to include a significant element of openspace for recreational purposes which should have a positive benefit on the health and well-being of residents. Furthermore, the scale of the sites and the resultant population would require additional services and facilities to ensure local provision of healthcare at a minimum. The site is also surrounded by land retained in the greenbelt meaning that accessible countryside for recreation should also be maintained.
3: Improve education, skills development and training for an effective workforce	I It is important that the anticipated requirement arising from this site for education is estimated in advance to allow sufficient services to be in place or incorporated onto the site. Given the anticipated number of new households that this site would generate, a new primary school would be required. There may also be some potential for this site to support other primary schools which currently have capacity. The combination effects arising between this site and that of an existing

	<p>residential permission for around 500 homes (currently under construction) would also need to be taken into consideration to plan for adequate secondary education provision.</p> <p>The scale of the site may also allow for training opportunities during its construction depending on the requirements of the provision.</p> <p>The impacts would be dependent upon implementation/ presentation of a masterplan.</p>
<p>4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy</p>	<p>+ Jobs would be generated through the construction of the site in the short to medium term. The development overall would significantly support the housing of workforce for other employment opportunities within the city helping to support the overall economy.</p> <p>The main employment opportunities would be available in the city centre, to the north at Monks Cross and to the south at Osbaldwick. However, the connectivity to these would need to be significantly improved to enable sustainable travel to all of these employment destinations.</p>
<p>5: Help deliver equality and access to all</p>	<p>I/+ The scale of the housing forecast would enable a contribution towards the provision of affordable housing. Based upon the current affordable housing dynamic target, the site would need to provide 20% affordable dwellings of mixed tenure on site. This would make a significantly positive contribution towards this objective.</p> <p>The scale of the development would need to ensure that local convenience provision was planned for. The scale of the site means it is likely to generate an additional facilities or neighbourhood parade. This would need to be developed in conjunction with the overall residential element to ensure maximise its accessibility for residents. Due to this being a second large development in this area, it could help to reduce any deficit created through cumulative impacts of development.</p> <p>In order to secure equality of access, a significant investment in infrastructure would be required to enable connectivity with popular destinations.</p>
<p>6: Reduce the need to travel and deliver a sustainable integrated transport network</p>	<p>-/I In order to secure equality of access through sustainable travel and avoiding the need to use a car, a significant investment in infrastructure would be required to enable connectivity with surrounding neighbourhoods, the city centre, employment and other popular destinations. Given the site is located on the outskirts of the existing settlement limits in this area it would need strategic connections for all sustainable transport modes to integrate the site into the existing network.</p> <p>The site may exacerbate congestion in the area, particularly at peak times, given its scale. Further work need to be undertaken in order to understand the full implications for the development.</p>

7: To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	I/+ The size of the site should enable a variety of climate change mitigation measures to be incorporated through design, layout and the incorporation of renewable energy technologies to avoid negative impacts on climate change. This will depend upon implementation but has the opportunity to make a significantly positive contribution by minimising the impacts of the site.
8: Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	++ Currently the site has no nature conservation designations but does intersect with local and regional level green infrastructure corridors. There is an opportunity for this site to interconnect with existing green infrastructure corridors and integrate a scheme throughout the site to increase biodiversity and connectivity to the wider natural environment. Residential development has the potential to increase biodiversity with gardens and connecting openspace helping improve biodiversity within the site.
9: Use land resources efficiently and safeguard their quality	- This site is greenfield and is currently within agricultural use. It is grade 3 agricultural land indicating it is of high quality. This would be a significant loss of high grade agricultural soils within the inner road. A positive for this site is that it does not contain any outstanding contamination issues.
10: Improve water efficiency and quality	I/+ An increase in population will have an inevitable impact on water usage. The scale of the development should allow mitigation measures to be incorporated through design, layout and the incorporation of efficiency schemes such as rainwater harvesting to avoid negative impacts on this objective. This will depend upon implementation but has the opportunity to make a neutral contribution.
11: Reduce waste generation and increase level of reuse and recycling	I An increase in population will have an inevitable impact on waste generation. The site would need to be incorporated into the citywide recycling schemes to manage the waste arisings and to minimise impacts on landfill. Due to the scale of the site, a neighbourhood recycling and waste processing point should also be considered. Waste arising from the construction of the site should be processed according to the waste hierarchy as far as possible.
12: Improve air quality	I There are no AQMAs within proximity of this site. There is the potential for increased traffic in vicinity of site and elsewhere on network given the scale of development and the potential for increased congestion/ traffic flows. A full Traffic Assessment and Air Quality Assessment is likely to be required. The site should mitigate using the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel.
13: Minimise flood risk and reduce the impact of	I Whilst the site is not located within a high risk flood zone, it does

<p>flooding to people and property in York</p>	<p>border flood zone 3 (high flood risk) to the north and flood zone 2 to the south. Development would be required to mitigate any potential effects to ensure that flooding in this area is not exacerbated. Specific incorporation of mitigation techniques for the management of surface water flooding such as sustainable drainage (SUDs) should also be included. It is suggested that development is not placed near these locations to minimise the impacts on these area and so potentially an allowance for further flooding is made within green infrastructure.</p>
<p>14: Conserve or enhance York’s historic environment, cultural heritage, character and setting</p>	<p>I</p> <p>There are no designated heritage assets within close proximity to the proposed site.</p> <p>Important to the setting of the city are the views from across the site towards the Minster as well as to the East of York and South towards Osbaldwick which would need to be preserved. The design of the site, including the number of building storeys, would be critically important to maintaining this.</p> <p>The design of the site would need to reflect the principles within the Heritage Topic Paper to ensure that the development reflects the context of the wider city and creates a locally distinctive place with definite character. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
<p>15: Conserve or enhance York’s natural and built landscape</p>	<p>I</p> <p>The development of the site would lead to a new section of the city being created. Any site would need to incorporate a strong element of green infrastructure to fit with the existing urban pattern and force the creation of a new stray.</p> <p>From across the site there are also key strategic views towards the Minster as well as to the East of York and South towards Osbaldwick which would need to be preserved. The design of the site, including the number of building storeys, would be critically important to maintaining this.</p> <p>The masterplanning process should ensure that it considers principles within the Heritage Topic Paper. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
<p>SUMMARY</p>	
<p>Key positives</p>	<ul style="list-style-type: none"> • This development will provide a significant contribution towards housing provision, including affordable housing need; • Job opportunities would be created through the construction phase of the development and through provision of a local service centre; • The site would generate the need for a new local service centre providing key local services and facilities; • A new primary school will need to be provided; • Scale of the site should enable a variety of climate change mitigation measures to be implemented through design, layout and the incorporation of renewable energy technologies;

	<ul style="list-style-type: none"> • There are currently no nature conservation designations but the site does intersect with local and regional green corridors providing an opportunity for Green Infrastructure to improve biodiversity and connectivity to the wider natural environment; • The development is located in a low flood risk area; • There are no air quality issues at present.
Key challenges	<ul style="list-style-type: none"> • This is a greenfield site. • The site would mean a significant loss to high grade agricultural land; • Provision for secondary education will need to be considered and allocated capacity; • The main employment opportunities will be in alternative locations such as the City Centre and Monks Cross; • Ensuring transport network connectivity to promote alternative travel to the car given its suburban edge location is paramount to ensure key destinations are accessible sustainably; • Potential for exacerbating congestion, particularly at peak times, from increased traffic flows; • A significant investment in infrastructure will be required; • Whilst this site is large enough to create a cohesive community, there is a challenge to integrate this into the existing residential locations; • Increase in population will increase water use and waste generation; • Potential harm to air quality could be generated as a result of increased traffic flows.
Mitigation	

ST8: Land North of Monks Cross	
Site size	52.3 hectares
Location	Extension to the Urban Area. Huntington Ward
Allocated for	1569 dwellings to be developed over the lifetime of the plan (years 1-15 of the trajectory)
Objectives	
1: To meet the diverse housing needs of the population in a sustainable way.	++ The land to the north of Monks Cross is forecast to provide 1569 dwellings representing 7.2% of the total requirement over the plan period. This is a significant development within the city that had the potential to provide a new mixed and sustainable community. In meeting this, it will important that the tenure split and housing mix reflects need within the city to enable the creation of a balanced and mixed neighbourhood.
2: Improve the health and well-being of York's population	I/+ This development will be required to include a significant element of openspace for recreational purposes which should have a positive benefit on the health and well-being of residents. Furthermore, the

	<p>scale of the sites and the resultant population would require additional services and facilities to ensure local provision of healthcare. New healthcare facilities are also being provided to the south of the site with a community healthcare facility as part of the new stadium development to the south of the site. The site is also surrounded by land retained in the greenbelt meaning that accessible countryside for recreation should also be maintained.</p>
<p>3: Improve education, skills development and training for an effective workforce</p>	<p>I/+</p> <p>It is important that the anticipated requirement arising from this site for education is estimated in advance to allow sufficient services to be in place or incorporated onto the site. Given the anticipated number of new households that this site would generate, a new primary school would be required. There may also be some potential for this site to support other primary schools which currently have capacity. There is a secondary school in just over 800m from the southern section of the site. However further provision may need to be made depending on the schools capacity to accommodate new pupils.</p> <p>The scale of the site may also allow for training opportunities during its construction depending on the requirements of the developers. There may also be links to training opportunities during construction or for new residents on the existing business park to the south of the site.</p>
<p>4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy</p>	<p>+</p> <p>Jobs would be generated through the construction of the site in the short to medium term. The development overall would significantly support the housing of workforce for other employment opportunities within the city helping to support the overall economy.</p> <p>The local employment opportunities would be available in the Monks Cross employment and retail centre to the south of the site. There are a diverse employment opportunities in this location and with the pending extension of the retail sector in connection with the community stadium, jobs should be available. There would need to be improved connectivity of the residential housing to enable sustainable travel to all of this employment destinations. Furthermore, access to the city centre would also be critical to support the workforce and would be dependent on improved infrastructure.</p>
<p>5: Help deliver equality and access to all</p>	<p>I/+</p> <p>The scale of the housing forecast would enable a significant contribution towards the provision of affordable housing. Based upon the current affordable housing dynamic target, the site would need to provide 20% affordable dwellings of mixed tenure on site. This would make a significantly positive contribution towards this objective.</p> <p>The scale of the development would need to ensure that local service and facilities provision was planned for. The scale of the site means it is likely to generate additional facilities but there is the opportunity to also enhance the Monks Retail park into more of a community hub by expanding the communities facilities available. Any facilities identified would need to be developed in conjunction with the overall residential element to ensure maximise its accessibility for residents.</p>

	<p>In order to secure equality of access, a significant investment in infrastructure would be required to enable connectivity with popular destinations.</p>
6: Reduce the need to travel and deliver a sustainable integrated transport network	<p>-/+</p> <p>In order to secure equality of access through sustainable travel and avoiding the need to use a car, investment in infrastructure would be required to enable connectivity with surrounding neighbourhoods, the city centre and Monks cross to the south. The site is bordered by existing road infrastructure to enable access on to the site but further strategic connections for pedestrian and cycle routes would be required to integrate the site into the existing network.</p> <p>The location of the development in close proximity to a centre like Monks cross which offers employment, leisure, retail and convenience shopping, would help to reduce the need to travel subject to successfully linking it to the new development.</p> <p>The site may, however, exacerbate congestion in the area, particularly at peak times, given its scale. Further work need to be undertaken in order to understand the full implications for the development and the opportunities to mitigate any identifies effects.</p>
7: To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<p>I/+</p> <p>The size of the site should enable a variety of climate change mitigation measures to be incorporated through design, layout and the incorporation of renewable energy technologies to avoid negative impacts on climate change. This will depend upon implementation but has the opportunity to make a significantly positive contribution by minimising the impacts of the site.</p>
8: Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<p>++</p> <p>Currently the site has no nature conservation designations but does intersect with local green infrastructure corridors. It also contains some trees with protection orders. There is an opportunity for this site to interconnect with existing green infrastructure corridors and integrate a scheme throughout the site to increase biodiversity and connectivity to the wider natural environment. Residential development has the potential to increase biodiversity with gardens and connecting openspace helping improve biodiversity within the site.</p> <p>The SINC to the east of site will need buffering given the presence of Great Crested Newts. It is anticipated that this could be incorporated without detrimental effect to the SINC.</p>
9: Use land resources efficiently and safeguard their quality	<p>-</p> <p>This site is greenfield and is currently within agricultural use. It is grade 3 agricultural land indicating it is of high quality. This would be a significant loss of high grade agricultural soils within the inner road.</p> <p>A positive for this site is that it does not contain any outstanding contamination issues.</p>
10: Improve water efficiency and quality	<p>I/+</p> <p>An increase in population will have an inevitable impact on water</p>

	usage. The scale of the development should allow mitigation measures to be incorporated through design, layout and the incorporation of efficiency schemes such as rainwater harvesting to avoid negative impacts on this objective. This will depend upon implementation but has the opportunity to make a neutral contribution.
11: Reduce waste generation and increase level of reuse and recycling	<p>I</p> <p>An increase in population will have an inevitable impact on waste generation. The site would need to be incorporated into the citywide recycling schemes to manage the waste arisings and to minimise impacts on landfill. Due to the scale of the site, a neighbourhood recycling and waste processing point should also be considered.</p> <p>Waste arising from the construction of the site should be processed according to the waste hierarchy as far as possible.</p>
12: Improve air quality	<p>I</p> <p>There are no AQMAs within proximity of this site and no immediate AQ issues although potential for knock on traffic implications elsewhere in the city and in AQMA.</p> <p>Given the scale of development, new relevant locations may be introduced along the outer ring road, presenting new opportunities for exposure if the site is not carefully designed. There may also be cumulative impacts that need addressing in terms of traffic/AQ impact (i.e. alongside permitted community stadium / retail development).</p> <p>The site should mitigate using the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel.</p>
13: Minimise flood risk and reduce the impact of flooding to people and property in York	<p>++</p> <p>The site is not located within a flood risk zone. Specific mitigation techniques for the management of surface water flooding such as sustainable drainage (SUDs) should be included however.</p>
14: Conserve or enhance York's historic environment, cultural heritage, character and setting	<p>+</p> <p>There are no designated heritage assets within close proximity to the proposed site and nothing significant in terms of archaeological interest.</p> <p>The design of the site would need to reflect the principles within the Heritage Topic Paper to ensure that the development reflects the context of the wider city and creates a locally distinctive place with definite character. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
15: Conserve or enhance York's natural and built landscape	<p>I</p> <p>The development of the site would lead to a new section of the city being created. Any site would need to incorporate a strong element of green infrastructure to fit with the existing urban pattern and to separate the new and existing developments.</p> <p>From across the site there are also key strategic views towards the Minster as well as to north which would need to be preserved.</p>

	<p>The masterplanning process should ensure that it considers principles within the Heritage Topic Paper. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
SUMMARY	
Key positives	<ul style="list-style-type: none"> • This development will provide a significant contribution towards housing provision, including affordable housing need; • Job opportunities would be created through the construction phase of the development and through provision of a local service centre; • The site would generate the need for a new local service centre providing key local services and facilities; • The site will be located north of the existing Monks Cross retail and business park which provide a high level of facilities and leisure opportunities reducing the need to travel (subject to the implementation of pedestrian and cycle routes); • The site will be north of an employment allocation for office use providing new employment opportunities; • A new primary school will need to be provided; • Scale of the site should enable a variety of climate change mitigation measures to be implemented through design, layout and the incorporation of renewable energy technologies; • There are currently no nature conservation designations but the site does intersect with local and regional green corridors providing an opportunity for Green Infrastructure to improve biodiversity and connectivity to the wider natural environment; • The development is located in a low flood risk area; • There are no air quality issues at present; • There are no designated heritage assets within close proximity to the proposed site and nothing significant in terms of archaeological interest.
Key challenges	<ul style="list-style-type: none"> • This is a greenfield site. • The site would mean a significant loss to high grade agricultural land; • The development of the site would lead to a new section of the city being created. Any site would need to incorporate a strong element of green infrastructure to fit with the existing urban pattern and to separate the new and existing developments; • Provision for secondary education will need to be considered and allocated capacity; • The main employment opportunities will be in alternative locations such as the City Centre and Monks Cross; • Ensuring transport network connectivity to promote alternative travel to the car given its suburban edge location is paramount to ensure key destinations are accessible sustainably; • Potential for exacerbating congestion, particularly at peak times, from increased traffic flows; • A significant investment in infrastructure will be required; • Whilst this site is large enough to create a cohesive community, there is a challenge to integrate this into the existing residential locations;

	<ul style="list-style-type: none"> • Increase in population will increase water use and waste generation; • Potential harm to air quality could be generated on the outer ring-road as a result of increased traffic flows presenting new opportunities to exposure should if the site is not carefully designed.
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ST9: Land North of Haxby	
Site size	24.89 hectares
Location	Extension to Haxby Village. Haxby and Wigginton Ward
Allocated for	747 dwellings to be developed over the lifetime of the plan (years 1-15 of the trajectory)
Objectives	
1: To meet the diverse housing needs of the population in a sustainable way.	<p>++</p> <p>The land to the north of Haxby is forecast to provide 747 dwellings representing 3.4% of the total requirement over the plan period. This is a significant development within the city that had the potential to provide a new mixed and sustainable community. In meeting this, it will important that the tenure split and housing mix reflects need within the city to enable the creation of a balanced and mixed neighbourhood.</p>
2: Improve the health and well-being of York's population	<p>I/+</p> <p>This development will be required to include a significant element of openspace for recreational purposes which should have a positive benefit on the health and well-being of residents. The site is also surrounded by land retained in the greenbelt meaning that accessible countryside for recreation should also be maintained.</p> <p>Whilst there are existing facilities provided within Haxby Town Centre, the site should aim to provide some local services to not overwhelm the existing facilities, should they be at capacity.</p>
3: Improve education, skills development and training for an effective workforce	<p>I/+</p> <p>It is important that the anticipated requirement arising from this site for education is estimated in advance to allow sufficient services to be in place. Given the anticipated number of new households that this site would generate, allocation for primary school places would be required. There may also be some potential for this site to support other primary schools which currently have capacity.</p> <p>The scale of the site may also allow for training opportunities during its construction depending on the requirements of the developers.</p>
4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<p>+</p> <p>Jobs would be generated through the construction of the site in the short to medium term. The development overall would significantly support the housing of workforce for other employment opportunities within the city helping to support the overall economy.</p> <p>The major employment opportunities within Haxby and Wigginton are</p>

	limited. It is anticipated that people would need to commute between this site and employment destinations.
5: Help deliver equality and access to all	<p>I/+</p> <p>The scale of the housing forecast would enable a significant contribution towards the provision of affordable housing. Based upon the current affordable housing dynamic target, the site would need to provide 20% affordable dwellings of mixed tenure on site. This would make a significantly positive contribution towards this objective.</p> <p>The scale of the development would need to ensure that local service and facilities provision was planned for. The scale of the site means it is likely to generate additional facilities but there is the opportunity to also enhance the the available capacity in Haxby town. Any facilities identified would need to be developed in conjunction with the overall residential element to ensure maximise its accessibility for residents.</p> <p>In order to secure equality of access, a significant investment in infrastructure would be required to enable connectivity with popular destinations.</p>
6: Reduce the need to travel and deliver a sustainable integrated transport network	<p>-/+</p> <p>In order to secure equality of access through sustainable travel and avoiding the need to use a car, investment in infrastructure would be required to enable connectivity with surrounding neighbourhoods, the city centre and other key employment destinations to the south. Connections for pedestrian and cycle routes would be required to integrate the site into the existing network. The potential new station in Haxby may also provide a significant access route in the future.</p> <p>The site may, however, exacerbate congestion in the area, particularly at peak times, given its scale. Further work need to be undertaken in order to understand the full implications for the development and the opportunities to mitigate any identifies effects.</p>
7: To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<p>I/+</p> <p>The size of the site should enable a variety of climate change mitigation measures to be incorporated through design, layout and the incorporation of renewable energy technologies to avoid negative impacts on climate change. This will depend upon implementation but has the opportunity to make a significantly positive contribution by minimising the impacts of the site.</p>
8: Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<p>++</p> <p>Currently the site has no nature conservation designations but does have existing hedgerows. There is an opportunity for this site to interconnect with existing green infrastructure corridors and integrate a scheme throughout the site to increase biodiversity and connectivity to the wider natural environment. Residential development has the potential to increase biodiversity with gardens and connecting openspace helping improve biodiversity within the site.</p>
9: Use land resources efficiently and safeguard their quality	<p>-</p> <p>This site is greenfield and is currently within agricultural use. This would be a significant loss of high grade agricultural soils in this location.</p>

	<p>A positive for this site is that it does not contain any outstanding contamination issues.</p>
10: Improve water efficiency and quality	<p>I/+</p> <p>An increase in population will have an inevitable impact on water usage. The scale of the development should allow mitigation measures to be incorporated through design, layout and the incorporation of efficiency schemes such as rainwater harvesting to avoid negative impacts on this objective. This will depend upon implementation but has the opportunity to make a neutral contribution.</p>
11: Reduce waste generation and increase level of reuse and recycling	<p>I</p> <p>An increase in population will have an inevitable impact on waste generation. The site would need to be incorporated into the citywide recycling schemes to manage the waste arisings and to minimise impacts on landfill. Due to the scale of the site, a neighbourhood recycling and waste processing point should also be considered.</p> <p>Waste arising from the construction of the site should be processed according to the waste hierarchy as far as possible.</p>
12: Improve air quality	<p>I</p> <p>There are no AQMAs within proximity of this site and no immediate AQ issues. A requirement for AQ assessment would be determined following traffic impact assessment.</p> <p>The site should mitigate using the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel.</p>
13: Minimise flood risk and reduce the impact of flooding to people and property in York	<p>++</p> <p>The site is not located within a flood risk zone. Specific mitigation techniques for the management of surface water flooding such as sustainable drainage (SUDs) should be included however.</p>
14: Conserve or enhance York's historic environment, cultural heritage, character and setting	<p>+</p> <p>There are no designated heritage assets within close proximity to the proposed site.</p> <p>There is evidence of small enclosures within this site, which are unusual in York and would need further exploration for a more detailed understanding.</p> <p>The design of the site would need to reflect the principles within the Heritage Topic Paper to ensure that the development reflects the context of the wider city and creates a locally distinctive place with definite character. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
15: Conserve or enhance York's natural and built landscape	<p>I</p> <p>The development of the site would lead to a new section of the city being created. Existing field boundaries and ditches could be used to inform the pattern of development.</p> <p>Any views identified through the masterplanning the topography of this</p>

	<p>site should be preserved.</p> <p>From across the site there are also key strategic views towards the Minster as well as to north which would need to be preserved. The masterplanning process should ensure that it considers principles within the Heritage Topic Paper. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
SUMMARY	
Key positives	<ul style="list-style-type: none"> • This development will provide a significant contribution towards housing provision, including affordable housing need; • Job opportunities would be created through the construction phase of the development; • Scale of the site should enable a variety of climate change mitigation measures to be implemented through design, layout and the incorporation of renewable energy technologies; • There are currently no nature conservation designations there is an opportunity for Green Infrastructure to improve biodiversity and connectivity to the wider natural environment; • The development is located in a low flood risk area; • There are no air quality issues at present.
Key challenges	<ul style="list-style-type: none"> • This is a greenfield site. • The site would mean a significant loss to high grade agricultural land; • Provision for primary and secondary education will need to be considered and capacity allocated; • The main employment opportunities will be in alternative locations such as the City Centre and Monks Cross meaning people would need to commute; • Ensuring transport network connectivity to promote alternative travel to the car given its village location is paramount to ensure key destinations are accessible sustainably; • Potential for exacerbating congestion, particularly at peak times, from increased traffic flows; • A significant investment in infrastructure will be required; • Whilst this site is large enough to create a cohesive community, there is a challenge to integrate this into the existing residential locations; • Increase in population will increase water use and waste generation; • Potential harm to air quality could be generated as a result of increased traffic flows.

