

<b>STRATEGIC SITES – PREFERRED OPTIONS APPRAISAL.....</b>	<b>2</b>
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
<b>CUMULATIVE IMPACT APPRAISAL .....</b>	<b>83</b>
<b>MITIGATION .....</b>	<b>85</b>
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

<b>ST1: British Sugar</b>	
<b>Site size</b>	35.65 hectares
<b>Location</b>	Suburban area, Acomb Ward
<b>Allocated for</b>	998 dwellings phased across the lifetime of the plan (years 1-15 in the trajectory).
<b>Objectives</b>	
1: To meet the diverse housing needs of the population in a sustainable way.	++ 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.
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. 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.  At this stage, the impacts will depend upon its implementation of overall masterplan.
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. The site is also in close proximity to Manor Lane Secondary school which is positive for the meeting ongoing educational needs.  The impacts would be dependent upon implementation/ presentation of a masterplan.
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 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

	<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 essential s locally. This would depend upon implementation of the masterplan and location/scale of convenience provision.</p>
<p>6: Reduce the need to travel and deliver a sustainable integrated transport network</p>	<p>I</p> <p>Overall, the development should improve transport links and be able promote non car modes of travel. This site has existing access to a bus route of every 20 minutes. A planned park &amp; 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 improvement s 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 sites completion to avoid reliance on the car.</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>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 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 hymenopter</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>
<p>9: Use land resources efficiently and safeguard their quality</p>	<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	<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. 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.</p> <p>The site should mitigate impacts through 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 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.</p> <p>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.</p> <p>The majority of the appraisal concludes therefore that the impacts are unknown or depend upon implementation at this stage.</p>
15: Conserve or enhance York's natural and built landscape	<p>I</p> <p>There is the opportunity for this site to become a new community in York with locally distinctive characteristics creating and complimenting the</p>

	<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>
<b>SUMMARY:</b>	
<b>Key positives</b>	<ul style="list-style-type: none"> <li>• This is a brownfield site;</li> <li>• There are no listed buildings within or adjacent to the site;</li> <li>• This development will provide a significant contribution towards housing provision, including affordable housing need;</li> <li>• A new primary will need to be provided;</li> <li>• The site is in close proximity to the existing secondary school;</li> <li>• New local centre to be created would provide local services and facilities;</li> <li>• Small numbers of job opportunities would be created through the local centre and construction phase of the development;</li> <li>• 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.</li> <li>• 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;</li> <li>• Green Infrastructure should improve supporting biodiversity and connectivity in comparison to former use;</li> <li>• The development is located in a low flood risk area.</li> </ul>
<b>Key challenges</b>	<ul style="list-style-type: none"> <li>• The site is located adjacent to a railway line and the development would need to implement systems to ensure residents safety;</li> <li>• Ensuring transport network connectivity to promote alternative travel to the car.</li> <li>• The proximity to the ring-road may increase traffic flows and exacerbate congestion in the west of the city;</li> <li>• 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;</li> <li>• Site requires remediation for contamination to ensure the soils are suitable for residential garden use;</li> <li>• Increase in population will increase water use and waste generation;</li> <li>• Potential harm to air quality in the west of the city due to increase traffic flows;</li> <li>• 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.</li> </ul>

<b>ST2: Former Sports Ground at Millfield Lane</b>	
<b>Site size</b>	11 hectares
<b>Location</b>	Suburban area, Acomb Ward
<b>Allocated for</b>	308 dwellings to be developed within the short to medium term (years 1-10 of the trajectory)
<b>Objectives</b>	
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 &amp; 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>

	<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 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>
<b>SUMMARY:</b>	
<b>Key positives</b>	<ul style="list-style-type: none"> <li>• This development will provide a significant contribution towards housing provision, including affordable housing need;</li> <li>• The site is in close proximity to the existing secondary school;</li> <li>• Small numbers of job opportunities would be created through the construction phase of the development;</li> <li>• The redefinition of the urban edge means that this site would not have an adverse affect on the landscape setting of the city;</li> <li>• Opportunities to increase sustainable transport accessibility via existing bus routes and the new park and ride scheme at the A59 junction.</li> </ul>



	<ul style="list-style-type: none"> <li>• 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;</li> <li>• Green Infrastructure should improve supporting biodiversity and connectivity;</li> <li>• The development is located in a low flood risk area.</li> </ul>
<b>Key challenges</b>	<ul style="list-style-type: none"> <li>• This site is a loss of a former sports ground;</li> <li>• Ensuring transport network connectivity to promote alternative travel to the car;</li> <li>• 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;</li> <li>• Increase in population will increase water use and waste generation;</li> <li>• Potential harm to air quality in the west of the city due to increase traffic flows.</li> </ul>

<b>ST3: The Grainstores</b>	
<b>Site size</b>	7.73 hectares
<b>Location</b>	Suburban area. Skelton, Rawcliffe and Clifton Without Ward
<b>Allocated for</b>	216 dwellings to be developed in the short term (years 1-5 in the trajectory).
<b>Objectives</b>	
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>
<b>SUMMARY:</b>	
<b>Key positives</b>	<ul style="list-style-type: none"> <li>• This development will provide a significant contribution towards housing provision, including affordable housing need;</li> <li>• The site is 800m to an existing secondary school;</li> <li>• Small numbers of job opportunities would be created through the construction phase of the development;</li> </ul>

	<ul style="list-style-type: none"> <li>• Opportunities to increase sustainable transport accessibility via existing bus routes;</li> <li>• The site is within 15 minutes cycle of the railway station;</li> <li>• There is access to an existing neighbourhood parade within 800m;</li> <li>• 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;</li> <li>• Green Infrastructure should improve supporting biodiversity and connectivity in comparison to former use;</li> <li>• The development is located in a low flood risk area;</li> <li>• The site is not within proximity of historic assets or significant views;</li> <li>• This is a brownfield site.</li> </ul>
<b>Key challenges</b>	<ul style="list-style-type: none"> <li>• Loss of jobs at this site will not be replaced;</li> <li>• Ensuring transport network connectivity to promote alternative travel to the car;</li> <li>• Increase in population will increase water use and waste generation;</li> <li>• Potential harm to air quality in the Clifton Green area as a result of increased traffic flows.</li> </ul>

<b>ST4: Land adjacent Hull Road/ Grimston Bar</b>	
<b>Site size</b>	7.54 hectares
<b>Location</b>	Suburban area. Heslington Ward
<b>Allocated for</b>	211 dwellings to be developed within the short to medium term (years 1-10 of the trajectory)
<b>Objectives</b>	
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&amp;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/+

<p>gases that cause climate change and deliver a managed response to its effects</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>++ 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.</p>
<p>9: Use land resources efficiently and safeguard their quality</p>	<p>-- 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.</p>
<p>10: Improve water efficiency and quality</p>	<p>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.</p>
<p>11: Reduce waste generation and increase level of reuse and recycling</p>	<p>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.</p>
<p>12: Improve air quality</p>	<p>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.</p>
<p>13: Minimise flood risk and reduce the impact of flooding to people and</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</p>

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>
<b>SUMMARY</b>	
<b>Key positives</b>	<ul style="list-style-type: none"> <li>• This development will provide a significant contribution towards housing provision, including affordable housing need;</li> <li>• It has the potential to provide student accommodation to support the requirements generated by the University of York;</li> <li>• The site is just within 400m of a primary school and 800m to an existing secondary school;</li> <li>• Small numbers of job opportunities would be created through the construction phase of the development;</li> <li>• Opportunities to increase sustainable transport accessibility via existing bus routes and the adjacent park and ride;</li> <li>• There is the potential for improving pedestrian linkages to the park and ride via the site;</li> <li>• There is access to an existing neighbourhood parade within 400m and alternative convenience provision within 400m;</li> <li>• Scale of the site should enable a variety of climate change mitigation measures to be implemented through design, layout and</li> </ul>

	<p>the incorporation of renewable energy technologies;</p> <ul style="list-style-type: none"> <li>• Green Infrastructure should improve supporting biodiversity and connectivity in comparison to existing use;</li> <li>• The development is located in a low flood risk area;</li> <li>• There are no air quality issues at present.</li> </ul>
<b>Key challenges</b>	<ul style="list-style-type: none"> <li>• This is a greenfield site.</li> <li>• The site would mean a loss to high grade agricultural land;</li> <li>• Ensuring safe crossing of the road network in this location to access the facilities within 400m;</li> <li>• Ensuring transport network connectivity to promote alternative travel to the car given its suburban edge location;</li> <li>• Potential for exacerbating congestion, particularly at peak times, from increased traffic flows;</li> <li>• Increase in population will increase water use and waste generation;</li> <li>• Potential harm to air quality along Hull Road as a result of increased traffic flows.</li> </ul>
<b>Mitigation</b>	

<b>ST5: York Central</b>	
<b>Site size</b>	60 hectares (gross)
<b>Location</b>	City Centre/City Centre Extension area. Holgate Ward
<b>Allocated for</b>	<p>Mixed use site incorporating:</p> <ul style="list-style-type: none"> <li>• 438 dwellings (7.3 hectares) to be developed within the medium to long term (years 6-15 of the trajectory);</li> <li>• 80,000 sq.m B1a Office floorspace;</li> <li>• Culture, leisure, tourism and niche/ancillary retail facilities; and</li> <li>• Openspace, high quality public realm and supporting social infrastructure.</li> </ul>
<b>Objectives</b>	
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>
<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, 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>
<p>4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy</p>	<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>
<p>5: Help deliver equality and access to all</p>	<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>
<p>6: Reduce the need to travel and deliver a sustainable integrated transport network</p>	<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>
<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 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>
<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 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>
<p>9: Use land resources efficiently and safeguard their quality</p>	<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>
<p>10: Improve water efficiency and quality</p>	<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>
<p>11: Reduce waste generation and increase level of reuse and recycling</p>	<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>