ST10: Land at Moor Lane Woodthorpe	
Site size	17.02 hectares
Location	Extension as a suburban Area. Rural West Ward
Allocated for	511 dwellings to be developed over the lifetime of the plan (years 1-15 of the trajectory)
Objectives	
1: To meet the diverse housing needs of the population in a sustainable way.	++ The land to the south of Moor Lane is forecast to provide 511 dwellings representing 2.3% of the total requirement over the plan period. This is a significant development within the city, which has the potential to provide a new mixed and sustainable community. In meeting this, it will important that the tenure split and housing mix reflects need within the city to enable the creation of a balanced and mixed neighbourhood. Furthermore, the housing will need to integrate with the existing community to the North.
2: Improve the health and well-being of York's population	I/+ This development will be required to include a significant element of openspace for recreational purposes which should have a positive benefit on the health and well-being of residents. However, the scale of the site and the resultant population would necessitate additional services and facilities to ensure adequate local provision. The site is also surrounded by land retained in the greenbelt meaning that accessible countryside for recreation would also be maintained.
3: Improve education, skills development and training for an effective workforce	I/+ It is important that the anticipated requirement arising from this site for education is estimated in advance to allow sufficient services to be in place or incorporated onto the site. Given the anticipated number of new households that this site would generate, provision for primary and secondary education would be required. There may be some existing capacity in primary schools but additional provision would be required should this be exceeded. The scale of the site may also allow for training opportunities during its construction depending on the requirements of the developers. The original submission for the site also included a visitors information centre for Askham Bogg which would be positive in developing skills and knowledge connected to the natural environment.
4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	+ Jobs would be generated through the construction of the site in the short to medium term. The development overall would significantly support the housing of workforce for other employment opportunities within the city helping to support the overall economy. The main local employment opportunities would not be available within close proximity to site apart from at the Further education College.
5: Help deliver equality and access to all	I/+ The scale of the housing forecast would enable a significant contribution towards the provision of affordable housing. Based upon the current affordable housing dynamic target, the site would need to provide 20% affordable dwellings of mixed tenure on site. This would

	<p>make a significantly positive contribution towards this objective. The site would also need to be able integrated with the existing community to enable social cohesion.</p> <p>The scale of the development would need to ensure that local service and facilities provision was planned for. The scale of the site means it is likely to generate additional facilities but there is the opportunity to connect with the existing supermarket located across the railway line. A passenger bridge was originally suggested for this. Any facilities identified would need to be developed in conjunction with the overall residential element to ensure maximise its accessibility for residents.</p> <p>In order to secure equality of access, sustainable transport infrastructure would be required to enable connectivity with popular destinations.</p>
<p>6: Reduce the need to travel and deliver a sustainable integrated transport network</p>	<p>-/+</p> <p>In order to secure equality of access through sustainable travel and avoiding the need to use a car, investment in infrastructure would be required to enable connectivity with surrounding neighbourhoods, the city centre and other popular destinations. The site has an existing access off a minor road (Moor Lane) to enable initial access on to the site but further strategic connections for pedestrian and cycle routes would be required to integrate the site into the existing network. Currently the site is within proximity to a high frequency park and ride facility. In order to capitalise on this, connections would need to mitigate the barrier of the railway line to enable access to be made for pedestrians and cyclists .</p> <p>The location of the development in not in close proximity to major employment destinations and therefore may become a commuter hub for other locations.</p> <p>The site itself may exacerbate congestion in the area, particularly at peak times, given its scale and location near the western section of the ring-road, which is know to be at capacity. Further work needs to be undertaken in order to understand the full implications for the development and the opportunities to mitigate any identifies effects.</p>
<p>7: To minimise greenhouse gases that cause climate change and deliver a managed response to its effects</p>	<p>l/+</p> <p>The size of the site should enable a variety of climate change mitigation measures to be incorporated through design, layout and the incorporation of renewable energy technologies to avoid negative impacts on climate change. This will depend upon implementation but has the opportunity to make a significantly positive contribution by minimising the impacts of the site.</p>
<p>8: Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment</p>	<p>- -</p> <p>The site borders a SSSI (Askham Bog) to the south. It is considered one of the most botanically biodiverse sites in the region and nationally important for its invertebrate fauna. In order for Askham Bog to remain valuable as a wetland site, groundwater is essential. Development could potentially damage the hydrology of the reserve and increased human interaction as well as pets my have a serious impact on the quality of</p>

	<p>the site. There are significant concerns therefore that development of this site could have a negative impact and subsequently damage the SSSI.</p> <p>Further work is needed to determine what impact this level of development would have on the site through hydrological survey and assessments. The severity of the impact would depend upon the masterplan and final housing numbers. Currently, the impact would be negative although this is subject to further assessment.</p>
9: Use land resources efficiently and safeguard their quality	<p>-</p> <p>This site is greenfield and is currently within agricultural use. It is grade 3 agricultural land indicating it is of high quality. Furthermore, the quality of this land is associated with peat reserves and its ability to provide and store ground water Askham Bog. Loss of this resource could have significant environmental consequences although the severity of this would need to be determined through further assessment.</p> <p>A positive for this site is that it does not contain any outstanding contamination issues.</p>
10: Improve water efficiency and quality	<p>I</p> <p>The quality of the water resource is paramount to feed into Askham Bog. Should this be effected, there could be significant implications for the SSSI</p> <p>An increase in population will have an inevitable impact on water usage. The scale of the development should allow mitigation measures to be incorporated through design, layout and the incorporation of efficiency schemes such as rainwater harvesting to avoid negative impacts on this objective.</p>
11: Reduce waste generation and increase level of reuse and recycling	<p>I</p> <p>An increase in population will have an inevitable impact on waste generation. The site would need to be incorporated into the citywide recycling schemes to manage the waste arisings and to minimise impacts on landfill.</p> <p>Waste arising from the construction of the site should be processed according to the waste hierarchy as far as possible.</p>
12: Improve air quality	<p>+</p> <p>There are no AQMAs within proximity of this site and it is unlikely to have significant air quality implications. Requirement for Air Quality Assessment would be determined following traffic impact assessment.</p> <p>The site should mitigate using the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel.</p>
13: Minimise flood risk and reduce the impact of flooding to people and property in York	<p>-</p> <p>The site is not located within a flood risk zone although it border flood zone 3 and flood zone 2 to the south. Any development of this site would need to ensure mitigation sufficient to not negatively impact or exacerbate flooding within this area to people or property.</p>

	<p>There are known capacity issues in the water course within this area which would need to be investigated further as it is known that there is an existing pumping station which works 24 hours a day. Specific mitigation techniques for the management of surface water flooding such as sustainable drainage (SUDs) should be considered in relation to the impacts on Askham Bogg.</p>
14: Conserve or enhance York's historic environment, cultural heritage, character and setting	<p>I</p> <p>There is a listed brick windmill on the site. The site may also be of archaeological interest and would require an archaeological assessment.</p> <p>The design of the site would need to reflect the principles within the Heritage Topic Paper to ensure that the development reflects the context of the wider city and creates a locally distinctive place with definite character. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
15: Conserve or enhance York's natural and built landscape	<p>I</p> <p>The development of the site would lead to a new section of the city being created. Existing field boundaries and ditches could be used to inform the pattern of development.</p> <p>The site boundary respects significant character and setting assets to preserve the landscape setting of the city.</p> <p>From across the site there are also key strategic views towards the Minster as well as to north which would need to be preserved. The masterplanning process should ensure that it considers principles within the Heritage Topic Paper. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
SUMMARY	
Key positives	<ul style="list-style-type: none"> • This development will provide a significant contribution towards housing provision, including affordable housing need; • Job opportunities would be created through the construction phase of the development; • A Park and Ride is within close proximity although the railway as a major barrier would need to be overcome; • The scale of the development will increase the need for services and may support existing services within close proximity; • Scale of the site should enable a variety of climate change mitigation measures to be implemented through design, layout and the incorporation of renewable energy technologies; • The allocated development parcel is located in a low flood risk area; • There are no air quality issues at present.
Key challenges	<ul style="list-style-type: none"> • This is a greenfield site. • The site would mean a significant loss to high grade agricultural land; • here is a listed brick windmill on the site. The site may also be of archaeological interest and would require an archaeological

	<p>assessment;</p> <ul style="list-style-type: none"> • The site borders a SSSI (Askham Bog) to the south. It is considered one of the most botanically biodiverse sites in the region and nationally important for its invertebrate fauna. In order for Askham Bog to remain valuable as a wetland site, groundwater is essential. Housing development could potentially damage the hydrology of the reserve. There are significant concerns therefore that development of this site could have a negative impact and subsequently damage the SSSI. • Provision for primary and secondary education will need to be considered and capacity allocated; • The main employment opportunities will be in alternative locations such as the City Centre meaning people would need to commute; • Ensuring transport network connectivity to promote alternative travel to the car given its suburban location is paramount to ensure key destinations are accessible sustainably; • Potential for exacerbating congestion, particularly at peak times, from increased traffic flows; • Whilst this site is large enough to create a cohesive community, there is a challenge to integrate this into the existing residential locations; • Increase in population will increase water use and waste generation; • Potential harm to air quality could be generated as a result of increased traffic flows.
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ST11: Land at New Lane, Huntington	
Site size	11.6 hectares
Location	Extension to the Urban Area. Huntington Ward
Allocated for	348 dwellings to be developed over the lifetime of the plan (years 1-15 of the trajectory)
Objectives	
1: To meet the diverse housing needs of the population in a sustainable way.	<p>++</p> <p>The land south of New Lane is forecast to provide 348 dwellings over the plan period. This is a significant development within the city that had the potential to provide a new mixed and sustainable community. In meeting this, it will important that the tenure split and housing mix reflects need within the city to enable the creation of a balanced and mixed neighbourhood. Furthermore the community would need to integrate into the surrounding communities.</p>
2: Improve the health and well-being of York's population	<p>I/+</p> <p>This development will be required to include a significant element of openspace for recreational purposes which should have a positive benefit on the health and well-being of residents. Furthermore, the scale of the sites and the resultant population would require additional services and facilities to ensure local provision of healthcare. New</p>

	<p>healthcare facilities are also being provided to the north/east of the site with a community healthcare facility as part of the new stadium development to the south of the site. The community stadium will also offer access to leisure and recreational opportunities to support the health and well-being of residents.</p>
<p>3: Improve education, skills development and training for an effective workforce</p>	<p>I/+</p> <p>It is important that the anticipated requirement arising from this site for education is estimated in advance to allow sufficient services to be in place or incorporated onto the site. Given the anticipated number of new households that this site would generate, a new primary school would be required. There may also be some potential for this site to support other primary schools which currently have capacity. There is currently access to primary provision within 400m. There is a secondary school in just over 800m from the northern section of the site. However further provision may need to be made depending on the schools capacity to accommodate new pupils.</p> <p>The scale of the site may also allow for training opportunities during its construction depending on the requirements of the developers. There may also be links to training opportunities during construction or for new residents on the existing business park to the north and through the construction of the adjacent community development site.</p>
<p>4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy</p>	<p>+</p> <p>Jobs would be generated through the construction of the site in the short to medium term. The development overall would significantly support the housing of workforce for other employment opportunities within the city helping to support the overall economy.</p> <p>The main local employment opportunities would be available in the Monks Cross employment and retail centre to the north of the site. There are a diverse employment opportunities in this location and with the pending extension of the retail sector in connection with the community stadium, jobs should be available. There would need to be improved connectivity of the residential housing to enable sustainable travel to all of this employment destinations. Furthermore, access to the city centre would also be critical to support the workforce and would be dependent on improved infrastructure.</p>
<p>5: Help deliver equality and access to all</p>	<p>I/+</p> <p>The scale of the housing forecast would enable a significant contribution towards the provision of affordable housing. Based upon the current affordable housing dynamic target, the site would need to provide 20% affordable dwellings of mixed tenure on site. This would make a significantly positive contribution towards this objective.</p> <p>The scale of the development would need to ensure that local service and facilities provision was planned for. The scale of the site means it is likely to generate additional facilities but there is the opportunity to also enhance the Monks Retail park into a community hub by expanding the communities facilities available. Any facilities identified would need to be developed in conjunction with the overall residential element to ensure maximise its accessibility for residents.</p>

	<p>In order to secure equality of access, a connectivity to existing infrastructure would be required as well as additional cycle and pedestrian footpaths to enable connectivity with popular destinations.</p>
6: Reduce the need to travel and deliver a sustainable integrated transport network	<p>-/+</p> <p>In order to secure equality of access through sustainable travel and avoiding the need to use a car, investment in infrastructure would be required to enable connectivity with surrounding neighbourhoods, the city centre and Monks cross to the north/east. The site is bordered by existing road infrastructure to enable access on to the site but further strategic connections for pedestrian and cycle routes would be required to integrate the site into the existing network. The park and ride is located adjacent to the site offering a high frequency service into the city centre. To maximise the potential of this sit, links should be made between the two locations.</p> <p>The location of the development in close proximity to a centre like Monks cross which offers employment, leisure, retail and convenience shopping, would help to reduce the need to travel subject to successfully linking it to the new development.</p> <p>The site may, however, exacerbate congestion in the area, particularly at peak times, given its in combination effects with the expansion of the retail park and community stadium. Further work need to be undertaken in order to understand the full implications for the development and the opportunities to mitigate any identifies effects.</p>
7: To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<p>l/+</p> <p>The size of the site should enable a variety of climate change mitigation measures to be incorporated through design, layout and the incorporation of renewable energy technologies to avoid negative impacts on climate change. This will depend upon implementation but has the opportunity to make a significantly positive contribution by minimising the impacts of the site.</p>
8: Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<p>+</p> <p>The site intersects with a district green infrastructure corridor. There is an opportunity for this site to interconnect with existing green infrastructure corridors and integrate a scheme throughout the site to increase biodiversity and connectivity to the wider natural environment. Residential development has the potential to increase biodiversity with gardens and connecting openspace helping improve biodiversity within the site.</p> <p>The site also contains Great Crested Newts which cannot be moved more than 500m from their original site. This could be buffered and incorporated into the overall biodiversity/green infrastructure strategy..</p>
9: Use land resources efficiently and safeguard their quality	<p>+</p> <p>This site is greenfield and is opens fields. It is not indicated as high grade agricultural land and would therefore not be a significant loss.</p> <p>A positive for this site is that it does not contain any outstanding contamination issues.</p>

10: Improve water efficiency and quality	I/+ An increase in population will have an inevitable impact on water usage. The scale of the development should allow mitigation measures to be incorporated through design, layout and the incorporation of efficiency schemes such as rainwater harvesting to avoid negative impacts on this objective. This will depend upon implementation but has the opportunity to make a neutral contribution.
11: Reduce waste generation and increase level of reuse and recycling	I An increase in population will have an inevitable impact on waste generation. The site would need to be incorporated into the citywide recycling schemes to manage the waste arisings and to minimise impacts on landfill. Due to the scale of the site, a neighbourhood recycling and waste processing point should also be considered. Waste arising from the construction of the site should be processed according to the waste hierarchy as far as possible.
12: Improve air quality	I There are no AQMAs within proximity of this site and no immediate AQ issues although potential for knock on traffic implications elsewhere in the city and in AQMA. Given the scale of development, new relevant locations may be introduced along the outer ring road, presenting new opportunities for exposure if the site is not carefully designed. There may also be cumulative impacts that need addressing in terms of traffic/AQ impact (i.e. alongside permitted community stadium / retail development). The site should mitigate using the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel.
13: Minimise flood risk and reduce the impact of flooding to people and property in York	+ The site is not located within a flood risk zone. However, this is recognised to have some potential drainage issues. Specific mitigation techniques for the management of surface water flooding such as sustainable drainage (SUDs) should be included however.
14: Conserve or enhance York's historic environment, cultural heritage, character and setting	I The area is of archaeological interest. A Roman Camp Scheduled Ancient Monument is located on the site (Huntington South Moor). In addition, an archaeological assessment is under preparation for the new stadium development adjacent to this site, which could be expanded to incorporate this site. The design of the site would need to reflect the principles within the Heritage Topic Paper to ensure that the development reflects the context of the wider city and creates a locally distinctive place with definite character. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.
15: Conserve or enhance York's natural and built landscape	I This is regarded as an important space breaking up the urban landscape in this area. In order to protect this, it will be important to prevent

	<p>coalescence with Monks Cross and that a distinction is made between the existing retail/leisure development to the east and any new development on this site. A linear development with openspace to the east of the site would be preferential to mitigate this.</p> <p>The development of the site would lead to a new section of the city being created. The masterplanning process should ensure that it considers principles within the Heritage Topic Paper. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
SUMMARY	
<p>Key positives</p>	<ul style="list-style-type: none"> • This development will provide a significant contribution towards housing provision, including affordable housing need; • Job opportunities would be created through the construction phase of the development; • The site will be located south-west of the existing Monks Cross retail and business park which provide a high level of facilities and leisure opportunities reducing the need to travel (subject to the implementation of pedestrian and cycle routes); • The site is located adjacent to the Monks Cross park and ride which provides a high frequency service to the city centre; • A significant employment allocation for office use providing new employment opportunities will be located in close proximity; • Scale of the site should enable a variety of climate change mitigation measures to be implemented through design, layout and the incorporation of renewable energy technologies; • There are currently no nature conservation designations but the site does intersect with district green corridors providing an opportunity for Green Infrastructure to improve biodiversity and connectivity to the wider natural environment; • The development is located in a low flood risk area; • The area is not graded as high quality agricultural land; • There are no air quality issues at present; • The site does not contain contamination issues.
<p>Key challenges</p>	<ul style="list-style-type: none"> • This is a greenfield site; • The area is of archaeological interest and contains a Scheduled Ancient Monument; • This is regarded as an important space breaking up the urban landscape in this area. In order to protect this, it will be important to prevent coalescence with Monks Cross and that a distinction is made between the existing retail/leisure development to the east and any new development on this site; • Provision for secondary education will need to be considered and allocated capacity; • Ensuring transport network connectivity to promote alternative travel is paramount to ensure key destinations are accessible sustainably; • Potential for exacerbating congestion, particularly at peak times, from increased traffic flows;

	<ul style="list-style-type: none"> • Whilst this site is large enough to create a cohesive community, there is a challenge to integrate this into the existing residential locations; • Increase in population will increase water use and waste generation; • Potential harm to air quality could be generated on the outer ring-road as a result of increased traffic flows presenting new opportunities to exposure should if the site is not carefully designed.
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ST12: Land at manor Heath Road Copmanthorpe	
Site size	14.75 hectares
Location	Village expansion. Rural West Ward
Allocated for	354 dwellings to be developed in the short-medium term (years 1-10 of the trajectory)
Objectives	
1: To meet the diverse housing needs of the population in a sustainable way.	<p>++</p> <p>The land at Manor Heath Road is forecast to provide 348 dwellings over the plan period. This is a significant development for the village of Copmanthorpe that had the potential to provide a new mixed and sustainable community. In meeting this, it will important that the tenure split and housing mix reflects need within the city to enable the creation of a balanced and mixed neighbourhood. Furthermore the community would need to integrate into the surrounding residential communities.</p>
2: Improve the health and well-being of York's population	<p>I</p> <p>This development will be required to include a significant element of openspace for recreational purposes which should have a positive benefit on the health and well-being of residents. Furthermore, the scale of the site and the resultant population would require additional services and facilities to ensure local provision of healthcare. Copmanthorpe does have a small village centre with a number of facilities but an opportunity would arise through this development to provide more to accommodate the increase in population.</p> <p>In order to ensure noise is not problematic from the adjacent A64, mitigation and safety measures would need to be implemented.</p>
3: Improve education, skills development and training for an effective workforce	<p>I</p> <p>It is important that the anticipated requirement arising from this site for education is estimated in advance to allow sufficient services to be in place or incorporated onto the site. There is currently access to primary provision within approximately 400m. However further provision may need to be made depending on the schools capacity to accommodate new pupils. The village does not have a secondary school and therefore this would need to be connected via sustainable transport routes.</p>

	<p>Although this is a village location, the further education college is within relatively close proximity allowing good opportunities for additional skills development.</p> <p>The scale of the site may also allow for training opportunities during its construction depending on the requirements of the developers.</p>
4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<p>+</p> <p>Jobs would be generated through the construction of the site in the short to medium term. The development overall would significantly support the housing of workforce for other employment opportunities within the city helping to support the overall economy.</p> <p>There are no significant employment centres within the village or allocations for employment use.</p>
5: Help deliver equality and access to all	<p>I/+</p> <p>The scale of the housing forecast would enable a significant contribution towards the provision of affordable housing. Based upon the current affordable housing dynamic target, the site would need to provide 20% affordable dwellings of mixed tenure on site. This would make a significantly positive contribution towards this objective.</p> <p>The scale of the development would need to ensure that local service and facilities provision was planned for. The scale of the site means it is likely to generate additional facilities but there is the opportunity to also enhance the existing centre by expanding the community facilities available. Any facilities identified would need to be developed in conjunction with the overall residential element to ensure maximise its accessibility for residents.</p> <p>In order to secure equality of access, a connectivity to existing infrastructure would be required as well as additional cycle and pedestrian footpaths to enable connectivity with the rest of the village and popular destinations.</p>
6: Reduce the need to travel and deliver a sustainable integrated transport network	<p>-</p> <p>The site is bordered by existing road infrastructure to enable access on to the site but further strategic connections for pedestrian and cycle routes would be required to integrate the site into the existing network. The village is currently served by a non frequent bus route running between Leeds and the north Yorkshire coast. In order to maximise the promotion of non car modes and the need to travel, a significantly more frequent route would need to be introduced.</p> <p>Given that this is a village location, it would be anticipated that people would need to travel for work and other functions as the provision within the village would only be of small scale. This would conflict with this objective.</p>
7: To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<p>I</p> <p>The size of the site should enable a variety of climate change mitigation measures to be incorporated through design, layout and the incorporation of renewable energy technologies to avoid negative impacts on climate change. This will depend upon implementation but</p>

	<p>has the opportunity to make a significantly positive contribution by minimising the impacts of the site.</p> <p>The location of the site may conflict with minimising greenhouse gases given that there would be anticipated travelling to and from destinations for work and convenience shopping for example. Sustainable travel mode participation would be critical to minimising this negative impact.</p>
8: Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<p>++</p> <p>Currently the site has no nature conservation designations but does intersect with a local green infrastructure corridor and contains hedgerows. There is an opportunity for this site to interconnect with existing green infrastructure corridors and integrate a scheme throughout the site to increase biodiversity and connectivity to the wider natural environment. Residential development has the potential to increase biodiversity with gardens and connecting openspace helping improve biodiversity within the site.</p>
9: Use land resources efficiently and safeguard their quality	<p>-/+</p> <p>This site is greenfield and is agricultural land. It is grade 2 land which signifies it is high grade agricultural land.</p> <p>A positive for this site is that it does not contain any outstanding contamination issues.</p>
10: Improve water efficiency and quality	<p>I/+</p> <p>An increase in population will have an inevitable impact on water usage. The scale of the development should allow mitigation measures to be incorporated through design, layout and the incorporation of efficiency schemes such as rainwater harvesting to avoid negative impacts on this objective. This will depend upon implementation but has the opportunity to make a neutral contribution.</p>
11: Reduce waste generation and increase level of reuse and recycling	<p>I</p> <p>An increase in population will have an inevitable impact on waste generation. The site would need to be incorporated into the citywide recycling schemes to manage the waste arisings and to minimise impacts on landfill. Due to the scale of the site, a neighbourhood recycling and waste processing point should also be considered.</p> <p>Waste arising from the construction of the site should be processed according to the waste hierarchy as far as possible.</p>
12: Improve air quality	<p>+</p> <p>There are no AQMAs within proximity of this site and there is unlikely to be significant AQ issues. However, the potential for new relevant exposure would depend on proximity to outer ring road/A64. Further assessment could be made following the masterplan stage.</p> <p>The site should mitigate using the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel.</p>
13: Minimise flood risk and reduce the impact of flooding to people and	<p>++</p> <p>The site is not located within a flood risk zone. Specific mitigation techniques for the management of surface water flooding such as</p>

property in York	sustainable drainage (SUDs) should be included however.
14: Conserve or enhance York's historic environment, cultural heritage, character and setting	<p>I</p> <p>The site has a roman road running through it currently and this would need to preserved.</p> <p>The design of the site would need to reflect the principles within the Heritage Topic Paper to ensure that the development reflects the context of the wider city and creates a locally distinctive place with definite character. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
15: Conserve or enhance York's natural and built landscape	<p>+</p> <p>No significant features in terms of the landscape setting for the city are identified at this stage.</p> <p>In combination with the allocation to the south this is a significant new built landscape for Copmanthorpe and its connectivity with the existing urban landscape would need to explored through the masterplanning stage. The masterplanning process should ensure that it considers principles within the Heritage Topic Paper. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
SUMMARY	
Key positives	<ul style="list-style-type: none"> • This development will provide a significant contribution towards housing provision, including affordable housing need; • Job opportunities would be created through the construction phase of the development; • The village is currently served by a frequent bus route direct to the city centre; • Scale of the site should enable a variety of climate change mitigation measures to be implemented through design, layout and the incorporation of renewable energy technologies; • There are currently no nature conservation designations but the site does intersect with local green corridors providing an opportunity for Green Infrastructure to improve biodiversity and connectivity to the wider natural environment; • The development is located in a low flood risk area; • The area is not graded as high quality agricultural land; • There are no air quality issues at present; • The site does not contain contamination issues; • No significant features in terms of the landscape setting for the city are identified at this stage.
Key challenges	<ul style="list-style-type: none"> • This is a greenfield site; • The site has a roman road running through it currently and this would need to preserved; • Provision for primary and secondary education will need to be considered and capacity allocated; • Ensuring transport network connectivity to promote alternative travel is paramount to ensure key destinations are accessible sustainably;

	<ul style="list-style-type: none"> • Whilst Copmanthorpe does have a village centre, the additional population created would necessitate additional facilities to be provided. • Potential for exacerbating congestion, particularly at peak times, from increased traffic flows; • Whilst this site is large enough to create a cohesive community, there is a challenge to integrate this into the existing residential locations; • Increase in population will increase water use and waste generation; • Potential harm to air quality could be generated on the outer ring-road as a result of increased traffic flows presenting new opportunities to exposure if the site is not carefully designed.
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ST13: Land at Moor Lane Copmanthorpe	
Site size	5.5 hectares
Location	Village expansion. Rural West Ward
Allocated for	115 dwellings to be developed in the short-medium term (years 1-10 of the trajectory)
Objectives	
1: To meet the diverse housing needs of the population in a sustainable way.	<p>++</p> <p>The land at Moor Lane is forecast to provide 115 dwellings over the plan period. This is a significant development for the village of Copmanthorpe that had the potential to provide a new mixed and sustainable community. In meeting this, it will important that the tenure split and housing mix reflects need within the city to enable the creation of a balanced and mixed neighbourhood. Furthermore the community would need to integrate into the surrounding residential communities.</p>
2: Improve the health and well-being of York's population	<p>I</p> <p>This development will be required to include a significant element of openspace for recreational purposes which should have a positive benefit on the health and well-being of residents. Furthermore, the scale of the site and the resultant population would require additional services and facilities to ensure local provision of healthcare. Copmanthorpe does have a small village centre with a number of facilities but an opportunity would arise through this development to provide more to accommodate the increase in population.</p>
3: Improve education, skills development and training for an effective workforce	<p>I</p> <p>It is important that the anticipated requirement arising from this site for education is estimated in advance to allow sufficient services to be in place or incorporated onto the site. There is currently access to primary provision within approximately 400m. However, further provision may need to be made depending on the schools capacity to accommodate new pupils. The village does not have a secondary school and therefore this would need to be connected via sustainable transport routes.</p>

	<p>Although this is a village location, the further education college is within relatively close proximity allowing good opportunities for additional skills development.</p> <p>The scale of the site may also allow for training opportunities during its construction depending on the requirements of the developers.</p>
4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<p>+</p> <p>Jobs would be generated through the construction of the site in the short to medium term. The development overall would significantly support the housing of workforce for other employment opportunities within the city helping to support the overall economy.</p> <p>There are no significant employment centres within the village or allocations for employment use.</p>
5: Help deliver equality and access to all	<p>I/+</p> <p>The scale of the housing forecast would enable a significant contribution towards the provision of affordable housing. Based upon the current affordable housing dynamic target, the site would need to provide 20% affordable dwellings of mixed tenure on site. This would make a significantly positive contribution towards this objective.</p> <p>The scale of the development would need to ensure that local service and facilities provision was planned for. The scale of the site means it is likely to generate additional facilities but there is the opportunity to also enhance the existing centre by expanding the community facilities available. Any facilities identified would need to be developed in conjunction with the overall residential element to ensure maximise its accessibility for residents.</p> <p>In order to secure equality of access, connectivity to existing infrastructure would be required as well as additional cycle and pedestrian footpaths to enable connectivity with the rest of the village and popular destinations.</p>
6: Reduce the need to travel and deliver a sustainable integrated transport network	<p>-</p> <p>The site is bordered by existing road infrastructure to enable access on to the site but further strategic connections for pedestrian and cycle routes would be required to integrate the site into the existing network. The village is currently served by a non frequent bus route running between Leeds and the north Yorkshire coast. In order to maximise the promotion of non car modes and the need to travel, a significantly more frequent route and sustainable modes would need to be introduced.</p> <p>Given that this is a village location, it would be anticipated that people would need to travel for work and other functions as the provision within the village would only be of small scale. The would conflict with this objective.</p>
7: To minimise greenhouse gases that cause climate change and deliver a	<p>I</p> <p>The size of the site should enable a variety of climate change mitigation measures to be incorporated through design, layout and the</p>

managed response to its effects	<p>incorporation of renewable energy technologies to avoid negative impacts on climate change. This will depend upon implementation but has the opportunity to make a significantly positive contribution by minimising the impacts of the site.</p> <p>The location of the site may conflict with minimising greenhouse gases given that there would be anticipated travelling to and from destinations for work and convenience shopping for example. Sustainable travel mode participation would be critical to minimising this negative impact.</p>
8: Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<p>++</p> <p>Currently the site has no nature conservation designations. There is an opportunity for this site to interconnect with existing green infrastructure corridors and integrate a scheme throughout the site to increase biodiversity and connectivity to the wider natural environment. Residential development has the potential to increase biodiversity with gardens and connecting openspace helping improve biodiversity within the site.</p>
9: Use land resources efficiently and safeguard their quality	<p>-/+</p> <p>This site is greenfield and is agricultural land. It is grade 2 land which signifies it is high grade agricultural land.</p> <p>A positive for this site is that it does not contain any outstanding contamination issues.</p>
10: Improve water efficiency and quality	<p>l/+</p> <p>An increase in population will have an inevitable impact on water usage. The scale of the development should allow mitigation measures to be incorporated through design, layout and the incorporation of efficiency schemes such as rainwater harvesting to avoid negative impacts on this objective. This will depend upon implementation but has the opportunity to make a neutral contribution.</p>
11: Reduce waste generation and increase level of reuse and recycling	<p>l</p> <p>An increase in population will have an inevitable impact on waste generation. The site would need to be incorporated into the citywide recycling schemes to manage the waste arisings and to minimise impacts on landfill. Due to the scale of the site, a neighbourhood recycling and waste processing point should also be considered.</p> <p>Waste arising from the construction of the site should be processed according to the waste hierarchy as far as possible.</p>
12: Improve air quality	<p>++</p> <p>There are no AQMAs within proximity of this site and unlikely to be further air quality issues.</p> <p>The site should mitigate using the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel.</p>
13: Minimise flood risk and reduce the impact of flooding to people and property in York	<p>++</p> <p>The site is not located within a flood risk zone. Specific mitigation techniques for the management of surface water flooding such as sustainable drainage (SUDs) should be included however.</p>

<p>14: Conserve or enhance York's historic environment, cultural heritage, character and setting</p>	<p>I</p> <p>There are no designated heritage assets defined on this site or within close proximity..</p> <p>The design of the site would need to reflect the principles within the Heritage Topic Paper to ensure that the development reflects the context of the wider city and creates a locally distinctive place with definite character. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
<p>15: Conserve or enhance York's natural and built landscape</p>	<p>+</p> <p>No significant features in terms of the landscape setting for the city are identified at this stage.</p> <p>In combination with the allocation to the North, this is a significant new built landscape for Copmanthorpe and its connectivity with the existing urban landscape would need to be explored through the masterplanning stage. The masterplanning process should ensure that it considers principles within the Heritage Topic Paper. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
<p>Key positives</p>	<ul style="list-style-type: none"> • This development will provide a significant contribution towards housing provision, including affordable housing need; • Job opportunities would be created through the construction phase of the development; • The village is currently served by a non-frequent bus route direct to the city centre; • Scale of the site should enable a variety of climate change mitigation measures to be implemented through design, layout and the incorporation of renewable energy technologies; • There are currently no nature conservation designations but the site does intersect with local green corridors providing an opportunity for Green Infrastructure to improve biodiversity and connectivity to the wider natural environment; • The development is located in a low flood risk area; • The area is not graded as high quality agricultural land; • There are no air quality issues at present; • The site does not contain contamination issues; • No significant features in terms of the landscape setting for the city are identified at this stage.
<p>Key challenges</p>	<ul style="list-style-type: none"> • This is a greenfield site. • Provision for primary and secondary education will need to be considered and capacity allocated; • Ensuring transport network connectivity to promote alternative travel is paramount to ensure key destinations are accessible sustainably; • Whilst Copmanthorpe does have a village centre, the additional population created would necessitate additional facilities to be provided, particularly in-combination with the adjacent housing allocation;

	<ul style="list-style-type: none"> • Potential for exacerbating congestion, particularly at peak times, from increased traffic flows; • Whilst this site is large enough to create a cohesive community, there is a challenge to integrate this into the existing residential locations; • Increase in population will increase water use and waste generation; • Potential harm to air quality could be generated on the outer ring-road as a result of increased traffic flows presenting new opportunities to exposure if the site is not carefully designed.
Mitigation	

ST14: Land to the North of Clifton Moor	
Site size	134 hectares
Location	urban expansion. Skelton, Rawcliffe and Clifton Without Ward
Allocated for	4020 dwellings to be developed across the lifetime of the plan (years 1-15 of the trajectory)
Objectives	
1: To meet the diverse housing needs of the population in a sustainable way.	<p>++</p> <p>The Clifton Moor site is forecast to provide 4020 dwellings representing 18.3% of the total requirement over the plan period. This is a significant development within the city that had the potential to provide a new community. In meeting this, it will be important that the tenure split and housing mix reflects need within the city to enable a balanced and mixed neighbourhood to be created.</p>
2: Improve the health and well-being of York's population	<p>I</p> <p>This development will be required to include open space for recreational purposes which should have a positive benefit on the health and well-being of residents. Furthermore, the scale of the site would generate new facilities within a local centre providing local provision for health.</p> <p>There are a number of leisure opportunities to the south of the site at Clifton Moor retail park. Good connectivity via pedestrian and cycle access should be incorporated to maximise positively meeting this objective.</p> <p>At this stage, the impacts will depend upon its implementation of overall masterplan.</p>
3: Improve education, skills development and training for an effective workforce	<p>I</p> <p>It is important that the anticipated requirement arising from this site for education is estimated in advance to allow sufficient services to be in place or incorporated onto the site. Given the anticipated number of new households that this site would generate, a new primary school would be required. The site is also in close proximity to Manor Lane Secondary school which is positive for the meeting ongoing educational needs. However, the additional capacity required for secondary</p>

	<p>education needs to be allocated.</p> <p>The impacts would be dependent upon implementation/ presentation of a masterplan.</p>
4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<p>+</p> <p>Whilst employment is not the key land use for this site, the scale of the development is likely to require a local centre offering services and facilities, which would provide opportunities for a small numbers of local jobs. Jobs would also be generated through the constructions of the site in the short to medium term. The development overall would support the housing of workforce for other employment opportunities within the city helping to support the overall economy, particularly given the sites location North of Clifton Moor and within relatively short commute to York Business park.</p>
5: Help deliver equality and access to all	<p>+</p> <p>The scale of the housing forecast would enable a significant contribution towards the provision of affordable housing. Based upon the current affordable housing dynamic target, the site would need to provide 20% affordable dwellings of mixed tenure on site. This would make a positive contribution towards this objective.</p> <p>The scale of the development will also require a local centre offering convenience and health facilities. This local provision is important given the size of the population to be located here and in order to not to overwhelm local functions to the south at Clifton Moor.</p> <p>The ring-road however segregates this site from the existing facilities and residential areas making it a significant barrier to social cohesion as an urban extension. Whilst the buffer to the ring road may have some positive impacts, it makes the site a stand alone settlement and would need to incorporate enough community facilities to function independently to the existing urban area.</p>
6: Reduce the need to travel and deliver a sustainable integrated transport network	<p>+/-</p> <p>Overall, the development should include transport links and be able promote non car modes of travel. This is a new urban extension site which would require new connections to the existing transport network. There is an existing park &ride scheme on the A19 and a new site proposed on the B1363 near the roundabout junction connecting to the site. This is advantageous to capture and mitigate any significant travel by car as a result of this development. The site would need to provide further sustainable transport links to existing pedestrian and cycle networks.</p> <p>The location of the site in close proximity to the ring-road may exacerbate congestion in the area, particularly at peak times. This is an area known to be at capacity at these times and therefore significant transport alternatives and improvement to existing infrastructure would need to be implemented to not negatively impact on this further. Improvements to the junctions should incorporate</p>
7: To minimise greenhouse gases that cause climate	<p>l/+</p> <p>The size of the site would enable a variety of climate change mitigation</p>

change and deliver a managed response to its effects	measures to be incorporated through design, layout and the incorporation of renewable energy technologies to avoid negative impacts on climate change. This will depend upon implementation but has the opportunity to make a significantly positive contribution by minimising the impacts of the site.
8: Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<p>+</p> <p>Currently the site has no nature conservation designations but it does connect with a local green infrastructure corridor. There is an opportunity for this site to integrate a scheme throughout the site to increase biodiversity and connectivity to the wider natural environment. Residential development has the potential to increase biodiversity with gardens and connecting openspace helping improve biodiversity within the site.</p> <p>The site borders a SINC site. 'Clifton Airfield' is a site of local nature conservation interest. Significant buffering would be required to ensure the integrity of this nature conservation site. This could be incorporated into the Green Infrastructure scheme on site enabling an overall positive outcome towards this objective.</p> <p>A further understanding through an ecology survey would be required to survey for Great Crested Newts and ground nesting birds. This should not preclude the development however.</p>
9: Use land resources efficiently and safeguard their quality	<p>-</p> <p>This site is greenfield and is agricultural land. It is grade 3 land which signifies it is high grade agricultural land. This would be a significant loss of the land type within this area.</p> <p>A positive for this site is that it does not contain any outstanding contamination issues. There is however, permission for the exploration of oil to the north east of the site and a further understanding of the site natural resource capacity could be sought to understand the resource value of the land.</p>
10: Improve water efficiency and quality	<p>I/+</p> <p>An increase in population will have an inevitable impact on water usage. The scale of the development should allow mitigation measures to be incorporated through design, layout and the incorporation of efficiency schemes such as rainwater harvesting to avoid negative impacts on this objective. This will depend upon implementation but has the opportunity to make a positive contribution.</p>
11: Reduce waste generation and increase level of reuse and recycling	<p>I</p> <p>An increase in population will have an inevitable impact on waste generation. The site would need to be incorporated into the citywide recycling schemes to manage the waste arisings and to minimise impacts on landfill.</p> <p>Waste arising from the remediation and construction of the site should be processed according to the waste hierarchy as far as possible.</p>
12: Improve air quality	<p>I</p> <p>There are no AQMAs within proximity of this site and no immediate AQ issues although potential for knock on traffic implications elsewhere in</p>

	<p>the city. New relevant locations may be introduced along outer ring road, presenting new opportunities for exposure if the site is not carefully designed. A large site likely to require full AQ and traffic assessment.</p> <p>The site should mitigate using the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel.</p>
<p>13: Minimise flood risk and reduce the impact of flooding to people and property in York</p>	<p>++</p> <p>This development is not located within a high risk flood zone. The scale of the development should allow for the incorporation of mitigation techniques for the management of surface water flooding such as sustainable drainage (SUDs). The impact on this objective should therefore be positive.</p>
<p>14: Conserve or enhance York’s historic environment, cultural heritage, character and setting</p>	<p>I</p> <p>It is known that the site is within close proximity to an iron age settlement and therefore, the area is of significant archaeological interest. An extensive archaeological assessment of the area would need to be undertaken.</p> <p>The proposed site prevents coalescence with Skelton and creates a green wedge either side of the proposed development. It is important to ensure that the Skelton’s village setting is not adversely effected by development close to its existing settlement boundary.</p> <p>The design of the site would need to reflect the principles within the Heritage Topic Paper to ensure that the development reflects the context of the wider city and creates a locally distinctive place with definite character. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
<p>15: Conserve or enhance York’s natural and built landscape</p>	<p>I</p> <p>The site is bordered by areas important to the landscape and setting of the city overall, the integrity of which would need to be preserved and complimented. The proposed site prevents coalescence with Skelton and creates a green wedge either side of the proposed development reinforcing this distinctive characteristic of York. It is important to ensure that the Skelton’s village setting is not adversely affected by development close to its existing settlement boundary. It is difficult at this stage to anticipate the impacts on this.</p> <p>The allocation abuts the ring-road north of Clifton Moor which also abuts the ring-road. Its connectivity with the existing urban landscape would need to explored through the masterplanning stage. The masterplanning process should ensure that it considers principles within the Heritage Topic Paper. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
<p>SUMMARY</p>	
<p>Key positives</p>	<ul style="list-style-type: none"> • This development will provide a significant contribution towards housing provision, including affordable housing need;

	<ul style="list-style-type: none"> • Job opportunities would be created through the construction phase of the development and through provision of a local service centre; • The site would generate the need for a new local service centre providing key local services and facilities; • The site will be located north of the existing Clifton Moor retail and business park which provide a high level of facilities and leisure opportunities reducing the need to travel (subject to the implementation of pedestrian and cycle routes); • A new primary school will need to be provided; • Scale of the site should enable a variety of climate change mitigation measures to be implemented through design, layout and the incorporation of renewable energy technologies; • The site intersects with a local green corridor providing an opportunity for Green Infrastructure to improve biodiversity and connectivity to the wider natural environment; • The development is located in a low flood risk area; • There are no air quality issues at present; • The site does not contain contamination issues.
Key challenges	<ul style="list-style-type: none"> • This is a greenfield site. • The site would mean a significant loss to high grade agricultural land; • The site is adjacent to a SINCS site. 'Clifton Airfield' is a site of local nature conservation interest and would be to be sensitively buffered to minimise any negative effects from development; • It is important to ensure that the Skelton's village setting is not adversely affected by development close to its existing settlement boundary; • The area is of significant archaeological interest and would require an extensive archaeological assessment; • Provision for secondary education will need to be considered and allocated capacity; • The main employment opportunities will be in alternative locations such as the City Centre and Clifton Moor; • Ensuring transport network connectivity to promote alternative travel to the car given its suburban edge location is paramount to ensure key destinations are accessible sustainably; • Potential for exacerbating congestion, particularly at peak times, from increased traffic flows; • A significant investment in infrastructure will be required; • Whilst this site is large enough to create a cohesive community, there is a challenge to integrate this into the existing residential locations given the ring-road is a major barrier and segregates the site from the existing urban area; • Increase in population will increase water use and waste generation; • Potential harm to air quality could be generated on the outer ring-road as a result of increased traffic flows presenting new opportunities to exposure should if the site is not carefully designed.