<p>12: Improve air quality</p>	<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>
<p>13: Minimise flood risk and reduce the impact of flooding to people and property in York</p>	<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>
<p>14: Conserve or enhance York's historic environment, cultural heritage, character and setting</p>	<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>
<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 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>
<b>SUMMARY</b>	
<p><b>Key positives</b></p>	<ul style="list-style-type: none"> <li>• This is a brownfield site;</li> <li>• This development will provide a significant contribution towards housing provision, including affordable housing need;</li> <li>• The site will provide significant B1a offices in an accessible and complementary location to the city centre and wider region;</li> <li>• It will support a significant amount of jobs;</li> <li>• Co-location of employment opportunities and residential dwellings encouraging short sustainable commute and low carbon lifestyle;</li> <li>• Job opportunities would be created through the construction phase of the development;</li> <li>• 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;</li> <li>• 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;</li> <li>• Green Infrastructure should improve supporting biodiversity and connectivity to the existing green corridor adjacent (River Ouse) in comparison to former use;</li> <li>• 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.</li> </ul>
<p><b>Key challenges</b></p>	<ul style="list-style-type: none"> <li>• The site is located adjacent to a railway line and the development would need to implement systems to ensure residents safety;</li> <li>• 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.</li> <li>• The proximity to the inner ring-road may increase traffic flows and exacerbate congestion in city centre;</li> <li>• Site requires remediation for contamination to ensure the soils are suitable for residential garden and commercial use;</li> <li>• Increase in population will increase water use and waste generation;</li> <li>• 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;</li> <li>• 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;</li> <li>• Ensuring social cohesion with existing residential and commercial areas within the site;</li> </ul>

	<ul style="list-style-type: none"> <li>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.</li> </ul>
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<b>ST6: Land East of Grimston Bar</b>	
<b>Site size</b>	7.54 hectares
<b>Location</b>	Suburban area. Osbaldwick Ward
<b>Allocated for</b>	154 dwellings to be developed within the short to medium term (years 1-10 of the trajectory)
<b>Objectives</b>	
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>

	<p>Currently the site is not within 800m of a primary or secondary school.</p>
<p>4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy</p>	<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>
<p>5: Help deliver equality and access to all</p>	<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&amp;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>
<p>6: Reduce the need to travel and deliver a sustainable integrated transport network</p>	<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>

<p>7: To minimise greenhouse gases that cause climate change and deliver a managed response to its effects</p>	<p>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 .</p>
<p>8: Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment</p>	<p>+ 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.</p>
<p>9: Use land resources efficiently and safeguard their quality</p>	<p>-- 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.</p>
<p>10: Improve water efficiency and quality</p>	<p>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.</p>
<p>11: Reduce waste generation and increase level of reuse and recycling</p>	<p>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.</p>
<p>12: Improve air quality</p>	<p>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.</p>
<p>13: Minimise flood risk and reduce the impact of flooding to people and</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</p>

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>
<b>SUMMARY</b>	
<b>Key positives</b>	<ul style="list-style-type: none"> <li>• This development will provide a contribution towards housing provision, including affordable housing need;</li> <li>• Small numbers of job opportunities would be created through the construction phase of the development and may be available on the adjacent industrial site;</li> <li>• Opportunities to increase sustainable transport accessibility via existing bus routes and the adjacent park and ride;</li> <li>• There is access to an existing neighbourhood parade within 800m and alternative convenience provision just over 800m;</li> <li>• 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;</li> <li>• Green Infrastructure should improve supporting biodiversity and connectivity in comparison to existing use;</li> <li>• The development is located in a low flood risk area;</li> <li>• There are no air quality issues at present;</li> <li>• There are no designated heritage assets within the site.</li> </ul>
<b>Key challenges</b>	<ul style="list-style-type: none"> <li>• This is a greenfield site.</li> <li>• The site would mean a loss to high grade agricultural land;</li> <li>• This is an isolated housing development bordered by industrial uses/dual carriageway which would not easily promote social and community cohesion with existing neighbourhoods;</li> <li>• 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;</li> </ul>



	<ul style="list-style-type: none"> <li>• Ensuring transport network connectivity to promote alternative travel to the car given its suburban edge location;</li> <li>• Potential for exacerbating congestion, particularly at peak times, from increased traffic flows;</li> <li>• Increase in population will increase water use and waste generation;</li> <li>• Potential harm to air quality along Hull Road as a result of increased traffic flows;</li> <li>• 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.</li> <li>• 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.</li> </ul>
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<b>ST7: Land to East of Metcalfe Lane</b>	
<b>Site size</b>	60 hectares
<b>Location</b>	Extension to the Urban Area. Osbaldwick Ward
<b>Allocated for</b>	1800 dwellings to be developed over the lifetime of the plan (years 1-15 of the trajectory)
<b>Objectives</b>	
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>