ST15: Holme Hill	
Site size	186 hectares
Location	New Settlement, Heslington Ward
Allocated for	5580 dwellings in total <ul style="list-style-type: none"> • 4680 to be developed across the lifetime of the plan (years 1-15 of the trajectory) • 900 to be delivered post 2030
Objectives	
1: To meet the diverse housing needs of the population in a sustainable way.	++ The New settlement 'Holme Hill' is forecast to provide 5580 dwellings representing 21.3% of the total requirement over the plan period. This is a significant development within the city that will provide a new village community. In meeting this, it will important that the tenure split and housing mix reflects need within the city to enable a balanced and mixed settlement to be created.
2: Improve the health and well-being of York's population	I This development will be required to include openspace for recreational purposes which should have a positive benefit on the health and well-being of residents. Furthermore, the scale of the site would generate new facilities within a local centre providing local provision for health.
3: Improve education, skills development and training for an effective workforce	I It is important that the anticipated requirement arising from this site for education is estimated in advance to allow sufficient services to be in place or incorporated onto the site. Given the anticipated number of new households that this site would generate, a new primary school would be required. Travel would be required for secondary and further education.
4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	++ Whilst employment is not the key land use for this site, the scale of the development is likely to require a local centre offering services and facilities, which would provide opportunities for a small numbers of local jobs. Jobs would also be generated through the construction of the site in the across the whole plan period. The development overall would support the housing of workforce for employment opportunities within the city helping to support the overall economy, particularly given the sites location in close proximity to the University of York and Science Park.
5: Help deliver equality and access to all	+ The scale of the housing forecast would enable a significant contribution towards the provision of affordable housing. Based upon the current affordable housing dynamic target, the site would need to provide 20% affordable dwellings of mixed tenure on site. This would make a positive contribution towards this objective. The scale of the development will also require a local centre offering convenience and health facilities. This local provision is important given

	<p>the size of the population to be located here and in order to not to overwhelm local functions to the south at Clifton Moor.</p> <p>The ring-road however segregates this site from the existing facilities and residential areas making it a significant barrier to social cohesion as an urban extension. Whilst the buffer to the ring road may have some positive impacts, it would be a stand alone settlement and would need to incorporate enough community facilities to function independently to any existing areas.</p>
<p>6: Reduce the need to travel and deliver a sustainable integrated transport network</p>	<p>- /+</p> <p>This is a new settlement and as such would require significant infrastructure to be able to make it sustainable and connected to the rest of York. Part of the proposal for the site is to ensure bike, pedestrians and bus access to other existing locations. A connection to the A64, or connections, is proposed to the A64 to fully enable access to the site. Connections to other parts of the local road network are also proposed and these connections have the potential to run bus services along them.</p> <p>The location of the site in close proximity to the ring-road may exacerbate congestion in the area, particularly at peak times towards the direction of the University. Further connectivity to park and rides should be explored and modelling to gain better understanding of the impacts.</p>
<p>7: To minimise greenhouse gases that cause climate change and deliver a managed response to its effects</p>	<p>I/+</p> <p>The size of the site would enable a variety of climate change mitigation measures to be incorporated through design, layout and the incorporation of renewable energy technologies to avoid negative impacts on climate change. This will depend upon implementation but has the opportunity to make a significantly positive contribution by minimising the impacts of the site.</p> <p>The location of the site may conflict with minimising greenhouse gases given that there would be anticipated travelling to and from destinations for work and convenience shopping for example. Sustainable travel mode participation is critical to minimise this negative impact.</p>
<p>8: Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment</p>	<p>I</p> <p>Currently the site contains no nature conservation designations but it does connect with a local green infrastructure corridor and borders 2 SINC sites and a SSSI. There is an opportunity for this site to integrate a scheme throughout the site to increase biodiversity and connectivity to the wider natural environment. Residential development has the potential to increase biodiversity with gardens and connecting openspace helping improve biodiversity within the site.</p> <p>The site borders the SSSI 'Heslington Tilmire' designated for its habitats of Tall Herb Fen and Marsh Grassland. Furthermore, the Tilmire and adjacent Golf course are both designated SINCS. The golf course is designated for its semi-natural neutral and acidic grassland, heathland, scrub and woodland habitats. Significant buffering would be required to</p>

	ensure the integrity of these nature conservation sites. Elements of these designations could be incorporated into the Green Infrastructure scheme on site.
9: Use land resources efficiently and safeguard their quality	<p>I</p> <p>This site is greenfield and is agricultural land. It is grade 3 land which signifies it is high grade agricultural land. This would be a significant loss of the land type within this area.</p> <p>A positive for this site is that it does not contain any outstanding contamination issues.</p>
10: Improve water efficiency and quality	<p>I/+</p> <p>An increase in population will have an inevitable impact on water usage. The scale of the development should allow mitigation measures to be incorporated through design, layout and the incorporation of efficiency schemes such as rainwater harvesting to avoid negative impacts on this objective. This will depend upon implementation but has the opportunity to make a positive contribution.</p>
11: Reduce waste generation and increase level of reuse and recycling	<p>I</p> <p>An increase in population will have an inevitable impact on waste generation. The site would need to be incorporated into the citywide recycling schemes to manage the waste arisings and to minimise impacts on landfill.</p> <p>Waste arising from the remediation and construction of the site should be processed according to the waste hierarchy as far as possible.</p>
12: Improve air quality	<p>I</p> <p>There are no AQMAs within proximity of this site and no immediate AQ issues although potential for knock on traffic implications elsewhere in the city. New relevant locations may be introduced along outer ring road, presenting new opportunities for exposure if the site is not carefully designed.</p> <p>The site should mitigate using the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel.</p>
13: Minimise flood risk and reduce the impact of flooding to people and property in York	<p>I</p> <p>This settlement incorporates an element of flood zone 3a, a high risk flood zone. It is anticipated that a scheme of this scale should be able to incorporate this. It would be expected that new homes should not be at risk from flooding as a result of its development. Mitigation through design to minimise any impact would be required. The scale of the development would also allow for the incorporation of mitigation techniques for the management of surface water flooding such as sustainable drainage (SUDs) as well. The impact on this objective is dependent upon further detail through the masterplanning.</p>
14: Conserve or enhance York's historic environment, cultural heritage, character and setting	<p>I</p> <p>There are no designated heritage assets in this location.</p> <p>The creation of a new stand alone settlement reinforces the settlement pattern of smaller settlements around York's main urban area. However, it is recognised that this development the impact of the new</p>

	<p>development would depend on the design of the new development.</p> <p>The design of the site would need to reflect the principles within the Heritage Topic Paper to ensure that the development reflects the context of the wider city and creates a locally distinctive place with definite character. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
<p>15: Conserve or enhance York's natural and built landscape</p>	<p>?</p> <p>The creation of a new stand alone settlement reinforces the settlement pattern of smaller settlements around York's main urban area. However, it is recognised that this development would insert urban form in a known rural landscape.</p> <p>The site is bordered by areas important to the landscape and setting of the city overall, the integrity of which would need to be preserved and complimented. It is difficult at this stage to anticipate the impacts on this.</p> <p>The new settlement's connectivity with the existing urban and rural landscape will be exceptionally important and would need to be explored through the masterplanning stage. The masterplanning process should ensure that it considers principles within the Heritage Topic Paper. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
SUMMARY	
<p>Key positives</p>	<ul style="list-style-type: none"> • The location as a stand alone settlement fits with the overall pattern of villages around York as self-contained hubs; • This development will provide a significant contribution towards housing provision, including affordable housing need; • Job opportunities would be created through the construction phase of the development and through provision of a local service centre; • The site would generate the need for a new local service centre providing key local services and facilities; • A new primary school will need to be provided; • Scale of the site should enable a variety of climate change mitigation measures to be implemented through design, layout and the incorporation of renewable energy technologies; • The site intersects with a local green corridor providing an opportunity for Green Infrastructure to improve biodiversity and connectivity to the wider natural environment; • The development is located in a low flood risk area; • There are no air quality issues at present; • The site does not contain contamination issues.
<p>Key challenges</p>	<ul style="list-style-type: none"> • This is a greenfield site. • The site would mean a significant loss to high grade agricultural land • The creation of a new stand alone settlement reinforces the settlement pattern of smaller settlements around York's main urban area. However, it is recognised that this development would

	<p>insert urban form in a known rural landscape;</p> <ul style="list-style-type: none"> • The site is adjacent to a SSSI and 2 SINCS sites. 'Heslington Tilmire' is a designated SSSI and is also a designated SINCS along with the adjacent golf course. Any development bordering these sites would be to be sensitively buffered to minimise any negative effects from development and access; • Provision for secondary education will need to be considered and allocated capacity; • The main employment opportunities will be in alternative locations such as the City Centre and University of York; • A significant investment in infrastructure will be required; • Ensuring transport network connectivity to promote alternative travel to the car given its rural location outside of the ring-road is paramount to ensure key destinations are accessible sustainably. ; • Potential for exacerbating congestion, particularly at peak times, from increased traffic flows; • Increase in population will increase water use and waste generation; • Potential harm to air quality could be generated on the outer ring-road as a result of increased traffic flows presenting new opportunities to exposure should if the site is not carefully designed.
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ST16: Terrys's Factory	
Site size	n/a
Location	Main urban Area. Micklegate Ward
Allocated for	Committed development for mixed use. Ref: 09/01606/OUTM. Outline planning permission, with means of access unreserved, for business (B1); assisted living accommodation and Residential Institution (C2); Residential (C3); Hotels with ancillary leisure (C1); Community Facilities including a Health Centre/Doctor's Surgery (D1); Children's Nursery (D1); exhibition space (D1); Leisure uses (D2); Retail (A1); Financial and Professional Services (A2); Restaurant/Cafe (A3); bar (A4); and live work units, with associated servicing, car parking, landscaping and highway works; additional deck to car park; demolition of existing buildings.
General	This site has outline planning permission and is included under Policy H2.

ST17: Nestle South	
Site size	n/a
Location	Main urban Area. Clifton Ward
Allocated for	130 dwellings (Re-designation of commercial land in outline permission)

	(excluding ancillary retail) to residential). This site has outline planning permission for a mixed use development to be brought forward within the plan period.
General details	Should the permission lapse, the site will be subject to policy H2: Existing Housing Commitments.
Objectives	
1: To meet the diverse housing needs of the population in a sustainable way.	++ The re-designation of this parcel of land will help to contribute towards housing provision and a larger community of this part of the former factory site.
2: Improve the health and well-being of York's population	+/I Included within the existing permission is provision for openspace and community facilities. There is potential therefore for this designation to have a positive impact on the health and well-being of its new community. Furthermore, the proximity of the site to York General Hospital is within close proximity. In considering this redesignation, it should be stipulated that any reserved matters planning applications would need to incorporate extra openspace for the expanded housing supply. Contamination has been identified on the site through the outline planning permission's environmental statement. Remedial action is required to ensure the soil is suitable for residential garden use and there is no impact to residents health.
3: Improve education, skills development and training for an effective workforce	I The removal of the commercial element reduces opportunities for training and development on site. Limited opportunities may be available through the construction phases. No educational facilities are specified within the scheme and therefore the capacity of local school to accommodate new pupils would need to be assessed.
4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	+/- The re-designation of the commercial element on this site removes provision for office space and therefore job opportunities within this location. Limited jobs will be available as part of the local centre. However, the designation of other employment sites provides more land than required and therefore the outcome of losing this commercial element is considered neutral.
5: Help deliver equality and access to all	++ The scale of the housing forecast alongside the existing permitted residential element with the permission would enable a significant contribution towards the provision of affordable housing. Based upon the current affordable housing dynamic target, the site would need to provide 20% affordable dwellings of mixed tenure on site. This would make a positive contribution towards this objective. Furthermore, the application takes account of different housing types such as live/work units, student and assisted living accommodation. The will allow the site to accommodate a variety of households types ensuring access and equality for all. Currently the site has uneven access to local facilities. However, the

	<p>outline application already includes for a local level centre including retail, community facilities, crèche, gym and cafe. The local provision of these facilities ensures local access and the increase in housing numbers should ensure the viability of these facilities for the future.</p>
<p>6: Reduce the need to travel and deliver a sustainable integrated transport network</p>	<p>+ Transport connection to this site are likely to build upon existing access. The location of the site in the urban area means that it has good existing access to both frequent and non-frequent bus routes. In order to maximise the ease of accessing these routes bus stops within or adjacent to the site on the adopted roads would need to be implemented.</p> <p>Whilst there are existing cycle routes within the vicinity (opposite the west edge of the site), there are none directly on Haxby or Wigginton road connecting to the city centre. New cycle routes and pedestrian footpaths would need to be implemented in order to promote sustainable travel to and from the site.</p>
<p>7: To minimise greenhouse gases that cause climate change and deliver a managed response to its effects</p>	<p>I/+ The dwellings through this re-designation would need to be incorporated into the overall climate change mitigation scheme for the site. The combination of this allocation and the existing permission will enable a variety of climate change mitigation measures to be incorporated through design, layout and the incorporation of renewable energy technologies to avoid negative impacts on climate change. This will depend upon implementation but has the opportunity to make a significantly positive contribution by minimising the impacts of the site.</p> <p>Sustainable travel mode participation is critical to minimise negative impacts on greenhouse gas emissions. The improvement of cycle, pedestrian and bus accessibility will be critical to this.</p>
<p>8: Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment</p>	<p>I/+ Currently the site contains no nature conservation designations and does not connect to any green infrastructure corridors. However, it is important that any lighting proposed as part of this scheme is controlled in order to minimise any impacts on species using the site and surrounding area. Sensitive lighting for these reasons is required both during the construction phase, as well as afterwards, once the scheme is complete.</p> <p>Given the former factory use of the site, there is an opportunity for this site to integrate a scheme to increase biodiversity and connectivity to the wider natural environment. Residential development has the potential to increase biodiversity with gardens and connecting openspace helping improve biodiversity within the site.</p>
<p>9: Use land resources efficiently and safeguard their quality</p>	<p>+ This site is brownfield site.</p> <p>The planning permission's environmental statement concludes that there is potential contamination on the site which would need to be remediated so the soil is suitable for residential gardens. The Council</p>

	has already requested proof of this removal prior to development.
10: Improve water efficiency and quality	<p>I/+</p> <p>An increase in population will have an inevitable impact on water usage. The scale of the development should allow mitigation measures to be incorporated through design, layout and the incorporation of efficiency schemes such as rainwater harvesting to avoid negative impacts on this objective. This will depend upon implementation but has the opportunity to make a positive contribution.</p>
11: Reduce waste generation and increase level of reuse and recycling	<p>I</p> <p>An increase in population will have an inevitable impact on waste generation. The site would need to be incorporated into the citywide recycling schemes to manage the waste arisings and to minimise impacts on landfill.</p> <p>Waste arising from the remediation and construction of the site should be processed according to the waste hierarchy as far as possible.</p>
12: Improve air quality	<p>+</p> <p>The city centre AQMA is within 500m of the site. However, as part of the outline planning permission, air quality work was carried out to assess the cumulative impacts of the operational traffic and energy plant emissions for the Nestle development site. The change in pollutant concentrations for the future operating scenario have been shown to be of 'small' or 'imperceptible' magnitude (depending on location) and of 'negligible adverse' significance for all modelled locations on and surrounding the site. In conclusion, there were no significant air quality impacts. To ensure this is still the case with an increased amount of housing, an air quality assessment would be required.</p> <p>The site should mitigate any potential impacts using the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel.</p>
13: Minimise flood risk and reduce the impact of flooding to people and property in York	<p>++</p> <p>The site is flood risk zone 1, which poses no immediate flood risk.</p> <p>Although in a low flood risk zone, the site should ensure that mitigation towards surface water management through SUDs for example, are implemented to minimise impacts on the wider area.</p>
14: Conserve or enhance York's historic environment, cultural heritage, character and setting	<p>I</p> <p>The Joseph Rowntree Memorial library (listed at grade 11) is listed in the statutory list of buildings of special architectural or historic interest. The building is located on the eastern boundary of the site and it introduces a domestic scale to the Haxby Road edge.</p> <p>The special qualities of the Haxby Road side of the site are recognised in a conservation area – “Nestle/Rowntree Factory Conservation Area”- spanning across the main road to include social and cultural buildings of the earlier factory complex. This part of the site is visually accessible from the public highway and the existing planning permission's intention to open the site out to the general public to provide a new district hub, reinforcing existing facilities such as the theatre, hospital</p>

	<p>and swimming baths on the east side of the road with a mix of uses on the west side (including convenience retail and café) around a public park.</p> <p>The scale and form of the additional housing element from this allocation should reflect the positive elements of the current outline planning permission’s masterplan in both form and scale to ensure context within the overall site.</p>
<p>15: Conserve or enhance York’s natural and built landscape</p>	<p>I</p> <p>The scale and form of the additional housing element from this allocation should reflect the positive elements of the current outline planning permission’s masterplan in both form and scale to ensure context within the overall urban landscape of the site</p>
<p>SUMMARY</p>	
<p>Key positives</p>	<ul style="list-style-type: none"> • The re-designation of this parcel will help to contribute towards housing provision, including affordable housing need, in-combination with the existing housing element within the outstanding planning application; • Included within the existing permission is the provision of community facilities; • The urban form and landscape of the development has been set through the planning permission and this additional housing would need to conform to this agreed scale, massing and context; • Small numbers of job opportunities would be created through the construction phase of the development; • The loss of the commercial element can be fulfilled through alternatives sites selected; • Opportunities to increase sustainable transport accessibility via existing frequent and non-frequent bus routes; • The site is within 15 minutes cycle of the railway station; • There is access to an existing neighbourhood parade within 800m; • Scale of the site should enable a variety of climate change mitigation measures to be implemented through design, layout and the incorporation of renewable energy technologies; • Green Infrastructure should improve supporting biodiversity and connectivity in comparison to former use; • The development is located in a low flood risk area; • The analysis of air quality for the existing permission takes into consideration the magnitude of impacts on air quality concluding that there were no significant impacts on air quality. • This is a brownfield site.
<p>Key challenges</p>	<ul style="list-style-type: none"> • The re-designation of the commercial element reduces opportunities for replacement jobs; • Contamination has been identified on the site through the outline planning permission. This will need to be remediated to ensure the soils are suitable for residential use; • The increase in housing numbers from this re-designation will need to be considered in combination with the existing permission to ensure that the number of educational places can be accommodated;

	<ul style="list-style-type: none"> • Ensuring transport network connectivity to promote alternative travel to the car, including the extension of cycle routes. This is critical for accessibility but also for minimising emissions for climate change/air quality; • Increase in population will increase water use and waste generation; • Potential increase in traffic flows due to increase in development.
Mitigation	

ST18: Monks Cross	
Site size	12.74 hectares
Location	Suburban. Huntington Ward
Allocated for	100,000 sq.m (40% plot ratio and 2 storeys)
Objectives	
1: To meet the diverse housing needs of the population in a sustainable way.	0 There is no significant effect on this objective.
2: Improve the health and well-being of York's population	I Part of this site is a former cement works. The extent of contamination on this site needs to be identified and remedial action undertaken to ensure the soil is suitable for residential garden use and there is no impact to residents health.
3: Improve education, skills development and training for an effective workforce	+ This site has been allocated for B1a office space. There is the opportunity for this site to offer training within the development, depending on the occupier, and through the construction phase.
4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	++ This site directly contributes to the employment land supply for the city. Evidence shows that the city needs to accommodate growth in a variety of sectors with this site satisfying 100,000 sq.m of the office floorspace demand. The site is located adjacent to existing employment and retail which will help to capitalise on existing business linkages. Furthermore, the residential allocation to the north and existing housing to the west would maximise on the potential for the workforce to be within a short commute distance to employment opportunities. The site includes a former cement works where the jobs have already been lost. The type of employment on this site would not match that lost as it would be focussed on office development and using different skill sets.
5: Help deliver equality and access to all	+ The adjacent population will be able to access the jobs within a relatively short distance at this site. There are also existing high frequency routes from the city centre to Monks Cross allowing connectivity across the city. To maximise this, the site would need to

	<p>improve linkages between the residential area and established retail/employment offer.</p> <p>The site includes a former cement works where the jobs have already been lost. The type of employment on this site would not match that lost as it would be focussed on office development and therefore utilising different skill sets.</p>
6: Reduce the need to travel and deliver a sustainable integrated transport network	<p>+</p> <p>The use of the site as offices would need to ensure that access via non car modes is the primary mode of travel. The location of the site in the suburban area means that it has existing access to a frequent bus routes. In order to maximise the ease of accessing these routes bus stops within or adjacent to the site on the adopted roads would need to be implemented.</p> <p>Whilst there are existing cycle routes connections within the vicinity, more would need to be implemented to maximise connectivity to the city centre. New cycle routes and pedestrian footpaths would need to be implemented in order to promote sustainable travel to and from the site.</p>
7: To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<p>I/+</p> <p>The size of the site should allow a variety of climate change mitigation measures to be incorporated through design, layout and the incorporation of renewable energy technologies to avoid negative impacts on climate change. There are opportunities for this to link with the new residential site to the north for the implementation of CHP for example. This will depend upon implementation but has the opportunity to make a significantly positive contribution by minimising the impacts of the site.</p> <p>Sustainable travel mode participation is critical to minimise negative impacts on greenhouse gas emissions. The improvement of cycle, pedestrian and bus accessibility will be critical to this.</p>
8: Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<p>I/+</p> <p>Currently the site contains no nature conservation designations and does not connect to any green infrastructure corridors. Given part of the site is a former industrial site, there is an opportunity for this site to integrate a scheme to increase biodiversity and connectivity to the wider natural environment. The scheme should connect with the residential allocation to allow wider connectivity where gardens and connecting openspace may help to improve biodiversity within the site.</p>
9: Use land resources efficiently and safeguard their quality	<p>-</p> <p>The majority of this site is greenfield with the section to the south being brownfield.</p> <p>It is grade 3 agricultural land representing high quality soils. In combination with the housing allocation, this would be a significant loss to this high grade soils within the ring road.</p> <p>Part of this site is a former cement works. The extent of contamination on this site needs to be identified and remedial action undertaken to</p>

	ensure the soil is suitable for use and there is no impact to employees health.
10: Improve water efficiency and quality	<p>I</p> <p>The scale of the development should allow mitigation measures to be incorporated through design, layout and the incorporation of efficiency schemes such as rainwater harvesting to avoid negative impacts on this objective. This will depend upon implementation but has the opportunity to make a positive contribution .</p>
11: Reduce waste generation and increase level of reuse and recycling	<p>I</p> <p>An employment will have an inevitable impact on waste generation, although this is not anticipated to be of an industrial nature. The site would need to be incorporated into the citywide recycling schemes to manage the waste arisings and to minimise impacts on landfill.</p> <p>Waste arising from the remediation and construction of the site should be processed according to the waste hierarchy as far as possible.</p>
12: Improve air quality	<p>+</p> <p>There are no AQMAs in this location and no immediate air quality issues. However, the cumulative impacts may need addressing in terms of traffic/AQ impact (i.e. alongside permitted community stadium / retail development).</p> <p>The site should mitigate any potential impacts using the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel.</p>
13: Minimise flood risk and reduce the impact of flooding to people and property in York	<p>++</p> <p>The site is flood risk zone 1, which poses no immediate flood risk.</p> <p>Although in a low flood risk zone, the site should ensure that mitigation towards surface water management through SUDs for example, are implemented to minimise impacts on the wider area.</p>
14: Conserve or enhance York's historic environment, cultural heritage, character and setting	<p>+</p> <p>There are no designated heritage assets within close proximity to the proposed site and nothing significant in terms of archaeological interest.</p> <p>The design of the site would need to reflect the principles within the Heritage Topic Paper to ensure that the development reflects the context of the wider city and creates a locally distinctive place with definite character. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
15: Conserve or enhance York's natural and built landscape	<p>I</p> <p>The development of the site would lead to a new employment area of the city being created. A strong element of green infrastructure to fit with the existing urban pattern and to separate the new and existing developments should be incorporated.</p> <p>From across the site there are also key strategic views towards the Minster as well as to north which would need to be preserved.</p> <p>The masterplanning process should ensure that it considers principles</p>

	within the Heritage Topic Paper. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.
SUMMARY	
Key positives	<ul style="list-style-type: none"> • This site will directly contribute to the employment land supply for B1a Office and is one of the principle sites in delivering this; • The site is adjacent to an existing business park which encouraging linkages with existing businesses; • The housing allocation to the north as well as the proximity of established residential areas means a short commute distance for those living nearby to new employment opportunities; • There are existing high and low frequency bus routes within close proximity, including a park and ride; • The site does not contain any nature designations. There is an opportunity for this scheme to increase its biodiversity through creating strategic green infrastructure linked with the adjacent housing allocation; • The scale of development should allow the incorporation of climate change mitigation through design, layout and the incorporation of renewable technologies; • There are currently no air quality issues.
Key challenges	<ul style="list-style-type: none"> • Former uses to the south of the allocation could contain contamination due to its former use as a cement works. Remediation of this will need to occur to ensure there is no threat to human health; • The type of employment lost at the former cement works will not be replaced; • Whilst there is access to frequent bus routes, the transport network needs to be vastly improved to enable connectivity with established and new residential areas as well as the established retail and employment centres adjacent to the site. This is critical to ensure sustainable access as well as minimising the use of the car/ greenhouse gas emissions in response to climate change; • Potential for exacerbating congestion, particularly at peak times, from increased traffic flows; • Potential harm to air quality could be generated on the outer ring-road as a result of increased traffic flows presenting new opportunities to exposure should if the site is not carefully designed. • The majority of the site is greenfield; • The land is grade 3 agricultural land representing a loss to high grade soils in this location; • Employment uses will increase water use and waste generation.