<p>7: To minimise greenhouse gases that cause climate change and deliver a managed response to its effects</p>	<p>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.</p>
<p>8: Conserve or enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for accessible high quality and connected natural environment</p>	<p>++ 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.</p>
<p>9: Use land resources efficiently and safeguard their quality</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.  A positive for this site is that it does not contain any outstanding contamination issues.</p>
<p>10: Improve water efficiency and quality</p>	<p>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.</p>
<p>11: Reduce waste generation and increase level of reuse and recycling</p>	<p>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.</p>
<p>12: Improve air quality</p>	<p>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.</p>
<p>13: Minimise flood risk and reduce the impact of</p>	<p>I Whilst the site is not located within a high risk flood zone, it does</p>

<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><b>SUMMARY</b></p>	
<p><b>Key positives</b></p>	<ul style="list-style-type: none"> <li>• This development will provide a significant contribution towards housing provision, including affordable housing need;</li> <li>• Job opportunities would be created through the construction phase of the development and through provision of a local service centre;</li> <li>• The site would generate the need for a new local service centre providing key local services and facilities;</li> <li>• A new primary school will need to be provided;</li> <li>• 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;</li> </ul>

	<ul style="list-style-type: none"> <li>• 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;</li> <li>• The development is located in a low flood risk area;</li> <li>• There are no air quality issues at present.</li> </ul>
<b>Key challenges</b>	<ul style="list-style-type: none"> <li>• This is a greenfield site.</li> <li>• The site would mean a significant loss to high grade agricultural land;</li> <li>• Provision for secondary education will need to be considered and allocated capacity;</li> <li>• The main employment opportunities will be in alternative locations such as the City Centre and Monks Cross;</li> <li>• 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;</li> <li>• Potential for exacerbating congestion, particularly at peak times, from increased traffic flows;</li> <li>• A significant investment in infrastructure will be required;</li> <li>• Whilst this site is large enough to create a cohesive community, there is a challenge to integrate this into the existing residential locations;</li> <li>• Increase in population will increase water use and waste generation;</li> <li>• Potential harm to air quality could be generated as a result of increased traffic flows.</li> </ul>
<b>Mitigation</b>	

<b>ST8: Land North of Monks Cross</b>	
<b>Site size</b>	52.3 hectares
<b>Location</b>	Extension to the Urban Area. Huntington Ward
<b>Allocated for</b>	1569 dwellings to be developed over the lifetime of the plan (years 1-15 of the trajectory)
<b>Objectives</b>	
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>

	<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.</p>
<p>11: Reduce waste generation and increase level of reuse and recycling</p>	<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>
<p>12: Improve air quality</p>	<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>
<p>13: Minimise flood risk and reduce the impact of flooding to people and property in York</p>	<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>+</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>
<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 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>
<p><b>SUMMARY</b></p>	
<p><b>Key positives</b></p>	<ul style="list-style-type: none"> <li>• This development will provide a significant contribution towards housing provision, including affordable housing need;</li> <li>• Job opportunities would be created through the construction phase of the development and through provision of a local service centre;</li> <li>• The site would generate the need for a new local service centre providing key local services and facilities;</li> <li>• 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);</li> <li>• The site will be north of an employment allocation for office use providing new employment opportunities;</li> <li>• A new primary school will need to be provided;</li> <li>• 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;</li> <li>• 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;</li> <li>• The development is located in a low flood risk area;</li> <li>• There are no air quality issues at present;</li> <li>• There are no designated heritage assets within close proximity to the proposed site and nothing significant in terms of archaeological interest.</li> </ul>
<p><b>Key challenges</b></p>	<ul style="list-style-type: none"> <li>• This is a greenfield site.</li> <li>• The site would mean a significant loss to high grade agricultural land;</li> <li>• 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;</li> <li>• Provision for secondary education will need to be considered and allocated capacity;</li> <li>• The main employment opportunities will be in alternative locations such as the City Centre and Monks Cross;</li> <li>• 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;</li> <li>• Potential for exacerbating congestion, particularly at peak times, from increased traffic flows;</li> <li>• A significant investment in infrastructure will be required;</li> <li>• Whilst this site is large enough to create a cohesive community, there is a challenge to integrate this into the existing residential locations;</li> </ul>

	<ul style="list-style-type: none"> <li>• Increase in population will increase water use and waste generation;</li> <li>• 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.</li> </ul>
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<b>ST9: Land North of Haxby</b>	
<b>Site size</b>	24.89 hectares
<b>Location</b>	Extension to Haxby Village. Haxby and Wigginton Ward
<b>Allocated for</b>	747 dwellings to be developed over the lifetime of the plan (years 1-15 of the trajectory)
<b>Objectives</b>	
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>