ST19: Northminster Business Park**Site size**

15 hectares

Location

Rural/adjacent to existing business park. Rural West Ward

Allocated for	60,000 sq.m (40% plot ratio and 1 storeys) for R&D, Light Industrial, storage and Distribution (B1b/B1c/B2/B8).
Objectives	
1: To meet the diverse housing needs of the population in a sustainable way.	0 There is no significant effect on this objective.
2: Improve the health and well-being of York's population	0 There are no significant impacts on this objective. The uses within the existing business park are similar in nature and therefore are deemed not to pose an issue.
3: Improve education, skills development and training for an effective workforce	+ This site has been allocated for a mix of employment uses. There is the opportunity for this site to offer training within the development, depending on the occupier, and through the construction phase.
4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	++ This site directly contributes to the employment land supply for the city. Evidence shows that the city needs to accommodate growth in a variety of sectors with this site satisfying 60,000 sq.m of the mixed R&D, light industrial, storage and distribution. This is the principle site in meeting this employment demand type. The site is also located adjacent to existing employment, which will help to capitalise on existing business linkages. A new park and ride site will be located adjacent to the business park enabling good access via a high frequency route to and from the city centre.
5: Help deliver equality and access to all	0 There is no significant effect of this site on this objective.
6: Reduce the need to travel and deliver a sustainable integrated transport network	-/+ Whilst this site does not provide an integrated transport method, it will impact on the surrounding transport network. The site has good access to the ring-road, which is positive for enabling vehicles to access the sites. However, this area of the city is known to have issues with congestion and increasing the employment sector here may negatively impact on this. Currently the impact of this is unknown but mitigation would be required should this be proven the case. New cycle routes would need to be implemented in order to promote other forms of sustainable travel to and from the site. However, the ring-road proves to be a major barrier to cross for this mode of travel and there would need to be a new crossing point included. The site will be adjacent to a new park and ride allowing a high frequency service to the city centre and accessibility to the site via modes other than the car. Given the distance from existing residential areas, it is unlikely that the site will attract many pedestrians, except from the adjacent park & ride, particularly given the route across the ring-road. Pedestrian access should be implemented as part of the

	<p>permission to connect as fully as possible to the park and ride.</p> <p>There are both positive and negative benefits for this sites and therefore the impacts towards this objective could be positive or negative depending upon implementation.</p>
7: To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<p>I/+</p> <p>The size of the site should allow a variety of climate change mitigation measures to be incorporated through design, layout and the incorporation of renewable energy technologies to avoid negative impacts on climate change. Minimising the impact of the site is key and should be considered in combination.</p> <p>Sustainable travel mode participation is critical to minimise negative impacts on greenhouse gas emissions. The improvement of cycle, pedestrian and bus accessibility will be critical to this.</p>
8: Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<p>I</p> <p>Currently the site contains no nature conservation designations and does not connect to any green infrastructure corridors. There is an opportunity for this site to integrate a scheme to increase biodiversity and connectivity to the wider natural environment.</p>
9: Use land resources efficiently and safeguard their quality	<p>--</p> <p>The sites in this allocation are greenfield.</p> <p>It is grade 2 agricultural land representing high quality and versatile soils. This would be a loss to the amount of high grade agricultural land within York.</p>
10: Improve water efficiency and quality	<p>I</p> <p>The scale of the development should allow mitigation measures to be incorporated through design, layout and the incorporation of efficiency schemes such as rainwater harvesting to avoid negative impacts on this objective. This will depend upon implementation but has the opportunity to make a positive contribution.</p>
11: Reduce waste generation and increase level of reuse and recycling	<p>I</p> <p>An employment use will have an inevitable impact on waste generation. The site would need to be incorporated into the citywide recycling schemes to manage the waste arisings and to minimise impacts on landfill.</p> <p>Waste arising from the remediation and construction of the site should be processed according to the waste hierarchy as far as possible.</p>
12: Improve air quality	<p>+</p> <p>There are no AQMAs in this location and no immediate air quality issues. As this is employment allocation, there is unlikely to be issues with introducing new exposure next to outer ring road (unless people living there as their permanent residence).</p> <p>The site should mitigate any potential impacts using the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel.</p>

13: Minimise flood risk and reduce the impact of flooding to people and property in York	<p>++</p> <p>The site is flood risk zone 1, which poses no immediate flood risk.</p> <p>Although in a low flood risk zone, the site should ensure that mitigation towards surface water management through SUDs for example, are implemented to minimise impacts on the wider area.</p>
14: Conserve or enhance York's historic environment, cultural heritage, character and setting	<p>+</p> <p>There are no designated heritage assets within close proximity to the proposed site and nothing significant in terms of archaeological interest.</p> <p>The design of the site would need to reflect the principles within the Heritage Topic Paper to ensure that the development reflects the context of the wider city and creates a locally distinctive place with definite character. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
15: Conserve or enhance York's natural and built landscape	<p>I</p> <p>The development of the site would lead to a new employment area of the city being created. It is considered that visual impact of the extension to the employment site can be mitigated through design.</p> <p>The masterplanning process should ensure that it considers principles within the Heritage Topic Paper. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p>
Key positives	<ul style="list-style-type: none"> • This site will directly contribute to the employment land supply and is one of the principle sites in delivering B1b/B1c/B2/B8; • The site is adjacent to an existing business park which encouraging linkages with existing businesses; • There are existing communities within a short commute distance for those living nearby to new employment opportunities although they would need to cross the ring-road/A59; • The site would be in close proximity to the new park and ride offering a high frequency bus service to the City Centre; • The site does not contain any nature designations. There is an opportunity for this scheme to increase its biodiversity through creating strategic green infrastructure and connecting with the wider natural environment; • The scale of development should allow the incorporation of climate change mitigation through design, layout and the incorporation of renewable technologies; • There are currently no air quality issues.
Key challenges	<ul style="list-style-type: none"> • Former uses to the south of the allocation could contain contamination due to its former use as a cement works. Remediation of this will need to occur to ensure there is no threat to human health; • The type of employment lost at the former cement works will not be replaced; • Whilst there is access to frequent bus routes, the transport network needs to be vastly improved to enable connectivity with established

	<p>and new residential areas as well as the established retail and employment centres. The site is outside of the ring-road which is a major barrier for pedestrian and cycle access. This is critical to ensure sustainable access as well as minimising the use of the car/ greenhouse gas emissions in response to climate change;</p> <ul style="list-style-type: none"> • Potential for exacerbating congestion, particularly at peak times, from increased traffic flows; • The majority of the site is greenfield; • The land is grade 3 agricultural land representing a loss to high grade soils in this location; • Employment uses will increase water use and waste generation.
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ST20: Castle Piccadilly	
Site size	n/a
Location	City centre. Guildhall Ward
Allocated for	25,000 sq.m for retail (A1)
Objectives	
1: To meet the diverse housing needs of the population in a sustainable way.	0 There is no significant effect on this objective.
2: Improve the health and well-being of York's population	I It is likely that there is more footfall to this location. Improvements to the junction of Piccadilly and Parliament Street would be required to ensure the safety of pedestrians. This would depend upon masterplanning and implementation.
3: Improve education, skills development and training for an effective workforce	0 There are no significant impacts on this objective.
4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	++ This is a significant retail site and directly contributes to the retail/employment land supply for the city. Evidence shows that the city needs to accommodate retail growth. This site is located within the city centre adjacent to existing retail and associated functions. The location will help to capitalise on existing linkages and extend the retail function of the city centre supporting its overall viability and purpose both in the immediate vicinity and city centre as a whole. Currently, some of the units are occupied and this permission may wish to redevelop/relocate existing functions.
5: Help deliver equality and access to all	0 There is no significant effect of this site on this objective.
6: Reduce the need to	+/I

travel and deliver a sustainable integrated transport network	<p>The site is located within the city centre allowing access to a variety of transport modes. The site is adjacent to both frequent and non-frequent routes, which could be used without further infrastructure improvements. This includes park and rides bus routes allowing the site to be connected through modes other than the car.</p> <p>There are existing pedestrian routes in use as well as cycle routes to this location.</p> <p>It is expected that the car parking adjacent to Clifford's Tower would be limited should additional retail be created. Removing parking could have positive impacts for this location in reducing congestion although, it could move this to alternative parking locations. Alternative methods of travel and locations for parking would need to be promoted and implemented to enable access for people with disabilities.</p>
7: To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<p>I/+</p> <p>The size of the site should allow a variety of climate change mitigation measures to be incorporated through design, layout and the incorporation of renewable energy technologies to avoid negative impacts on climate change. Minimising the impact of the site is key and should be considered in combination. Where existing buildings may be renovated as part of this scheme, adaptation and sustainable building methods should still be a consideration.</p> <p>Sustainable travel mode participation is critical to minimise negative impacts on greenhouse gas emissions. Accessibility from existing routes in the city centre should ensure that there is minimal impact from additional footfall. Improvements to legibility and public realm should be incorporated, particularly at the junction with Piccadilly to encourage people to walk to the new retail offer and ensure safe passage across the junction with Parliament Street.</p>
8: Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<p>I</p> <p>Currently the site contains no nature conservation designations and does not connect to any green infrastructure corridors. There is an opportunity for this site to integrate a scheme to increase biodiversity and connectivity to the wider natural environment given its location adjacent to the River Foss prior to it meeting the River Ouse, which is a green Infrastructure Corridor.</p>
9: Use land resources efficiently and safeguard their quality	<p>++</p> <p>The is a brownfield site and should incorporate the re-use as well as re-development of existing buildings.</p>
10: Improve water efficiency and quality	<p>I</p> <p>The scale of the development should allow mitigation measures to be incorporated through design, layout and the incorporation of efficiency schemes such as rainwater harvesting to avoid negative impacts on this objective. This will depend upon implementation but has the opportunity to make a positive contribution.</p> <p>Retail development should not have a significant impact on the River Foss in terms of water quality although river facing development should mitigate any potential effects from human interaction.</p>

11: Reduce waste generation and increase level of reuse and recycling	<p>I</p> <p>An retail use will have an inevitable impact on waste generation. The site would need to be incorporated into the citywide recycling schemes to manage the waste arisings and to minimise impacts on landfill.</p> <p>Waste arising from the remediation and construction of the site should be processed according to the waste hierarchy as far as possible.</p>
12: Improve air quality	<p>I</p> <p>The site is located adjacent to the city centre AQMA. An air quality assessment will be required due to proximity to AQMA and other areas of poor air quality in the city centre.</p> <p>The site should mitigate any potential impacts using the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel.</p>
13: Minimise flood risk and reduce the impact of flooding to people and property in York	<p>- -</p> <p>The site is located either side of the River Foss and the majority of the site is located within flood zone 3a (high potential risk of flooding). There is a significant concern that further development in this location may put the new premises/businesses as well as existing businesses at risk of flooding. Prior to development, flood mitigation should be established to ensure that any development minimises its impact on flooding. Further mitigation should also be given towards surface water management through SUDs for example, are implemented to minimise impacts on the wider area.</p>
14: Conserve or enhance York's historic environment, cultural heritage, character and setting	<p>I</p> <p>The impact of this site at this stage is unknown. This site is within the city centre adjacent to the River, Clifford's Tower and existing retail units. There is an opportunity through design to ensure that any new (re)development reflects this to compliment and enhance the existing urban landscape. The impact of developing a higher amount of floorspace than the 25,000 sq.m specified could have a detrimental impact on building height, scale and massing.</p>
15: Conserve or enhance York's natural and built landscape	<p>I</p> <p>The impacts of this site at this stage is unknown. This site is within the city centre adjacent to the River, Clifford's Tower and existing retail units. There is an opportunity through design to ensure that any new (re)development is reflects this to compliment and enhance the existing urban landscape. The impact of developing a higher amount of floorspace than the 25,000 sq.m specified could have a detrimental impact on building height, scale and massing.</p>
Key positives	<ul style="list-style-type: none"> • Significant city centre location adjacent to existing retail and associated functions. This will help to capitalise on existing linkages and support the overall viability of the existing city centre retail function into the future; • The central location means that there is existing access to sustainable transport modes within close proximity to the site; • There are no nature conservation sites but there is an opportunity for the site to be innovative in increasing biodiversity in the riverside location to join with the regional green infrastructure corridor within close proximity;

	<ul style="list-style-type: none"> This is a brownfield site;
Key challenges	<ul style="list-style-type: none"> Improvements to ensure safety of pedestrians would be required, particularly at the junction of Piccadilly with Parliament Street; There are potential implications on water quality due to its straddling of the River Foss; The site is located adjacent to the City Centre AQMA. An air quality assessment will be required due to the proximity to the AQMA and other areas of poor air quality within the City Centre;
Mitigation	

ST21: Naburn Designer Outlet	
Site size	n/a
Location	Rural /extension to the existing Designer Outlet. Fulford Ward
Allocated for	12,000 sq.m for Leisure (D1)
Objectives	
1: To meet the diverse housing needs of the population in a sustainable way.	0 There is no significant effect on this objective.
2: Improve the health and well-being of York's population	0 There is no significant effect on this objective.
3: Improve education, skills development and training for an effective workforce	0 There are no significant impacts on this objective.
4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<p>+</p> <p>This is a site for leisure incorporated within the existing designer outlet site. It directly contributes to the employment land supply for the city. The co-location with the designer outlet will help to capitalise on existing linkages and extend function of this out-of-town shopping centre. The incorporation of leisure in this location should broaden the attractiveness of this destination and therefore should help in supporting the centres overall viability and purpose.</p> <p>The evidence base and known population increase will mean that the need for leisure will increase. However, the designation of leisure in this location would not want to have an adverse impact on existing centres with leisure facilities. It would be advised that a sequential assessment be provided prior to development to prove this no significant impact from the site and to promote development of existing locations first.</p>
5: Help deliver equality and access to all	<p>I/-</p> <p>The location of this site may require the relocation of the park and ride scheme. This could potentially reduce accessibility unless a bus stop was retained at the site and connectivity between the new park and</p>

	ride and leisure/designer outlet included.
6: Reduce the need to travel and deliver a sustainable integrated transport network	<p>+/-</p> <p>There are currently significant barriers to pedestrian access to the site due to the ring-road barrier and proximity to residential locations.</p> <p>Cycle access would also need to be improved and encouraged as part of the development.</p> <p>There is an existing park and ride facility at the Designer outlet which runs directly to the city centre with multiple stops along Fulford Road allowing good access by frequent transport. The development for this site may require the relocation of the park and ride scheme however to allow enough room for expansion. This could potentially reduce accessibility unless a bus stop was retained at the site and connectivity between the new park and ride and leisure/designer outlet included. The relocation of the park and ride may have additional benefits on capacity for capturing cars from travelling into the city centre.</p>
7: To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<p>I/+</p> <p>The development should incorporate climate change mitigation measures through design and layout. Where existing buildings may be renovated as part of this scheme, adaptation and sustainable building methods should still be a consideration. New development may allow the installation of on-site renewable energy technologies to mitigate impacts on climate change.</p> <p>Sustainable travel mode participation is critical to minimise negative impacts on greenhouse gas emissions. Accessibility from the park and ride and improvement to other modes of access is therefore critical.</p>
8: Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<p>I</p> <p>Currently the site contains no nature conservation designations and does not connect to any green infrastructure corridors. The site is adjacent to a community orchard and there is an opportunity for this site to integrate a scheme to increase biodiversity and connectivity to the wider natural environment.</p>
9: Use land resources efficiently and safeguard their quality	<p>++</p> <p>The is a brownfield location and should incorporate the re-use as well as re-development the existing site.</p>
10: Improve water efficiency and quality	<p>I</p> <p>The scale of the development should allow mitigation measures to be incorporated through design, layout and the incorporation of efficiency schemes such as rainwater harvesting to avoid negative impacts on this objective. This will depend upon implementation but has the opportunity to make a positive contribution.</p>
11: Reduce waste generation and increase level of reuse and recycling	<p>I</p> <p>A leisure use will have an inevitable impact on waste generation. The site would need to be incorporated into the citywide recycling schemes to manage the waste arisings and to minimise impacts on landfill.</p>

	Waste arising from the remediation and construction of the site should be processed according to the waste hierarchy as far as possible.
12: Improve air quality	I Whilst this is not immediately adjacent to an AQMA, there is the potential for increased traffic through Fulford (area of AQ technical breach and forms part of AQMA). The impact of which would depend on nature of leisure development.
13: Minimise flood risk and reduce the impact of flooding to people and property in York	++ This site is within flood zone 1 and is at no immediate risk of flooding. However, mitigation should also be given towards surface water management through SUDs for example, to minimise impacts on the wider area.
14: Conserve or enhance York's historic environment, cultural heritage, character and setting	I There should be no significant effects on heritage assets in York. However, the designation of leisure in this location would not want to have an adverse impact on existing centres with leisure facilities impacting on cultural heritage.
15: Conserve or enhance York's natural and built landscape	I The impact of any development is dependent on the type of leisure facility installed. However, the effects of this are likely to be mitigated through design, particularly given the location adjacent to the existing designer outlet.
Key positives	<ul style="list-style-type: none"> • This is a brownfield site • The leisure development will be co-located at the designer outlet increasing the sites attractiveness and viability; • The site does not contain any nature conservation sites; • The site is within a low flood risk zone and not at immediate risk from flooding.
Key challenges	<ul style="list-style-type: none"> • The designation of this location as a leisure site should not have adverse impacts on existing leisure facilities and should be proven prior to its development; • Development may require the relocation of the park and ride; • Major Barriers to accessibility, particularly on foot or by cycling, are the ring-road and proximity to existing residential areas; • Would promote the use of the car and increase traffic flows; • Whilst this is not immediately adjacent to an AQMA, there is the potential for increased traffic through Fulford (area of AQ technical breach and forms part of AQMA). The impact of which would depend on nature of leisure development; • Any development or relocation of the park and ride should not impact on the adjacent community orchard;

ST22: Germany Beck

Site size	n/a
Location	Extension to main urban Area. Fulford Ward
Allocated for	Planning permission for 700 dwellings permitted. Ref: 01/01315/OUT and 12/01802/OUTM

General	This site has outline planning permission and is included under Policy H2.
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ST23: Derwenthorpe

Site size	n/a
Location	Extension to main urban Area. Osbaldwick Ward
Allocated for	Outline Planning permission for 540 dwellings permitted, of which 474 are left to complete. The site is under construction. Refs: 03/02709/OUT, 12/00242/REMM, 12/01286/REMM and 12/01878/REMM.
General	This site has outline planning permission and is included under Policy H2.

ST24: York College

Site size	n/a
Location	Main urban Area. Dringhouses and Woodthorpe Ward
Allocated for	Outline Planning permission for 360 dwellings permitted, of which 189 are left to complete. The site is under construction. Refs: 04/00777/OUT and 07/00752/REMM
General	This site has outline planning permission and is included under Policy H2.

Cumulative Impact Appraisal

Figure 8: Indicative Cumulative Impacts of the Strategic Sites															
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													
		The option could have a positive or a negative impact depending on how it is implemented													
Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ST1: British Sugar	++			+	++			+	++		+		++		
ST2: Former sports ground at Millfield lane	++		?	+	++			++	0				+		+
ST3: The Grainstores	++		?	+	++			++	++			?	+	+	+
ST4: Land adj Hull Road Grimston Bar	++		?	+	++			++	--				+		-
ST5: York Central	++	+		++	++	+		++	++			-		-	
ST6: Land East of Grimston Bar	+			+	-	+		+	--				+		
ST7: Land East of Metcalfe Lane	++			+		+		++	-						
ST8: Land North of Monks Cross	++			+		+		++	-				++	+	
ST9: Land North of Haxby	++			+		+		++	-				++	+	
ST10: Land at Moor lane Woodthorpe	++			+		+		--	-			+	-		
ST11: Land at New Lane,	++			+		+		+	+				+		

Figure 8: Indicative Cumulative Impacts of the Strategic Sites															
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													
		The option could have a positive or a negative impact depending on how it is implemented													
Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Huntington															
ST12: Land at Manor Heath Road, Copmanthorpe	++			+		-		++	-			+	++		+
ST13: Land at Moor Lane Copmanthorpe	++			+		-		++	-			++	++		+
ST14: Land to the north of Clifton Moor	++			+	+	-		+	-				++		
ST15: Holme Hill	++			++	+	-									?
ST16: Terry's Factory	Has existing planning permission.														
ST17: Nestle South	++	+		+	++	+		+	+			+	++		
ST18: Monks Cross	0		+	++	+	+		+	-			+	++	+	
ST19: Northminster Business Park	0	0	+	++	0	-			--			+	++	+	
ST20: Castle Piccadilly	0		0	++	0	+			++				--		
ST21: Naburn Designer Outlet	0	0	0	+		-			++				++		
ST22: Germany Beck	Has existing planning permission														
ST23: Derwenthorpe	Has existing planning permission														
ST24: York College	Has existing planning permission														

Mitigation

All sites

All of the sites will be subject to the policies set out in the Local Plan. This will help to mitigate impacts arising uncertainty of implementation at this stage. Policies that are particularly noteworthy are:

Policy SS4	Strategic Sites Development Principles
Policy H4	Density of Residential Development
Policy ACHM1	Balancing the Housing Market
Policy ACHM2	Housing Mix
Policy CF1	Community Facilities
Policy DHE1	Design and Historic Environment
Policy DHE2	Heritage Assets
Policy DHE3	Landscape and Setting
Policy DHE4	Building Heights and Views
Policy DHE5	Streets and Spaces
Policy GI1	Green Infrastructure
Policy GI2	Biodiversity
Policy GI3	Trees
Policy GI5	New Open Space
Policy GI6	Green Corridors
Policy GI7	Access to Nature
Policy FR2	Surface Water Management
Policy CC2	Sustainable Design and Construction
Policy EP1	Air Quality
Policy ST1	Location and Layout of Development

Site Specific Mitigation:

Land to the South of Moor Lane, Woodthorpe

The site borders a SSSI (Askham Bog) to the south. It is considered one of the most botanically biodiverse sites in the region and nationally important for its invertebrate fauna. In order for Askham Bog to remain valuable as a wetland site, groundwater is essential. Development could potentially damage the hydrology of the reserve and increased human interaction as well as pets may have a serious impact on the quality of the site. There are significant concerns therefore that development of this site could have a negative impact and subsequently damage the SSSI.