	<p>limited. It is anticipated that people would need to commute between this site and employment destinations.</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 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>
<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 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>
<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 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>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>
<p>9: Use land resources efficiently and safeguard their quality</p>	<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>
<b>SUMMARY</b>	
<p><b>Key positives</b></p>	<ul style="list-style-type: none"> <li>• This development will provide a significant contribution towards housing provision, including affordable housing need;</li> <li>• Job opportunities would be created through the construction phase of the development;</li> <li>• 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;</li> <li>• There are currently no nature conservation designations there is an opportunity for Green Infrastructure to improve biodiversity and connectivity to the wider natural environment;</li> <li>• The development is located in a low flood risk area;</li> <li>• There are no air quality issues at present.</li> </ul>
<p><b>Key challenges</b></p>	<ul style="list-style-type: none"> <li>• This is a greenfield site.</li> <li>• The site would mean a significant loss to high grade agricultural land;</li> <li>• Provision for primary and secondary education will need to be considered and capacity allocated;</li> <li>• The main employment opportunities will be in alternative locations such as the City Centre and Monks Cross meaning people would need to commute;</li> <li>• Ensuring transport network connectivity to promote alternative travel to the car given its village location is paramount to ensure key destinations are accessible sustainably;</li> <li>• Potential for exacerbating congestion, particularly at peak times, from increased traffic flows;</li> <li>• A significant investment in infrastructure will be required;</li> <li>• Whilst this site is large enough to create a cohesive community, there is a challenge to integrate this into the existing residential locations;</li> <li>• Increase in population will increase water use and waste generation;</li> <li>• Potential harm to air quality could be generated as a result of increased traffic flows.</li> </ul>

<b>ST10: Land at Moor Lane Woodthorpe</b>	
<b>Site size</b>	17.02 hectares
<b>Location</b>	Extension as a suburban Area. Rural West Ward
<b>Allocated for</b>	511 dwellings to be developed over the lifetime of the plan (years 1-15 of the trajectory)
<b>Objectives</b>	
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>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>
<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>
<p>9: Use land resources efficiently and safeguard their quality</p>	<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>
<p>10: Improve water efficiency and quality</p>	<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>
<p>11: Reduce waste generation and increase level of reuse and recycling</p>	<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>
<p>12: Improve air quality</p>	<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>
<p>13: Minimise flood risk and reduce the impact of flooding to people and property in York</p>	<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>
<p>14: Conserve or enhance York’s historic environment, cultural heritage, character and setting</p>	<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>
<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. 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>
<p><b>SUMMARY</b></p>	
<p><b>Key positives</b></p>	<ul style="list-style-type: none"> <li>• This development will provide a significant contribution towards housing provision, including affordable housing need;</li> <li>• Job opportunities would be created through the construction phase of the development;</li> <li>• A Park and Ride is within close proximity although the railway as a major barrier would need to be overcome;</li> <li>• The scale of the development will increase the need for services and may support existing services within close proximity;</li> <li>• 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;</li> <li>• The allocated development parcel is located in a low flood risk area;</li> <li>• There are no air quality issues at present.</li> </ul>
<p><b>Key challenges</b></p>	<ul style="list-style-type: none"> <li>• This is a greenfield site.</li> <li>• The site would mean a significant loss to high grade agricultural land;</li> <li>• here is a listed brick windmill on the site. The site may also be of archaeological interest and would require an archaeological</li> </ul>

	<p>assessment;</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Provision for primary and secondary education will need to be considered and capacity allocated;</li> <li>• The main employment opportunities will be in alternative locations such as the City Centre meaning people would need to commute;</li> <li>• Ensuring transport network connectivity to promote alternative travel to the car given its suburban location is paramount to ensure key destinations are accessible sustainably;</li> <li>• Potential for exacerbating congestion, particularly at peak times, from increased traffic flows;</li> <li>• Whilst this site is large enough to create a cohesive community, there is a challenge to integrate this into the existing residential locations;</li> <li>• Increase in population will increase water use and waste generation;</li> <li>• Potential harm to air quality could be generated as a result of increased traffic flows.</li> </ul>
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<b>ST11: Land at New Lane, Huntington</b>	
<b>Site size</b>	11.6 hectares
<b>Location</b>	Extension to the Urban Area. Huntington Ward
<b>Allocated for</b>	348 dwellings to be developed over the lifetime of the plan (years 1-15 of the trajectory)
<b>Objectives</b>	
1: To meet the diverse housing needs of the population in a sustainable way.	++ 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 be 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.
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. New

	<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>
<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 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>
<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 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 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>
<p>9: Use land resources efficiently and safeguard their quality</p>	<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>

<p>10: Improve water efficiency and quality</p>	<p>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.</p>
<p>11: Reduce waste generation and increase level of reuse and recycling</p>	<p>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.</p>
<p>12: Improve air quality</p>	<p>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.</p>
<p>13: Minimise flood risk and reduce the impact of flooding to people and property in York</p>	<p>+ 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.</p>
<p>14: Conserve or enhance York's historic environment, cultural heritage, character and setting</p>	<p>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.</p>
<p>15: Conserve or enhance York's natural and built landscape</p>	<p>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>