Further work is needed to determine what impact this level of development would have on the site through hydrological survey and assessments prior to development of the site. This would need to present satisfactory mitigation methods for implementation to ensure the significance of the Bog is not destroyed.

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Local Plan Preferred Options
and Alternatives

**SUSTAINABILITY APPRAISAL
OUTCOMES**

DRAFT

April 2013

INTRODUCTION TO SUSTAINABILITY APPRAISAL	3
PURPOSE OF THIS REPORT	3
THE ROLE OF THE SUSTAINABILITY APPRAISAL	3
APPRAISAL METHODOLOGY.....	4
STAGE A: SCOPING REPORT AND SA FRAMEWORK	5
<i>The Sustainability Appraisal Framework</i>	5
<i>Appraisal Scoring System</i>	9
STAGE B: TESTING OF THE ALTERNATIVES.....	9
STAGE B: SUMMARY OF SUSTAINABILITY APPRAISAL OUTCOMES.....	11
LOCAL PLAN VISION (OBJECTIVES) COMPATIBILITY MATRIX	11
POLICY APPRAISAL – ASSESSMENT OF ALTERNATIVES AND PREFERRED APPROACH	14
SITE APPRAISAL – ASSESSMENT OF PREFERRED SITES	20

APPENDIX 1: LOCAL PLAN SA – POLICY ALTERNATIVES AND PREFERRED APPROACH APPRAISAL

APPENDIX 2: LOCAL PLAN SA – STRATEGIC SITES PREFERRED OPTIONS APPRAISAL

LIST OF FIGURES

FIGURE 1: SCOPE OF SA AND SEA	3
FIGURE 2: THE LOCAL PLAN AND SA PREPARATION PROCESS	4
FIGURE 3: SA FRAMEWORK OF OBJECTIVES.....	6
FIGURE 4: DEVELOPING AND REFINING ALTERNATIVES AND ASSESSING EFFECTS.....	9
FIGURE 5: SUMMARY OF THE INTERRELATIONSHIPS IN STAGE B:	10
FIGURE 6: INDICATIVE CUMULATIVE IMPACTS OF THE PREFERRED APPROACH	14
FIGURE 7: INDICATIVE CUMULATIVE IMPACTS OF THE PREFERRED STRATEGIC SITES.....	20

INTRODUCTION TO SUSTAINABILITY APPRAISAL

Purpose of this report

When drawing together a plan for the future of York consideration needs to be given to the effects on the environment, and people's quality of life now and in the future. To be sure the plan is compatible with the aims of sustainable development a process to assess the economic, environmental and social impacts called Sustainability Appraisal (SA) is required.

Understanding the environmental impacts of the plan is also required through European Law in the SEA Directive 2001/42/EC. It was brought into English law by virtue of the Strategic Environmental Assessment Regulations 2004 and applies to the production of all plans, programmes and policies which are likely to have significant effects on the environment.

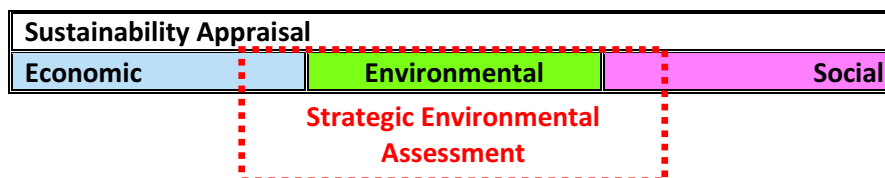
This report summarises the SA/SEA methodology and presents the initial outcomes of the sustainability appraisal for the Local Plan Preferred Options and Alternatives report (April 2013). The Sustainability Appraisal has been produced jointly by Amec and City of York Council.

The role of the Sustainability Appraisal

The requirement for sustainability Appraisal is set by Section 39 of the Planning and Compulsory Purchase Act 2004 (as amended) wherein it states that development documents should be prepared with a view to contributing towards sustainable development. The role of an SA is to promote better integration of sustainability considerations into the preparation and adoption of plans to satisfy the Act's requirements. Similarly, paragraph 165 of the National Planning Policy Framework (NPPF) states: *"A sustainability appraisal which meets the requirements of the European Directive on strategic environmental assessment should be an integral part of the plan preparation process, and should consider all the likely significant effects on the environment, economic and social factors."*

The SA process for York incorporates the requirement for European legislation (EU Directive 2001/42/EC, transposed into English law by the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations)), which requires spatial and land use plans to undergo Strategic Environmental Assessment (SEA). SEA is an iterative assessment process whereby the potential significant environmental effects arising from the plan/programme are identified, assessed, mitigated and communicated to plan-makers. The cross-over between SA and SEA allows a comprehensive single appraisal document covering all relevant environmental, social and economic issues.

Figure 1: Scope of SA and SEA



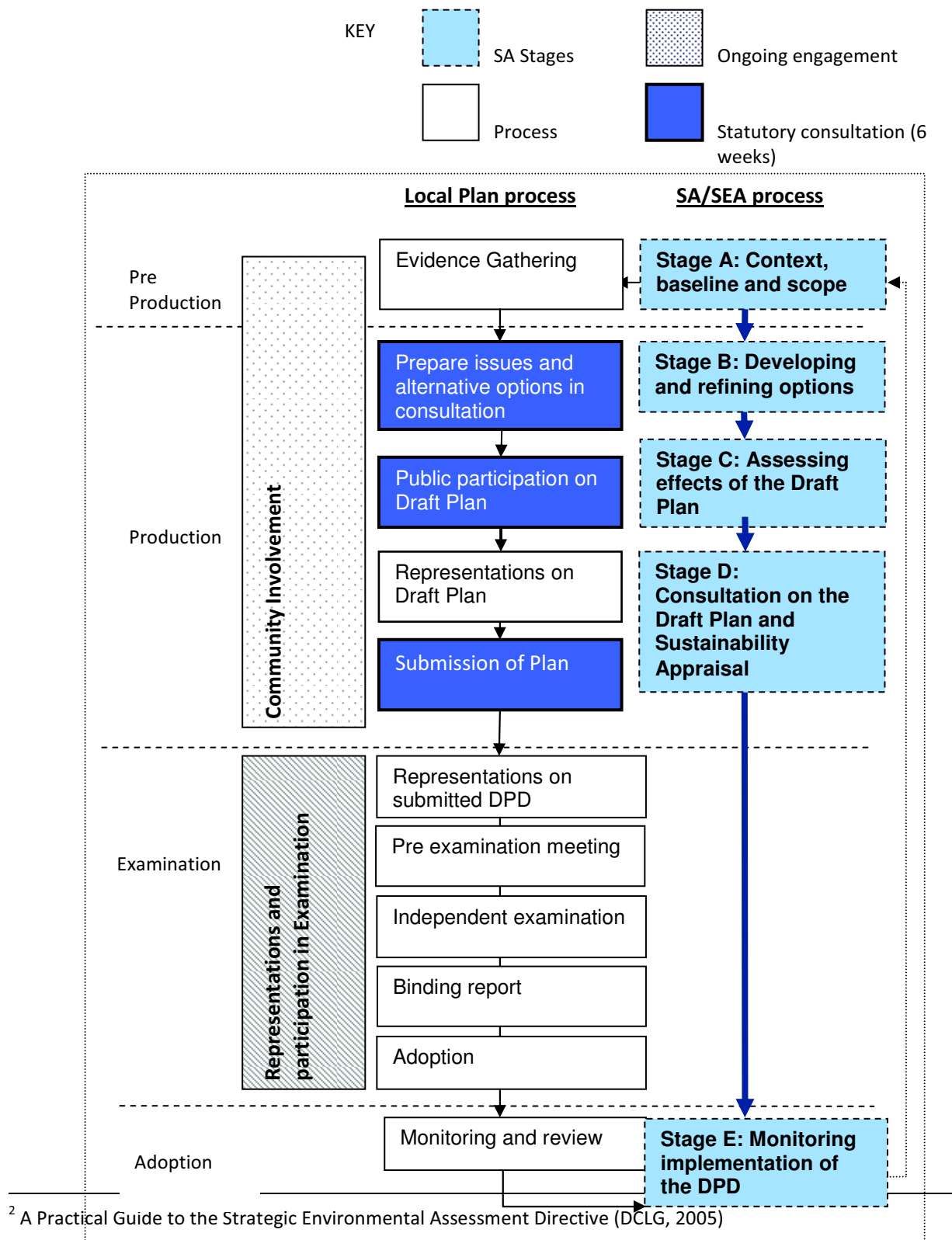
The methodology for York's SA/SEA also takes account of the Government's Plan Making Manual advice on Sustainability Appraisals¹ and incorporates requirements set out in Government's guidance on SEA².

¹ See Planning Advisory Service Website <http://www.pas.gov.uk/pas/core/page.do?pagelid=152450>

Appraisal Methodology

The production of the SA/SEA is an integral part of the Local Plan production process. Preparation of the SA/SEA should be carried out in tandem with the plan to ensure it is done effectively and not in isolation. Figure 4 illustrates the overall preparation process.

Figure 2: The Local Plan and SA preparation process.



Stage A: Scoping Report and SA Framework

The purpose of stage A of the process is to formulate a methodology for the SA/SEA assessment to enable the analysis to be used within the preparation of the plan. This involved the following 5 step approach:

Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope	
A1	<p>Identifying other relevant policies, plans and programmes and sustainability objectives (Annex I, (a) and (e); Annex II (1) of SEA Directive)</p> <p>The purpose of this task is to take account of the relationships between the plan and other policies, plans and programmes (outside factors) which may influence the analysis, suggest how constraints can be managed and to identify environmental protection objectives.</p>
A2	<p>Collecting Baseline information (Annex I, (b) and (c) of SEA Directive)</p> <p>The purpose of this task is to collect information on the current characteristics of the district to understand the likely evolution without the implementation of a plan, to understand the characteristics which are likely to be significantly affected, identify sustainability issues and help in the development of the SA objectives.</p>
A3	<p>Identifying Sustainability Issues and problems (Annex I, (a) and (c); Annex II, (1) of SEA Directive)</p> <p>The task provides an opportunity to identify key issues from tasks A1 and A2, develop the sustainability objectives and streamline the subsequent stages to be locally specific to the district.</p>
A4	<p>Developing the Sustainability Appraisal Framework (completion of Annex I, (f) of SEA Directive)</p> <p>The development of a framework of objectives is a recognised way of considering the environmental effects of the plan or programme and comparing alternatives. The framework will be used to compare the effects of the alternatives and to suggest improvements. The objectives will be derived using information collated during stages A1-A4.</p>
A5	<p>Consulting on the scope of the SA/SEA (Article 5(4) of SEA Directive)</p> <p>Consultation with key stakeholders will ensure agreement that the Scoping Report is, and will be, robust and is suitably comprehensive for assessing the likely effects of the plan and policies.</p>

The Sustainability Appraisal Framework

The Sustainability Appraisal Framework is a key component of the SA/SEA process. The framework forms the key test against which the Local Plan's alternative options, policies and proposals and site specific options will be assessed. The different elements of the plan will be assessed against the sub-objectives set out for a clear understanding of the sustainability benefits or consequences as well as the mitigation measures which may be needed to prevent adverse effects of the plan, policy or site.

Figure 3 summarises the SA Framework derived using Tasks A1-A4 and finalised following the consultation process (Task A5)

Figure 3: SA Framework of Objectives

SEA Topic	Objective Number	Sustainability Framework Objective		Economic	Social	Environment
Population	1	To meet the diverse housing needs of the population in a sustainable way.	<ul style="list-style-type: none"> Deliver homes to meet the needs of the population in terms of quantity, quality; Promote improvements to the existing and future housing stock; Locate sites in areas of known housing need; Deliver community facilities for the needs of the population; Deliver pitches required for Gypsies and Travellers and Showpeople. 	✓	✓	
Human health	2	Improve the health and well-being of York's population	<ul style="list-style-type: none"> Avoid locating development where environmental circumstances could negatively impact on people's health; Improve access to openspace / multi-functional openspace Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling) Improves access to healthcare; Provides or promotes safety and security for residents; Ensure that land contamination/pollution does not pose unacceptable risks to health. 		✓	✓
N/a	3	Improve education, skills development and training for an effective workforce	<ul style="list-style-type: none"> Provide good education and training opportunities for all; Support existing higher and further educational establishments for continued success; Provide good quality employment opportunities available to all; 	✓	✓	
N/a	4	Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<ul style="list-style-type: none"> Help deliver conditions for business success and investment; Deliver a flexible and relevant workforce for the future; Deliver and promote stable economic growth; Enhance the city centre and its opportunities for business and leisure; Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy.. 	✓	✓	

5	Help deliver equality and access to all	<ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	✓	✓	✓
6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	✓	✓	✓
7	To minimise greenhouse gases that cause climate change and deliver a managed response to its effects	<ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy; 	✓	✓	✓
8	Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment	<ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Protect and enhance locally important nature conservation sites (SINCs); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	✓	✓	✓
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	✓	✓	✓
10	Improve water efficiency and quality	<ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters; 	✓	✓	✓

Material assets	11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste Promote and increase resource efficiency 			✓
Air / climatic factors	12	Improve air quality	<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality. Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 		✓	✓
Human Health/ climatic factors / Water	13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SUDs). 		✓	✓
Cultural Heritage/ Landscape	14	Conserve or enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper 	✓	✓	✓
Cultural heritage/ Landscap	15	Protect and enhance York's natural and built landscape	<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper 	✓	✓	✓

Appraisal Scoring System

In order to comply with the SEA Directive in terms of assessing the impacts of the DPD against the SEA topics, the commentary and impact of each policy and site allocation will be attributed a symbol as below based upon the overall effect against the objective. When determining the significance of effects, consideration will be given to the characteristics of the effects and the sensitivity of the receptors involved. The character of the city and sustainability issues set out in Key Task A2 and A3 have also been taken into account when making this distinction.

Symbol	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 effect
I	The option could have a positive or negative impact depending on how it is implemented

In addition to this, the effects which have been recognised will also be documented for the following as per Annex II of the SEA Directive:

- Probability, duration, frequency and reversibility of the effects;
- The cumulative nature of the effects;
- The transboundary nature of the effects;
- The magnitude and spatial extent of the effects.

Stage B: Testing of the Alternatives

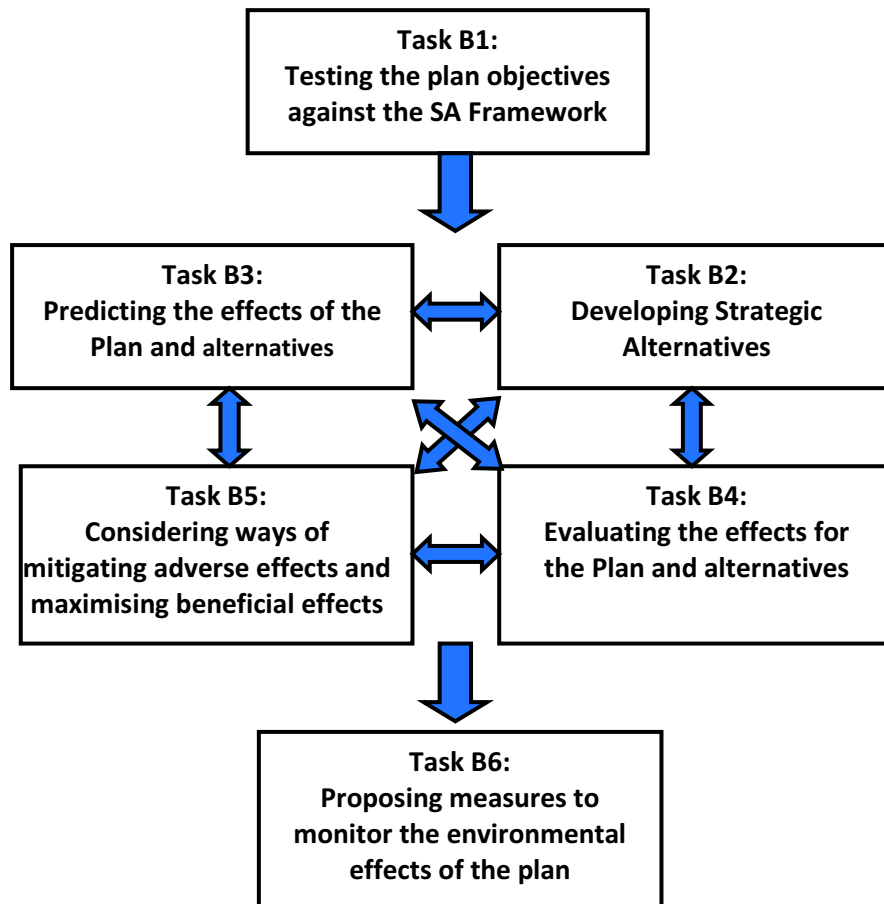
The testing of alternatives forms stage Stages B of the SA/SEA methodology set out in Figure 2. Figure 4 summarises the methodology and Figure 4 the interrelationships to consider for stage B.

Figure 4: Developing and refining alternatives and assessing effects

Stage B: Developing and refining alternatives and assessing effects	
B1	Testing the plan objectives against the SA Framework (Annex I, (f)) This allows potential synergies and inconsistencies between the plan's objectives and the SA objectives to be identified.
B2	Developing Strategic Alternatives (Annex I (f)) The purpose of this task is to help define and develop strategic options.
B3	Predicting the effects of the Plan and alternatives (Article 5 (1); Annex I (f) and (h)) In task B2 distinct strategic alternatives will to be generated to show consideration of different policy approached. This task allows the alternatives to be assessed against the SA Framework to understand the sustainability implications of different approaches. This stage is iterative with task B2.
B4	Evaluating the effects for the Plan and alternatives (Annex 1, (f) and (h); Annex II, (2)) The evaluation involves forming a judgement on whether or not the predicted effects will be significant. Criteria for this include considering the probability, duration, frequency and

	reversibility of the effects as well as their cumulative impacts. This stage may also refer back to indicators defined within Stage A of the SA methodology.
B5	Considering ways of mitigating adverse effects and maximising beneficial effects (Annex I, (g)) The SA must identify measures to prevent, reduce or offset significant adverse effects of the Plan or policies. These are called ‘mitigation measures’ but also include pro-active avoidance of adverse effects and recommendations for improving beneficial effects.
B6	Proposing measures to monitor the environmental effects of the plan (Article 10) The plan must be monitored post-adoption to identify any unforeseen effects against those identified in the assessment and to enable appropriate remedial action to take place. Monitoring should be considered early in the preparation process and draw upon stage A of the methodology.

Figure 5: Summary of the interrelationships in Stage B:



STAGE B: SUMMARY OF SUSTAINABILITY APPRAISAL OUTCOMES

Local Plan Vision (Objectives) Compatibility Matrix

Symbol	Likely Compatibility with SA Objective
++	Very compatible
+	Compatible
0	No clear link
?	Uncertain or insufficient information
-	Incompatible
--	Very incompatible
	Compatible or incompatible depending on implementation

SA OBJECTIVES	LOCAL PLAN VISION (OBJECTIVES)							
	Create Jobs and Grow the Economy	Get York Moving	Build Strong Communities	Built Environment	Natural Environment	Natural Resources and Environmental Protection		
1 To meet the diverse housing needs of the population in a sustainable way.	0	0	++					
2 Improve the health and well-being of York's population.	+	+	++	0	++	++		
3 Improve education, skills development and training for an effective workforce.	++	0	++	0	0	0		
4 Create jobs and deliver growth of a sustainable, low carbon and inclusive	++	++	+					

Sustainability Appraisal Outcomes | Draft April 2013

SA OBJECTIVES		LOCAL PLAN VISION (OBJECTIVES)						
		Create Jobs and Grow the Economy	Get York Moving	Build Strong Communities	Built Environment	Natural Environment	Natural Resources and Environmental Protection	
economy.	<ul style="list-style-type: none"> Provide the appropriate infrastructure for economic growth; Support existing employment drivers; Promote a low carbon economy. 							
5	<p>Help deliver equality and access to all.</p> <ul style="list-style-type: none"> Address existing imbalances of equality, deprivation and exclusion across the city; Provide accessible services and facilities for the local population; Provide affordable housing to meet demand; Help reduce homelessness; Promote the safety and security for people and/or property. 	+	++	++	0	0	0	0
6	<p>Reduce the need to travel and deliver a sustainable integrated transport network.</p> <ul style="list-style-type: none"> Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car; Deliver transport infrastructure which supports sustainable travel options; Promote sustainable forms of travel; Improve congestion. 	++	++	++	+	+	+	+
7	<p>To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p> <ul style="list-style-type: none"> Reduce or mitigate greenhouse gas emissions from all sources; Plan or implement adaptation measures for the likely effects of climate change; Provide and develop energy from renewable, low and zero carbon technologies; Promote sustainable design and building materials that manage the future risks and consequences of climate change; Adhere to the principles of the energy hierarchy. 	-	+	-	+	+	+	++
8	<p>Conserve or enhance green infrastructure, bio-diversity, geo-diversity, flora and fauna for accessible high quality and connected natural environment.</p> <ul style="list-style-type: none"> Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ; Protect and enhance locally important nature conservation sites (SINCS); Create new areas or site of bio-diversity / geodiversity value; Improve connectivity of green infrastructure and the natural environment; Provide opportunities for people to access the natural environment. 	l	0	l	0	++	++	++
9	<p>Use land resources efficiently and safeguard their quality.</p> <ul style="list-style-type: none"> Re-use previously developed land; Prevent pollution contaminating the land and remediate any existing contamination; Safeguard soil quality, including the best and most versatile agricultural land; Protect or enhance allotments; Safeguard mineral resources and encourage their efficient use. 	l	0	l	l	++	++	++
10	<p>Improve water efficiency and quality.</p> <ul style="list-style-type: none"> Conserve water resources and quality; Improve the quality of rivers and groundwaters. 	-	0	-	0	++	++	++
11	<p>Reduce waste generation and increase level of reuse</p> <ul style="list-style-type: none"> Promote reduction, re-use, recovery and recycling of waste; Promote and increase resource efficiency. 	-	0	-	0	0	0	++

Sustainability Appraisal Outcomes | Draft April 2013

SA OBJECTIVES	LOCAL PLAN VISION (OBJECTIVES)						
	Create Jobs and Grow the Economy	Get York Moving	Build Strong Communities	Built Environment	Natural Environment	Natural Resources and Environmental Protection	
and recycling.							
12 Improve air quality.	I	++	I	0	0	++	
<ul style="list-style-type: none"> Reduce all emissions to air from current activities; Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels); Support the development of city wide low emission infrastructure; Improve air quality in AQMAs and prevent new designations; Avoid locating development where it could negatively impact on air quality; Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users; Promote sustainable and integrated transport network to minimise the use of the car. 							
13 Minimise flood risk and reduce the impact of flooding to people and property in York.	I	0	I	0	++	++	
<ul style="list-style-type: none"> Reduce risk of flooding; Ensure development location and design does not negatively impact on flood risk; Deliver or incorporate through design sustainable urban drainage systems (SuDs). 							
14 Conserve or enhance York's historic environment, cultural heritage, character and setting.	I	0	++	++	0	0	
<ul style="list-style-type: none"> Preserve or enhance the special character and setting of the historic city; Promote or enhance local culture; Preserve or enhance designated and non-designated heritage assets and their setting; Preserve or enhance those elements which contribute to the 6 Principle Characteristics of the City as identified in the Heritage Topic Paper. 							
15 Protect and enhance York's natural and built landscape.	I	0	I	++	++	++	
<ul style="list-style-type: none"> Preserve or enhance the landscape including areas of landscape value Protect or enhance geologically important sites; Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper. 							
Conflicts	Where conflicts between the Local Plan objectives and the SA objectives have been identified this primarily relates to the need for growth on the one hand and the need to conserve resources on the other. For example, those Local Plan objectives that relate to job creation and building strong communities are likely to lead to increased resource use associated with new housing and economic development, which may be incompatible with SA objectives 7, 10 and 11.						
	In some cases compatibility will depend on the implementation of the Local Plan objectives within the policies and proposals of the Plan itself. This particularly reflects uncertainties with respect to the location and form of new economic and housing development and the potential for both adverse and positive impacts on the built and natural environment associated with growth.						
Synergies	Those SA objectives that are particularly well supported by the Local Plan objectives include SA objective 2 (health) and SA objective 6 (transport) which reflects the emphasis of these Plan objectives on improving health, reducing the need to travel and enhancing transport infrastructure.						
	Local Plan objectives relating to economic development, transport and building strong communities were identified as having a strong positive relationship with the socio-economic SA objectives (SA objectives 1, 2, 3, 4, 5 and 6) in particular whilst those Plan objectives relating to the protection and enhancement of the built and natural environment and resource use were considered to be compatible with those SA objectives covering environmental issues as well as health.						
Summary	Broadly, the Local Plan objectives are supportive of the SA objectives. No very incompatible objectives have been identified during the assessment and all of the SA objectives were considered to be very compatible with one or more of the Local Plan objectives.						

SA OBJECTIVES	LOCAL PLAN VISION (OBJECTIVES)					
	Create Jobs and Grow the Economy	Get York Moving	Build Strong Communities	Built Environment	Natural Environment	Natural Resources and Environmental Protection
	<p>This assessment has identified some areas where possible tensions exist. Where tensions have been identified this primarily relates to, on the one hand, the need for growth, and on the other, the need to protect and enhance the natural and built environment of York. However, any adverse effects may be mitigated, and tensions between the objectives resolved, if development takes place in accordance with all of the Local Plan objectives and as such an incompatibility is not necessarily an insurmountable issue, but one that may need to be considered in the development and implementation of the policies that comprise the Plan.</p>					

Policy Appraisal – Assessment of Alternatives and Preferred Approach

Figure 6 shows the outcomes of the assessment of alternatives (Stage B) considered as part of the Local Plan process. Appendix 1 sets out the full appraisal matrices, including all of the alternative approaches tested.

Figure 6: Indicative Cumulative Impacts of the Preferred Approach		Likely effect on the SA Objective
Key to the appraisal matrices		
++		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
NB: Text in BOLD represents the preferred Approach		

Local Plan Preferred Policy Approach	Alternatives Option No. chosen	Sustainability Appraisal Objective																
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15		
Section 4: Sustainable development																		
Sustainable development	2	+	++	+	+	++	+	+	++	0	0	+	+	++	++			
Section 5: Spatial Strategy																		
York Sub Area	2	++	+	+	++	+	+	-	++	0	0	+	+	-	+	++		
Drivers of Growth	2	See sections 8-10																
Factor of Growth	2	++	+	+	++	++	+	+	-	+	+	+	+	+	+	+	+	+
Spatial distribution	1	++	+	+	++	++	+	+	-	+	+	+	+	+	+	+	+	+
Strategic Site Development Principles	2	+	+	+	+	+	+	+	+	0	+	+	+	+	+	+	+	+
The role of York's Greenbelt	1	+	0	0	+	+	+	+	-	++	0	0	+	+	?	++		
Safeguarded Land	2	+	+	+	+	+	+	+	?	+	0	0	+	+	?	+		
Section 6: York City Centre																		
York City Centre	2	++	+	++	+	++	+	+	+	+	+	+	+	+	+	++		
Section 7: York Central																		
York Central	2	+	+	+	+	+	+	+	+	+	+	+	+	+	+	++		
Section 8: Economy																		
Employment Growth	2	0	?	++	++	+	+	-	?	-	-	-	-	-	0	?	?	?
Employment Sites	N/a	See sites assessment																
Economic Growth in the Health and Social Care Sectors	2	+	+	+	+	?	?	?	?	?	?	?	?	?	?	?	?	?
Loss of Employment Land	3	+	0	+	+	+	0	0	+	?	?	?	?	?	?	?	?	?
Business and Industrial Uses within Residential Areas	2	+	+	0	-	+	+	+	+	+	+	+	+	+	+	+	+	+
Retail 9: Retail																		
Retail Hierarchy	1	0	0	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0

Local Plan Preferred Policy Approach	Alternatives Option No. chosen	Sustainability Appraisal Objective															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
Retail Centres – guide to development	2	0	0	0	+	0	0	0	0	0	0	0	0	0	0	0	0
Retail Centres – protection	2	0	0	0	+	0	0	0	0	0	0	0	0	0	0	0	0
Retail Centres - out-of-town retail	2	0	0	0	+	0	0	0	0	0	0	0	0	0	0	0	0
Section 10: Housing Growth and Distribution																	
Housing Growth	2	++	-	+	+	+	+	-	-	-	-	-	-	0	-	-	-
Housing Supply Buffer	3	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phasing and delivery	2	++	-	0	+	-	0	0	0	0	0	0	0	-	-	-	-
Housing Density Approach	2	+	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Housing Density – City centre/city centre extension	3	?	?	0	0	?	0	+	0	0	0	0	0	0	?	?	?
Housing Density – York urban Area	3	?	?	0	0	?	0	0	1	0	0	0	0	0	?	?	?
Housing Density – Extensions to York urban area and new Settlement	3	?	?	0	0	?	0	0	1	0	0	0	0	0	?	?	?
Housing Density – Suburban Approach	3	?	?	0	0	?	0	0	1	0	0	0	0	0	?	?	?
Housing Density - Village/Rural area	3	?	?	0	0	?	0	0	-	0	0	0	0	0	?	?	?
Section 11: Aiding Choice in the Housing Market																	
Housing Mix	3	++	0	0	1	++	1	+	0	0	0	0	0	0	0	0	0
Housing Mix Targets	2	++	0	0	0	++	0	0	0	1	0	0	0	0	0	0	1
Gypsy, Traveller and Showpeople Allocations	2	++	0	0	0	++	0	0	0	0	0	0	0	0	0	0	0
Sites for Gypsy, Traveller and Showpeople	2	+	++	0	0	1	+	0	0	0	0	0	0	++	0	0	+

Local Plan Preferred Policy Approach	Alternatives Option No. chosen	Sustainability Appraisal Objective																
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15		
Student Accommodation	3	+	0	+	+	+	++	+	+	+	+	0	0	0	0	0	0	0
Houses in Multiple Occupation	3	+	0	0	0	+	0	0	0	0	0	0	0	0	0	0	0	0
Section 12: Affordable Housing																		
Affordable Housing Target	4	++	+	0	++	+	0	0	0	0	0	0	0	0	0	0	0	0
Varying Affordable Housing Targets	2	++	0	0	+	++	0	0	0	0	0	0	0	0	0	0	0	0
Affordable Housing Requirements	3	?	0	0	?	+	0	0	0	0	0	0	0	0	0	0	0	0
Section 13: Community Facilities																		
Required Contributions	1	++	++	0	++	++	I	0	0	0	I	0	0	0	0	0	0	0
Provision and Accessibility Generic Approach	2	+	I	0	++	+	+	0	0	0	+	0	0	0	0	0	0	0
Provision and Accessibility Specific Approach	3	++	+	0	++	+	+	0	0	0	+	0	0	0	0	0	0	0
Protection of Existing Community Facilities	3	++	+	0	+	++	0	0	0	0	0	0	0	0	0	0	0	0
Section 14: Education, Skills and Training																		
Education Facilities	3	0	0	++	++	++	0	0	0	0	0	0	0	0	0	0	0	0
Education Accessibility	2	+	0	+	++	+	+	0	0	0	+	0	0	0	0	0	0	0
Provision of skills and training opportunities	2	0	0	++	+	0	0	0	0	0	0	0	0	0	0	0	0	0
Section 15: Universities																		
Form and location of University development	3	0	0	++	+	0	++	0	0	0	0	0	0	0	0	0	0	+
Section 16: Design and the Historic																		

Local Plan Preferred Policy Approach	Alternatives Option No. chosen	Sustainability Appraisal Objective															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
Environmental protection Measures	2	0	++	0	?	0	0	++	0	0	0	0	++	0	+	0	0
Section 22: Waste and Minerals																	
Waste and Minerals development	3	0	++	0	++	0	+	+	0	0	+	+	+	+	+	+	-
Section 23: Transport																	
Location, layout and accessibility	3	0	+	0	+	+	+	+	0	0	+	+	+	0	0	0	0
Sustainable modes of transport	3	0	+	+	+	++	++	++	+	0	+	+	+	0	0	0	0
Providing Transport capacity to accommodate growth	5	+	+	+	+	+	+	+	?	0	-	+	+	+	+	+	+
Determining areas for development and associated transport needs	3	+	+	0	0	+	0	0	+	0	+	+	+	+	+	+	+
Demand Management – car parking	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Demand Management – Travel planning	2	0	+	0	0	+	0	0	0	0	+	0	+	0	0	0	0
Transport Infrastructure to mitigate local impacts of development	2	0	?	0	0	+	+	+	?	0	+	+	+	0	?	?	?
Section 24: Communications Infrastructure																	
Communications Infrastructure	2	+	+	+	+	+	+	+	0	0	+	+	+	0	+	+	+
Section 25: Infrastructure and Developer Contributions																	
Infrastructure	2	1	0	+	+	0	+	?	0	?	+	+	+	+	+	+	0
Developer Contributions	2	++	+	+	++	+	++	++	+	++	+	++	++	++	++	++	0

Site Appraisal – Assessment of Preferred Sites

Figure 7: Indicative Cumulative Impacts of the Preferred Strategic Sites															
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													
O		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													
		The option could have a positive or a negative impact depending on how it is implemented													
Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ST1: British Sugar	++			+	++			+	++		+		++		
ST2: Former sports ground at Millfield lane	++		?	+	++			++	O		+		+		+
ST3: The Grainstores	++		?	+	++			++	++		+	?	+	+	+
ST4: Land adj Hull Road Grimston Bar	++		?	+	++			++	--		+		+		-
ST5: York Central	++	+		++	++	+		++	++		+	-		-	
ST6: Land East of Grimston Bar	+			+	-	+		+	--		+		+		
ST7: Land East of Metcalfe Lane	++			+		+		++	-		+				
ST8: Land North of Monks Cross	++		+	+		+		++	-		+		++	+	
ST9: Land North of Haxby	++		+	+		+		++	-		+		++	+	
ST10: Land at Moor lane Woodthorpe	++		+	+		+		--	-		+	+	-		
ST11: Land at New Lane, Huntington	++		+	+		+		+	+		+		+		

Figure 7: Indicative Cumulative Impacts of the Preferred Strategic Sites															
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													
O		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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ST12: Land at Manor Heath Road, Copmanthorpe	++	I	I	+	I	+	I	++	-	+	I	+	+	I	+
ST13: Land at Moor Lane Copmanthorpe	++	I	I	+	I	-	I	++	-	+	I	++	++	I	+
ST14: Land to the north of Clifton Moor	++	I	I	+	+	-	I	+	-	I	I	I	++	I	I
ST15: Holme Hill	++	I	I	++	+	-	I	I	I	I	I	I	I	I	?
ST16: Terry's Factory	Has existing planning permission.														
ST17: Nestle South	++	+	I	+	++	+	I	+	+	I	I	+	++	I	I
ST18: Monks Cross	O	I	+	++	+	+	I	+	-	I	I	+	++	+	I
ST19: Northminster Business Park	O	O	+	++	O	-	I	I	+	I	I	+	++	+	I
ST20: Castle Piccadilly	O	I	O	++	O	+	I	I	++	I	I	I	--	I	I
ST21: Naburn Designer Outlet	O	O	O	+	I	-	I	I	++	I	I	I	++	I	I
ST22: Germany Beck	Has existing planning permission														
ST23: Derwenthorpe	Has existing planning permission														
ST24: York College	Has existing planning permission														

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City of York Local Plan

Heritage Impact Appraisal

April 2013

Contents

1.	Introduction	1
2.	Impact Appraisal	2
	Sites	2
	Policies	3
	<i>Sustainable Development</i>	4
	<i>Spatial Strategy</i>	4
	<i>York City Centre</i>	5
	<i>York Central</i>	5
	<i>Economy</i>	6
	<i>Retail</i>	7
	<i>Housing Growth and Distribution</i>	8
	<i>Aiding choice in the Housing Market</i>	9
	<i>Affordable Housing</i>	10
	<i>Community Facilities</i>	10
	<i>Education, Skills and Training</i>	11
	<i>Universities</i>	11
	<i>Design and the Historic Environment</i>	12
	<i>Green Infrastructure</i>	14
	<i>Green Belt</i>	15
	<i>Flood Risk Management</i>	16
	<i>Climate Change</i>	16
	<i>Environmental Quality</i>	17
	<i>Waste and Minerals</i>	17
	<i>Transport</i>	18
	<i>Communications Infrastructure</i>	21
	<i>Infrastructure and Developer Contributions</i>	22
3.	Conclusion	23

One Introduction

- 1.1 A 'heritage assets' approach is important at a site specific level to provide guidance about the sensitivity of a particular location, the overall pattern and profile of monuments and buildings, and indeed of other features such as historic parks and gardens. Whilst it is important to adopt such a heritage asset approach at this level, it cannot describe the significance and sensitivity of the wider historic environment, nor what elements of the city's character we should strive to protect or hope to strengthen. As such, in order to develop a sound basis for informed decision making a Heritage Impact Appraisal has been undertaken by officers from the Design, Conservation and Sustainable Development Team and the Integrated Strategy Unit.
- 1.2 The purpose of this Heritage Impact Appraisal is to assess whether the strategic sites and policies of the City of York Local Plan Preferred Options will conserve or enhance the special characteristics of the city. The *Heritage Topic Paper (April 2013)* considers existing evidence relating to the City of York's historic environment and how the evidence is translated into the Council's understanding of the city's special qualities and its complex 2000 year history. This evidence and understanding has then been used to identify six principle characteristics of the historic environment that help define the special qualities of York, providing a detailed explanation of each characteristic.
- 1.3 The historic and natural environment policy framework for the city is established by the Heritage Topic Paper and the six principle characteristics identified within in it, alongside the design and historic environment policies within the City of York Local Plan Preferred Options. These form the basis of this Heritage Impact Assessment.

Two Impact Appraisal

- 2.1 The traffic light colour coding set out below has been used in this Heritage Impact Appraisal. It is designed to give an indication of the potential impact of the Local Plan's sites and policies. A grey colour code has also been added to indicate a neutral impact.

Impact Key



Positive: Potential for positive benefit through enhancement as well as adding value.



Minor: Potential for harm to historic character and significances but identified policy framework in place to provide mitigation.



Serious: Highly likely to cause significant harm leading to loss of historic character or substantial harm to its significance.



Neutral: Negligible impact and negligible benefit

Sites

- 2.2 As part of the Council's desire to generate development opportunities within the City of York, the Council wrote to and emailed nearly 2,000 contacts from our Local Plan and Strategic Housing Land Availability Assessment database asking people to submit sites, which they thought had potential for development over the Plan period. The consultation ran for 6 weeks in autumn 2012 and generated around 300 individual site submissions from a variety of landowners, agents, developers and members of the public. These sites were then assessed along with others we previously knew about from the 2008 call for sites, Strategic Housing Land Availability Assessment and Employment Land Review, which were not resubmitted as well as outstanding planning permissions. In total, 723 parcels of land were considered.
- 2.3 As part of determining the most sustainable site allocations the sites were subject to a sustainable location assessment which is presented in the *Sustainability Appraisal (2013) (SA)* and the *Site Selection Technical Paper (2013)*. The methodology took into consideration all three aspects of sustainability (economic, social and environmental) in determining the best location for development. This was a desktop assessment using GIS based data to accurately determine the sites location relative to the criteria. The assessment followed a four stage criteria methodology to sieve out the most sustainable sites for consideration. All the sites were also subject to a supplementary assessment of environmental considerations to understand more about key assets or issues within the vicinity. This included assessing areas important to York's historic character and setting alongside York's heritage assets.

- 2.4 At the end of the four stage criteria methodology 156 sites were left which were then subject to consideration by specialist officers, including those in the Design and Conservation team, who provided comments on strategic sites (those over 5ha). As such, those sites considered to be highly likely to cause significant harm leading to loss of historic character or substantial harm to its significance (red in the colour coding system set out above) were removed from the site selection process as unsuitable sites. Through this process some site areas were also reduced to ensure that only suitable site areas were given further consideration in the selection process.
- 2.5 Conservation and enhancement of the historic and natural environment has therefore been a key component of the site selection process. This has ensured that the Local Plan only includes sites that have the potential for positive benefit through enhancement as well as adding value (green in the colour coding system), or sites that have the potential for harm to historic character and significances but the identified historic and natural environment policy framework in place will provide mitigation (amber in the colour coding system). Whilst exact, detailed mitigation is unknown at this stage it is considered that the use of detailed masterplanning, design briefs and/or design codes etc. (that implement the heritage policies set out in Section 16 of the Local Plan) to inform the development of the identified allocations will ensure that significant harm leading to loss of historic character or substantial harm to its significance can be avoided.

Policies

- 2.6 Each policy in the City of York Local Plan Preferred Options document has been assessed against the historic and natural environment policy framework as established by the Heritage Topic Paper and the six principle characteristics identified within it, alongside the design and historic environment policies within the Local Plan Preferred Options. This assessment is presented in the tables overleaf.

Sustainable Development

Policy	Impact Appraisal	Comments	Mitigation
Policy SD1: Sustainable Development		The historic and natural environment is appropriately referenced in the policy	None required

Spatial Strategy

Policy	Impact Appraisal	Comments	Mitigation
Policy SS1: York Sub Area		The historic and natural environment is appropriately referenced in the policy.	None required
Policy SS2: Delivering Sustainable Growth for York		The historic and natural environment is appropriately referenced in the policy.	None required
Policy SS3: Spatial Distribution		There is potential for harm to historic character and significances through the development of the identified allocations as details of future development is not known at this stage.	Detailed masterplanning, the use of design briefs and/or design codes etc. to inform the development of the identified allocations. This should implement the heritage policies set out in Section 16 of the Local Plan.
Policy SS4: Strategic Sites Development Principles		The historic and natural environment is appropriately referenced in the policy.	None required
Policy SS5: The Role of York's Green Belt		The historic and natural environment is appropriately referenced in the policy.	None required
Policy SS6: Safeguarded Land		There is potential for harm to historic character and significances through the	Detailed masterplanning, the use of design briefs and/or design codes etc. to inform the

Policy	Impact Appraisal	Comments	Mitigation
		development of the identified safeguarded land as the details of future development is not known at this stage.	development of the identified allocations. This should implement the heritage policies set out in Section 16 of the Local Plan. Any development for temporary uses should also take into account the heritage policies.

York City Centre

Policy	Impact Appraisal	Comments	Mitigation
Policy YCC1: York City Centre		There is potential for harm to historic character and significances through the development of York City Centre, including the identified allocations, as details of future development is not known at this stage.	Detailed masterplanning, the use of design briefs and/or design codes etc. to inform the development of the identified allocations. This should implement the heritage policies set out in Section 16 of the Local Plan.

York Central

Policy	Impact Appraisal	Comments	Mitigation
Policy YC1: York Central Special Policy Area		There is potential for harm to historic character and significances through the development of York Central Special Policy Area, including the identified allocations, as details of future development is not known at this stage.	Detailed masterplanning, the use of design briefs and/or design codes etc. to inform the development of the identified allocations. This should implement the heritage policies set out in Section 16 of the Local Plan.

Economy

Policy	Impact Appraisal	Comments	Mitigation
Policy EMP1: Strategic Employment Locations		There is potential for harm to historic character and significances through the development of the strategic employment locations, as details of future development is not known at this stage.	Detailed masterplanning, the use of design briefs and/or design codes etc. to inform the development of the identified allocations. This should implement the heritage policies set out in Section 16 of the Local Plan.
Policy EMP2: Provision of Employment Land		There is potential for harm to historic character and significances through the development of the identified allocations, as details of future development is not known at this stage.	Detailed masterplanning, the use of design briefs and/or design codes etc. to inform the development of the identified allocations. This should implement the heritage policies set out in Section 16 of the Local Plan.
Policy EMP3: Economic Growth in the Health and Social Care Sectors		There is potential for harm to historic character and significances, as details of future development of health and social care uses is not known at this stage.	Detailed masterplanning, the use of design briefs and/or design codes etc. to inform the development of the identified allocations. This should implement the heritage policies set out in Section 16 of the Local Plan.
Policy EMP4: Loss of Employment Land		The Policy ensures that historic and natural environment policy framework is taken into account.	None required.
Policy EMP5: Business and Industrial Uses within Residential Areas		Proposals will only be permitted where they will not significantly harm the amenity of the surrounding area and the appearance of existing buildings will be approved. This ensures that historic and natural environment policy framework is taken into account.	None required.