	<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>
<b>SUMMARY</b>	
<p><b>Key positives</b></p>	<ul style="list-style-type: none"> <li>• This development will provide a significant contribution towards housing provision, including affordable housing need;</li> <li>• Job opportunities would be created through the construction phase of the development;</li> <li>• 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);</li> <li>• The site is located adjacent to the Monks Cross park and ride which provides a high frequency service to the city centre;</li> <li>• A significant employment allocation for office use providing new employment opportunities will be located in close proximity;</li> <li>• 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;</li> <li>• 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;</li> <li>• The development is located in a low flood risk area;</li> <li>• The area is not graded as high quality agricultural land;</li> <li>• There are no air quality issues at present;</li> <li>• The site does not contain contamination issues.</li> </ul>
<p><b>Key challenges</b></p>	<ul style="list-style-type: none"> <li>• This is a greenfield site;</li> <li>• The area is of archaeological interest and contains a Scheduled Ancient Monument;</li> <li>• 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;</li> <li>• Provision for secondary education will need to be considered and allocated capacity;</li> <li>• Ensuring transport network connectivity to promote alternative travel is paramount to ensure key destinations are accessible sustainably;</li> <li>• Potential for exacerbating congestion, particularly at peak times, from increased traffic flows;</li> </ul>

	<ul style="list-style-type: none"> <li>• Whilst this site is large enough to create a cohesive community, there is a challenge to integrate this into the existing residential locations;</li> <li>• Increase in population will increase water use and waste generation;</li> <li>• 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.</li> </ul>
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<b>ST12: Land at manor Heath Road Copmanthorpe</b>	
<b>Site size</b>	14.75 hectares
<b>Location</b>	Village expansion. Rural West Ward
<b>Allocated for</b>	354 dwellings to be developed in the short-medium term (years 1-10 of the trajectory)
<b>Objectives</b>	
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>
<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>There are no significant employment centres within the village or allocations for employment use.</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 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>
<p>6: Reduce the need to travel and deliver a sustainable integrated transport network</p>	<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. The would conflict with this objective.</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 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, 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 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 be 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 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>
<b>SUMMARY</b>	
<b>Key positives</b>	<ul style="list-style-type: none"> <li>• This development will provide a significant contribution towards housing provision, including affordable housing need;</li> <li>• Job opportunities would be created through the construction phase of the development;</li> <li>• The village is currently served by a frequent bus route direct to the city centre;</li> <li>• 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;</li> <li>• 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;</li> <li>• The development is located in a low flood risk area;</li> <li>• The area is not graded as high quality agricultural land;</li> <li>• There are no air quality issues at present;</li> <li>• The site does not contain contamination issues;</li> <li>• No significant features in terms of the landscape setting for the city are identified at this stage.</li> </ul>
<b>Key challenges</b>	<ul style="list-style-type: none"> <li>• This is a greenfield site;</li> <li>• The site has a roman road running through it currently and this would need to be preserved;</li> <li>• Provision for primary and secondary education will need to be considered and capacity allocated;</li> <li>• Ensuring transport network connectivity to promote alternative travel is paramount to ensure key destinations are accessible sustainably;</li> </ul>

	<ul style="list-style-type: none"> <li>• Whilst Copmanthorpe does have a village centre, the additional population created would necessitate additional facilities to be provided.</li> <li>• Potential for exacerbating congestion, particularly at peak times, from increased traffic flows;</li> <li>• Whilst this site is large enough to create a cohesive community, there is a challenge to integrate this into the existing residential locations;</li> <li>• Increase in population will increase water use and waste generation;</li> <li>• 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.</li> </ul>
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<b>ST13: Land at Moor Lane Copmanthorpe</b>	
<b>Site size</b>	5.5 hectares
<b>Location</b>	Village expansion. Rural West Ward
<b>Allocated for</b>	115 dwellings to be developed in the short-medium term (years 1-10 of the trajectory)
<b>Objectives</b>	
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>
<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>There are no significant employment centres within the village or allocations for employment use.</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 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>
<p>6: Reduce the need to travel and deliver a sustainable integrated transport network</p>	<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>
<p>7: To minimise greenhouse gases that cause climate change and deliver a</p>	<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>

<p>managed response to its effects</p>	<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>
<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>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>
<p>9: Use land resources efficiently and safeguard their quality</p>	<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>
<p>10: Improve water efficiency and quality</p>	<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>
<p>11: Reduce waste generation and increase level of reuse and recycling</p>	<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>
<p>12: Improve air quality</p>	<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>
<p>13: Minimise flood risk and reduce the impact of flooding to people and property in York</p>	<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 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><b>Key positives</b></p>	<ul style="list-style-type: none"> <li>• This development will provide a significant contribution towards housing provision, including affordable housing need;</li> <li>• Job opportunities would be created through the construction phase of the development;</li> <li>• The village is currently served by a non-frequent bus route direct to the city centre;</li> <li>• 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;</li> <li>• 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;</li> <li>• The development is located in a low flood risk area;</li> <li>• The area is not graded as high quality agricultural land;</li> <li>• There are no air quality issues at present;</li> <li>• The site does not contain contamination issues;</li> <li>• No significant features in terms of the landscape setting for the city are identified at this stage.</li> </ul>
<p><b>Key challenges</b></p>	<ul style="list-style-type: none"> <li>• This is a greenfield site.</li> <li>• Provision for primary and secondary education will need to be considered and capacity allocated;</li> <li>• Ensuring transport network connectivity to promote alternative travel is paramount to ensure key destinations are accessible sustainably;</li> <li>• 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;</li> </ul>

	<ul style="list-style-type: none"> <li>• Potential for exacerbating congestion, particularly at peak times, from increased traffic flows;</li> <li>• Whilst this site is large enough to create a cohesive community, there is a challenge to integrate this into the existing residential locations;</li> <li>• Increase in population will increase water use and waste generation;</li> <li>• 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.</li> </ul>
<b>Mitigation</b>	

<b>ST14: Land to the North of Clifton Moor</b>	
<b>Site size</b>	134 hectares
<b>Location</b>	urban expansion. Skelton, Rawcliffe and Clifton Without Ward
<b>Allocated for</b>	4020 dwellings to be developed across the lifetime of the plan (years 1-15 of the trajectory)
<b>Objectives</b>	
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 of 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 &amp;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 shouk to incorporate</p>
7: To minimise greenhouse gases that cause climate	<p>I/+</p> <p>The size of the site would enable a variety of climate change mitigation</p>



<p>change and deliver a managed response to its effects</p>	<p>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, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment</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>
<p>9: Use land resources efficiently and safeguard their quality</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>
<p>10: Improve water efficiency and quality</p>	<p>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.</p>
<p>11: Reduce waste generation and increase level of reuse and recycling</p>	<p>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.</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>
<p>12: Improve air quality</p>	<p>I 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><b>SUMMARY</b></p>	
<p><b>Key positives</b></p>	<ul style="list-style-type: none"> <li>• This development will provide a significant contribution towards housing provision, including affordable housing need;</li> </ul>

	<ul style="list-style-type: none"> <li>• Job opportunities would be created through the construction phase of the development and through provision of a local service centre;</li> <li>• The site would generate the need for a new local service centre providing key local services and facilities;</li> <li>• 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);</li> <li>• A new primary school will need to be provided;</li> <li>• 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;</li> <li>• The site intersects with a local green corridor providing an opportunity for Green Infrastructure to improve biodiversity and connectivity to the wider natural environment;</li> <li>• The development is located in a low flood risk area;</li> <li>• There are no air quality issues at present;</li> <li>• The site does not contain contamination issues.</li> </ul>
<p><b>Key challenges</b></p>	<ul style="list-style-type: none"> <li>• This is a greenfield site.</li> <li>• The site would mean a significant loss to high grade agricultural land;</li> <li>• 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;</li> <li>• It is important to ensure that the Skelton's village setting is not adversely affected by development close to its existing settlement boundary;</li> <li>• The area is of significant archaeological interest and would require an extensive archaeological assessment;</li> <li>• Provision for secondary education will need to be considered and allocated capacity;</li> <li>• The main employment opportunities will be in alternative locations such as the City Centre and Clifton Moor;</li> <li>• 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;</li> <li>• Potential for exacerbating congestion, particularly at peak times, from increased traffic flows;</li> <li>• A significant investment in infrastructure will be required;</li> <li>• 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;</li> <li>• Increase in population will increase water use and waste generation;</li> <li>• 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.</li> </ul>

<b>ST15: Holme Hill</b>	
<b>Site size</b>	186 hectares
<b>Location</b>	New Settlement. Heslington Ward
<b>Allocated for</b>	5580 dwellings in total <ul style="list-style-type: none"> <li>• 4680 to be developed across the lifetime of the plan (years 1-15 of the trajectory)</li> <li>• 900 to be delivered post 2030</li> </ul>
<b>Objectives</b>	
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>

	<p>ensure the integrity of these nature conservation sites. Elements of these designations could be incorporated into the Green Infrastructure scheme on site.</p>
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 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><b>SUMMARY</b></p>	
<p><b>Key positives</b></p>	<ul style="list-style-type: none"> <li>• The location as a stand alone settlement fits with the overall pattern of villages around York as self-contained hubs;</li> <li>• This development will provide a significant contribution towards housing provision, including affordable housing need;</li> <li>• Job opportunities would be created through the construction phase of the development and through provision of a local service centre;</li> <li>• The site would generate the need for a new local service centre providing key local services and facilities;</li> <li>• A new primary school will need to be provided;</li> <li>• 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;</li> <li>• The site intersects with a local green corridor providing an opportunity for Green Infrastructure to improve biodiversity and connectivity to the wider natural environment;</li> <li>• The development is located in a low flood risk area;</li> <li>• There are no air quality issues at present;</li> <li>• The site does not contain contamination issues.</li> </ul>
<p><b>Key challenges</b></p>	<ul style="list-style-type: none"> <li>• This is a greenfield site.</li> <li>• The site would mean a significant loss to high grade agricultural land</li> <li>• 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</li> </ul>