Retail

Policy	Impact Appraisal	Comments	Mitigation
Policy R1: Retail Hierarchy		The Policy seeks to maintain and ensure the viability of the city centre, district and local centres. Main town uses will be directed to these centres which promotes local distinctiveness.	None required..
Policy R2: District Centres, Local Centres and Neighbourhood Parades		The policy seeks to enhance the function, vitality and viability of the district and local centres and neighbourhood shopping parades. This promotes local distinctiveness. Further development in these locations will be considered acceptable if it does not have a significant detrimental impact upon local residents or the historic and natural environment which ensures that historic and natural environment policy framework is taken into account.	None required.
Policy R3: York City Centre Retail		There is potential for harm to historic character and significances through the development of the identified city centre retail allocations as details are not known at this stage.	Through detailed masterplanning/design briefs/design codes etc for allocations and the implementation of the heritage policies set out in Section 16 of the Local Plan.
Policy R4: Out of Centre Retailing		There is potential for harm to historic character and significances through the development of the indentified out of centre retail locations as details of future development is not known at this stage.	Through detailed masterplanning/design briefs/design codes etc for allocations and the implementation of the heritage policies set out in Section 16 of the Local Plan.

Housing Growth and Distribution

Impact Appraisal		Comments	Mitigation
Policy H1: The Scale of Housing Growth		Although the allocated sites have already been through an initial assessment which included impact on the historic and natural environment, and any unsuitable sites ruled out, there is still potential for harm to historic character and significances through the development of the identified allocations, as details of future development is not known at this stage.	Detailed masterplanning, the use of design briefs and/or design codes etc. to inform the development of the identified allocations. This should implement the heritage policies set out in Section 16 of the Local Plan.
Policy H2: Existing Housing Commitments		The policy makes reference to the need for proposals to meet the requirements of the relevant policies in the Plan which ensures the historic and natural environment policy framework is taken into consideration.	None required.
Policy H3: Housing Land Allocations		Although the allocated sites have already been through an initial assessment which included impact on the historic and natural environment, and any unsuitable sites ruled out, there is still potential for harm to historic character and significances through the development of the identified allocations, as details of future development is not known at this stage.	Detailed masterplanning, the use of design briefs and/or design codes etc. to inform the development of the identified allocations. This should implement the heritage policies set out in Section 16 of the Local Plan.
Policy H4: Density of Residential Development		The policy makes reference to the need for proposals to meet the requirements of Section 16 in the plan, as such this ensures that the historic and natural environment policy framework is taken into consideration.	None required.

Aiding choice in the Housing Market

Policy	Impact Appraisal	Comments	Mitigation
Policy ACHM1: Balancing the Housing Market		No impact or enhancement opportunities.	None required.
Policy ACHM2: Housing Mix		No impact or enhancement opportunities.	None required.
Policy ACHM3: Gypsy, Traveller and Showpeople Allocations		There is the potential for harm to historic character and significances through the development of the identified allocations, as details of future development are not known at this stage.	Detailed masterplanning, the use of design briefs and/or design codes etc. to inform the development of the identified allocations. This should implement the heritage policies set out in Section 16 of the Local Plan.
Policy ACHM4: Sites for Gypsies, Travellers and Showpeople		As details of any development of sites for Gypsies, Travellers and Showpeople are not known at this stage there is potential for harm to historic character and significances.	Detailed masterplanning, the use of design briefs and/or design codes etc. to inform the development of the identified allocations. This should implement the heritage policies set out in Section 16 of the Local Plan.
Policy ACHM5: Student Housing		As details of any future student housing development is not known at this stage, as such there is the potential for harm to historic character and significances.	Detailed masterplanning, the use of design briefs and/or design codes etc. to inform the development of any student accommodation. This should implement the heritage policies set out in Section 16 of the Local Plan.
Policy ACHM6:Houses in Multiple Occupation		The policy ensures that further HMO change of use must not have a detrimental impact on the historic environment and that particularly attention should be paid to the impact of further change of use in	None required.

Policy	Impact Appraisal	Comments	Mitigation
		conservation areas, as such this ensure that the historic and natural environment policy framework is taken into consideration.	

Affordable Housing

Policy	Impact Appraisal	Comments	Mitigation
Policy AH1: Affordable Housing		No impact or enhancement opportunities.	None required.

Community Facilities

Policy	Impact Appraisal	Comments	Mitigation
Policy CF1: Community Facilities		No impact or enhancement opportunities.	None required.
Policy CF2: Built Sports Facilities		No impact or enhancement opportunities.	None required.
Policy CF3: Childcare Provision		No impact or enhancement opportunities.	None required.
Policy CF4: Healthcare and Emergency Services		No impact or enhancement opportunities.	None required.

Education, Skills and Training

Policy	Impact Appraisal	Comments	Mitigation
Policy EST1: Preschool, Primary and Secondary Education		No impact or enhancement opportunities.	None required.
Policy EST2: Further and Higher Education		No impact or enhancement opportunities.	None required.
Policy EST3: Community Access to Sports and Cultural Facilities on Education Sites		No impact or enhancement opportunities.	None required.
Policy EST4: Targeted Recruitment and Training		No impact or enhancement opportunities.	None required.

Universities

Policy	Impact Appraisal	Comments	Mitigation
Policy U1: University of York Campuses		No impact or enhancement opportunities.	None required.
Policy U2:Heslington West		This policy is based on existing planning permission parameters at Heslington West and as such, historic and natural	None required.

Policy	Impact Appraisal	Comments	Mitigation
Policy U3: Heslington East		environment considerations have been taken into account. This policy is based on existing planning permission parameters at Heslington East and as such historic and natural environment considerations have been taken into account.	None required.
Policy U4: Lord Mayor's Walk		The policy states that the design of any proposal for development and redevelopment at the campus should take into account the sensitive location of the campus, including it's listed buildings. As such historic and natural environment considerations have been taken into account.	None required.
Policy U5: York St. John University Allocations		Whilst the sites are considered suitable in principle in historic and natural environment terms there is still potential for harm to historic character and significances through the development itself.	Detailed masterplanning, the use of design briefs and/or design codes etc. to inform the development of any student accommodation. This should implement the heritage policies set out in Section 16 of the Local Plan.

Design and the Historic Environment

Policy	Impact Appraisal	Comments	Mitigation
Policy DHE1: Design and Historic Environment		The historic and natural environment is appropriately referenced in the policy.	None required.

Policy	Impact Appraisal	Comments	Mitigation
Policy DHE2: Heritage Assets		The historic and natural environment is appropriately referenced in the policy.	None required.
Policy DHE3: Landscape and Setting		The historic and natural environment is appropriately referenced in the policy.	None required.
Policy DHE4: Building Heights and Views		The historic and natural environment is appropriately referenced in the policy.	None required.
Policy DHE5: Streets and Spaces		The historic and natural environment is appropriately referenced in the policy.	None required.
Policy DHE6: Conservation Areas		The historic and natural environment is appropriately referenced in the policy.	None required.
Policy DHE7: Listed Buildings		The historic and natural environment is appropriately referenced in the policy.	None required.
Policy DHE8: Shopfronts in Historic Locations		The historic and natural environment is appropriately referenced in the policy.	None required.
Policy DHE9: Advertisements in Historic Locations		The historic and natural environment is appropriately referenced in the policy.	None required.
Policy DHE10: Security Shutters in Historic Locations		The historic and natural environment is appropriately referenced in the policy.	None required.
Policy DHE11: York City Walls and St Marys Abbey Walls		The historic and natural environment is appropriately referenced in the policy.	None required.

Policy	Impact Appraisal	Comments	Mitigation
Policy DHE12: Archaeology		The historic and natural environment is appropriately referenced in the policy.	None required.
Policy DHE13: Historic Parks and Gardens		The historic and natural environment is appropriately referenced in the policy.	None required.
Policy DHE14: City of York Historic Environment Record		The historic and natural environment is appropriately referenced in the policy.	None required.

Green Infrastructure

Policy	Impact Appraisal	Comments	Mitigation
Policy GI1: Green Infrastructure		The historic and natural environment is appropriately referenced in the policy.	None required.
Policy GI2: Biodiversity		The historic and natural environment is appropriately referenced in the policy.	None required.
Policy GI3: Trees		The historic and natural environment is appropriately referenced in the policy.	None required.
Policy GI4: Open Space and Playing Pitches		The historic and natural environment is appropriately referenced in the policy.	None required.
Policy GI5: New Open Space		The historic and natural environment is appropriately referenced in the policy.	None required.
Policy GI6: Green Corridors		The historic and natural environment is appropriately referenced in the policy.	None required.

Policy	Impact Appraisal	Comments	Mitigation
Policy G17: Access to Nature		The historic and natural environment is appropriately referenced in the policy.	None required.

Green Belt

Policy	Impact Appraisal	Comments	Mitigation
Policy GB1: Development in the Green Belt		The historic and natural environment is appropriately referenced in the policy.	None required.
Policy GB2: Development in Settlements "Washed Over" by the Green Belt		This policy seeks to protecting the scale and size of villages and as such historic and natural environment considerations have been taken into account.	None required.
Policy GB3: Reuse of Buildings		The historic and natural environment is appropriately referenced in the policy.	None required.
Policy GB4: "Exception" Sites for Affordable Housing in the Green Belt		This policy seeks to protecting the scale and size of villages and as such historic and natural environment considerations have been taken into account.	None required.
Policy GB5: Major Developed Sites in the Green Belt		This policy seeks limited development at major developed sites within the Green Belt provided development does not prejudice the Green Belt's openness or its purposes.	None required.

Flood Risk Management

Policy	Impact Appraisal	Comments	Mitigation
Policy FR1: Flood Risk		No impact or enhancement opportunities.	None required.
Policy FR2: Surface Water Management		Context is important in relating to each individual proposal for surface water management. There may be the potential for harm to historic character and significances through the development.	Assessment required on a case by case basis to explore impact on the historic and natural environment.
Policy FR3: Ground Water Management		Context is important in relating to each individual proposal for surface water management. There may be the potential for harm to historic character and significances through the development.	Assessment required on a case by case basis to explore impact on the historic and natural environment.

Climate Change

Policy	Impact Appraisal	Comments	Mitigation
Policy CC1: Supporting Renewable and Low Carbon Energy Generation		The historic and natural environment is appropriately referenced in the policy.	None required.
Policy CC2: Sustainable Design and Construction		The historic and natural environment is appropriately referenced in the policy.	None required.

Environmental Quality

Policy	Impact Appraisal	Comments	Mitigation
Policy EQ1: Air Quality		The policy will improve the public's enjoyment of the historic and natural environment and its setting through better air quality; it also has the potential to reduce damage to the fabric of historic buildings from emissions.	None required.
Policy EQ2: Managing Environmental Quality		The policy requires that environmental impacts arising from development proposals are fully assessed which has the potential to enhance and improve the historic and natural environment and public's enjoyment of it.	None required.
Policy EQ3: Land Contamination		There may be the potential for potential for harm to historic character and significances through the remediation of contaminated land and impacts on archaeology.	Surveys where appropriate and archaeological recording as set out in Section 16 of the Local Plan.

Waste and Minerals

Policy	Impact Appraisal	Comments	Mitigation
Policy WM1: Sustainable Waste Management		Through this policy planning permission for waste facilities in appropriate sustainable locations will only be granted where it would not give rise to significant adverse impacts	None required.

Policy	Impact Appraisal	Comments	Mitigation
Policy WM2: Safeguarding Mineral Resources and Local Amenity		<p>on the historic and natural environment in accordance with other relevant policies in the plan. As such the historic and natural environment is appropriately referenced.</p> <p>Proposals for minerals development will only be permitted if they do not result in unacceptable adverse impacts on the historic or natural environment, thereby appropriately referencing the historic and natural environment.</p>	None required.

Transport

Policy	Impact Appraisal	Comments	Mitigation
Policy T1: Location and Layout of Development		<p>This policy has the potential to enhance and improve the city's historic character and significances but lacks specific reference to the importance of good design and the contribution of local character and there may be the potential for potential for harm to historic character and significances through this development.</p>	<p>Will need detailed design briefs and/or design codes etc. To inform the development of strategic public transport infrastructure. This should implement the heritage policies set out in Section 16 of the Local Plan.</p>
Policy T2: Strategic Public Transport Improvements		<p>This policy supports the implementation of strategic public transport infrastructure which has the potential to enhance and improve the historic and natural environment</p>	<p>Detailed masterplanning, the use of design briefs and/or design codes etc. to inform the development of strategic public transport infrastructure. This should implement the</p>

Policy	Impact Appraisal	Comments	Mitigation
		and the public's enjoyment of it. However there may be the potential for potential for harm to historic character and significances through this development.	heritage policies set out in Section 16 of the Local Plan.
Policy T3: York Railway Station and Associated Operational Facilities		Any proposals to enhance the Listed Grade II* station that are sympathetic to its heritage, particularly those that improve the visual amenity at the station and its environs, to meet the demands of the modern rail customer will be support through this policy. As such the historic and natural environment is appropriately referenced.	None required.
Policy T4: Strategic Highway Network Capacity Improvements		No impact or enhancement opportunities	None required.
Policy T5: Strategic Cycle and Pedestrian Network Links and Improvements		This policy seeks to continue to develop a comprehensive network of safe and accessible strategic cycle and pedestrian routes, principally to connect residential areas with employment areas and retail areas as well as other facilities and services which has the potential to enhance and improve the public's enjoyment of the historic and natural environment. However there may be the potential for potential for harm to historic character and significances through this development.	Detailed masterplanning, the use of design briefs and/or design codes etc. to inform the development of strategic cycle and pedestrian network links and improvements. This should implement the heritage policies set out in Section 16 of the Local Plan.

Policy	Impact Appraisal	Comments	Mitigation
Policy T6: Development at or Near Public Transport Corridors, Interchanges and Facilities		This policy refers to higher density, mixed-use developments being permitted in locations close to existing or proposed public transport interchanges or facilities provided that the development does not have an adverse impact on the character, historic and natural environment and amenity of the area in the vicinity of the development. As such the historic and natural environment is appropriately referenced.	None required.
Policy T7: Demand Management		No impact or enhancement opportunities	None required.
Policy T8: Minimising and Accommodating Generating Trips		No impact or enhancement opportunities	None required.
Policy T9: Access Restrictions to More Polluting Vehicles		The policy will improve the public's enjoyment of the historic and natural environment and its setting through better air quality; it also has the potential to reduce damage to the fabric of historic buildings from emissions.	None required.
Policy T10: Protection for Residential Areas		This policy has the potential to enhance and improve the city's historic character and significances but lacks specific reference to the importance of good design and the contribution of local character and there may	Detailed masterplanning, the use of design briefs and/or design codes etc. to inform the development of the identified allocations. This should implement the heritage policies set out in Section 16 of the Local Plan.

Policy	Impact Appraisal	Comments	Mitigation
Policy T11: City Centre Accessibility		<p>be the potential for potential for harm to historic character and significances through this development.</p> <p>This policy will support city centre proposals that reduce congestion, improve the journey time reliability of public transport and enhance the historic and natural environment, streetscape, safety and general environment of the city centre. As such the historic and natural environment is appropriately referenced.</p>	None required.
Policy T12: Safeguarded Routes and Sites		<p>There is potential for harm to historic character and significances through the development of the identified safeguarded land as the details of future development is not known at this stage.</p>	<p>Detailed masterplanning, the use of design briefs and/or design codes etc. to inform the development of the identified allocations. This should implement the heritage policies set out in Section 16 of the Local Plan.</p>

Communications Infrastructure

Policy	Impact Appraisal	Comments	Mitigation
Policy G11: Communications Infrastructure		<p>This policy has the potential to enhance and improve the historic and natural environment, through controlling communications infrastructure development.</p>	None required.

Infrastructure and Developer Contributions

Policy	Impact Appraisal	Comments	Mitigation
Policy IDC1: Infrastructure and Developer Contributions		This policy has the potential to enhance and improve the historic and natural environment and the public's enjoyment of it by seeking developer contributions to enhance the public realm.	None required.

Three Conclusion

- 3.1 The City of York Local Plan Preferred Options document is based on the Council's ambitious economic and housing growth agenda. However, as set out in section two above, there are no strategic allocations or policies of the Plan that have been identified to have a serious impact on the historic and natural environment i.e. that are highly likely to cause significant harm leading to loss of historic character or substantial harm to its significance. Despite the ambitious growth agenda of the Local Plan, the majority of its policies are considered to have the potential for positive benefit to the city's historic and natural environment through enhancement as well as adding value.
- 3.2 The impact appraisal has identified that where details of future development is unknown at this stage (allocations and safeguarded land) there is the potential for harm to historic character and significances. In these instances, mitigation through detailed masterplanning, the use of design briefs and/or design codes etc. should be implemented to inform future development. This should apply the historic and natural environment policy framework as established by the *Heritage Topic Paper (2013)* and the six principle characteristics identified within in it, alongside the design and historic environment policies within the City of York Local Plan Preferred Options. Through this mitigation it is recognised that the creation of new places offers the opportunity to deliver a new era of architecture, representing a new layer of development of which the city can be proud.
- 3.3 For an assessment of the cumulative impacts of the strategic sites and preferred policy approaches in the Local Plan on the historic and natural environment please see the *Sustainability Appraisal (2013)*.

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Community Impact Assessment (CIA)

1	Name and Job Title of person completing assessment	Claire Beech, Development Officer
2	Name of service, policy, function or criteria being assessed	City of York Local Plan
3	What are the main objectives or aims of the service/policy/function/criteria?	<p>The Local Plan is a strategy for the future development of the City of York area. It will set out the opportunities for development in the City of York area and include clear policies on what will or will not be permitted and where.</p> <p>The vision is that: <i>In the City of York area over the next fifteen years the Local Plan will deliver sustainable patterns and forms of development. These will support the delivery of the city's economic and social ambitions, whilst conserving and enhancing its unique historic and natural environmental assets.</i></p> <p><i>The plan will ensure that the vision and outcomes are delivered in a way that recognises the challenges of climate change, protects residents from environmental impacts and promotes social inclusivity.</i></p> <p>The vision and outcomes are based on the following interconnected priorities: Create Jobs and Grow the Economy; Get York Moving; Build Strong Communities; and Protect the Environment.</p>

		The broad priorities of social inclusion and sustainability cut across all four of these themes.
4	Date	05 April 2012

Stage 1: Initial Screening				
5				
Community of Interest/Identity	Source of evidence that there is or is likely to be a negative or positive impact:			
	Staff		Customers/Public	
	Positive	Negative	Positive	Negative
Race			North Yorkshire Gypsy and Traveller Accommodation Assessment (2008)	
Religion / Spirituality /Belief				
Gender				
Disability			EIA Fair (6/6/2007): Local Development Framework (LDF) Workshop with York Blind and Partially Sighted Society on Local Development Framework (27/04/2010)	EIA Fair (6/6/2007): Local Development Framework (LDF)

Sexual Orientation				
Age			EIA Fair (21/3/2011): Housing Strategy and Older People's Housing Strategy	
Pregnancy/maternity				
Gender Reassignment				
Marriage and Civil Partnership				
Carers of older and disabled people				

Stage 2: Full Impact Assessment

6	How could different communities be affected by the proposed or reviewed service/policy/function/criteria? Record negative and positive effects below.	
A1	Public/customers – positive effects	<p><u>Gypsies and Travellers</u> Evidence including the <i>North Yorkshire Gypsy and Traveller Accommodation Assessment (2008)</i> identify need for 63 gypsy and traveller pitches. The draft plan will have a positive impact on this community group through the allocation of sites to meet this identified need.</p> <p><u>Disability and Age</u> Consultations on the Local Development Framework (LDF) identified issues with the design of housing, with respondents at EIA fairs and at a workshop with the York Blind and Partially Sighted Society (YBPSS) highlighting the need for new homes to be better designed for older people and those with disabilities. The draft plan will have a positive impact on these groups through requiring all new homes to be built to the Lifetime Homes Standard and take into account Building for Life Recommendations. In addition all strategic housing</p>

		sites (over 5 hectares) will be expected to undertake an assessment of need for appropriate accommodation for those with severe learning disabilities, physical disabilities and dementia and integrate this provision within the development.
A2	Public/customers – negative effects	<p><u>Disability</u></p> <p>Respondents to LDF consultation at the EIA fair and at a workshop with the York Blind and Partially Sighted Society (YBPSS) highlighted the challenges many people in this group face when using public transport. In seeking to facilitate a shift from the car to sustainable forms of travel such as walking, cycling and public transport, the Local Plan may have a negative effect on those who rely on car transport for accessibility.</p>
B1	Staff – positive effects	
B2	Staff – negative effects	
7	Can any negative effects be justified?	
<p>The potential negative impacts of pursuing a shift from the car to sustainable transport can be justified due to the overall benefits of reducing congestion; improving air quality; achieving low carbon lifestyles; improving the public realm, particularly in the city centre; and achieving greater access to services and facilities for many communities.</p>		
8	What changes will you make to the service/policy/function/criteria as result of information in parts 5 & 6 above?	
<p>Evidence documents and information gained through consultations such as those identified in 5 have informed the development of the Local Plan. For example, seeking to address the housing needs of specific groups including the elderly, and Gypsies and Travellers; and including design standards such as the Lifetime Homes Standard.</p>		
9	What arrangements will you put in place to monitor impact, positive and	

	negative , of the proposed service/policy/function/criteria on individuals from the communities?						
<p>The Local Plan is still a draft document and we will continue to engage with communities (in accordance with the Statement of Community Involvement) as the policies develop.</p> <p>The implementation of policies contained in the Local Plan will be formally monitored as required by legislation. This will include monitoring the delivery of Lifetime Homes/Building for Life design standards; and the delivery of sites to meet the housing needs of particular groups including the elderly, and Gypsies and Travellers.</p>							
10	<p>List below actions you will take to address any unjustified impact and promote equality of outcome for staff, customers and the public from the communities. The action could relate to:</p> <ul style="list-style-type: none"> ▪ Procedures ▪ Service delivery ▪ Training ▪ Improvement projects 						
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;">Action</th> <th style="width: 20%;">Lead</th> <th style="width: 20%;">When by?</th> </tr> </thead> <tbody> <tr> <td style="height: 40px; vertical-align: top;">N/A</td> <td></td> <td></td> </tr> </tbody> </table>		Action	Lead	When by?	N/A		
Action	Lead	When by?					
N/A							
11	Date CIA completed						
<p>Author: C Beech Position: Development Officer Date: 05/04/13</p>							
12	Signed off by						
<p>I am satisfied that this service/policy/function has been successfully impact assessed.</p> <p>Name: Martin Grainger Position: Head of Integrated Strategy Date: 11/04/13</p>							

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