	<p>insert urban form in a known rural landscape;</p> <ul style="list-style-type: none"> <li>• The site is adjacent to a SSSI and 2 SINC sites. ‘Heslington Tilmire’ is a designated SSSI and is also a designated SINC 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;</li> <li>• Provision for secondary education will need to be considered and allocated capacity;</li> <li>• The main employment opportunities will be in alternative locations such as the City Centre and University of York;</li> <li>• A significant investment in infrastructure will be required;</li> <li>• 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. ;</li> <li>• Potential for exacerbating congestion, particularly at peak times, from increased traffic flows;</li> <li>• Increase in population will increase water use and waste generation;</li> <li>• 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.</li> </ul>
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<b>ST16: Terrys’s Factory</b>	
<b>Site size</b>	n/a
<b>Location</b>	Main urban Area. Micklegate Ward
<b>Allocated for</b>	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.
<b>General</b>	This site has outline planning permission and is included under Policy H2.

<b>ST17: Nestle South</b>	
<b>Site size</b>	n/a
<b>Location</b>	Main urban Area. Clifton Ward
<b>Allocated for</b>	130 dwellings (Re-designation of commercial land in outline permission



	<p>(excluding ancillary retail) to residential).</p> <p>This site has outline planning permission for a mixed use development to be brought forward within the plan period.</p>
<b>General details</b>	Should the permission lapse, the site will be subject to policy H2: Existing Housing Commitments.
<b>Objectives</b>	
1: To meet the diverse housing needs of the population in a sustainable way.	<p>++</p> <p>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.</p>
2: Improve the health and well-being of York's population	<p>+/I</p> <p>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.</p> <p>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.</p> <p>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.</p>
3: Improve education, skills development and training for an effective workforce	<p>I</p> <p>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.</p>
4: Create jobs and deliver growth of a sustainable, low carbon and inclusive economy	<p>+/-</p> <p>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.</p>
5: Help deliver equality and access to all	<p>++</p> <p>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.</p> <p>Currently the site has uneven access to local facilities. However, the</p>

	<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><b>SUMMARY</b></p>	
<p><b>Key positives</b></p>	<ul style="list-style-type: none"> <li>• 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;</li> <li>• Included within the existing permission is the provision of community facilities;</li> <li>• 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;</li> <li>• Small numbers of job opportunities would be created through the construction phase of the development;</li> <li>• The loss of the commercial element can be fulfilled through alternatives sites selected;</li> <li>• Opportunities to increase sustainable transport accessibility via existing frequent and non-frequent bus routes;</li> <li>• The site is within 15 minutes cycle of the railway station;</li> <li>• There is access to an existing neighbourhood parade within 800m;</li> <li>• 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;</li> <li>• Green Infrastructure should improve supporting biodiversity and connectivity in comparison to former use;</li> <li>• The development is located in a low flood risk area;</li> <li>• 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.</li> <li>• This is a brownfield site.</li> </ul>
<p><b>Key challenges</b></p>	<ul style="list-style-type: none"> <li>• The re-designation of the commercial element reduces opportunities for replacement jobs;</li> <li>• 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;</li> <li>• 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;</li> </ul>

	<ul style="list-style-type: none"> <li>• 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;</li> <li>• Increase in population will increase water use and waste generation;</li> <li>• Potential increase in traffic flows due to increase in development.</li> </ul>
<b>Mitigation</b>	

<b>ST18: Monks Cross</b>	
<b>Site size</b>	12.74 hectares
<b>Location</b>	Suburban. Huntington Ward
<b>Allocated for</b>	100,000 sq.m (40% plot ratio and 2 storeys)
<b>Objectives</b>	
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>
<p>6: Reduce the need to travel and deliver a sustainable integrated transport network</p>	<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>
<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 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>
<p>8: Conserve or enhance green infrastructure, biodiversity, 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 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>
<p>9: Use land resources efficiently and safeguard their quality</p>	<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.
<b>SUMMARY</b>	
<b>Key positives</b>	<ul style="list-style-type: none"> <li>• This site will directly contribute to the employment land supply for B1a Office and is one of the principle sites in delivering this;</li> <li>• The site is adjacent to an existing business park which encouraging linkages with existing businesses;</li> <li>• 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;</li> <li>• There are existing high and low frequency bus routes within close proximity, including a park and ride;</li> <li>• 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;</li> <li>• The scale of development should allow the incorporation of climate change mitigation through design, layout and the incorporation of renewable technologies;</li> <li>• There are currently no air quality issues.</li> </ul>
<b>Key challenges</b>	<ul style="list-style-type: none"> <li>• 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;</li> <li>• The type of employment lost at the former cement works will not be replaced;</li> <li>• 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;</li> <li>• Potential for exacerbating congestion, particularly at peak times, from increased traffic flows;</li> <li>• 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.</li> <li>• The majority of the site is greenfield;</li> <li>• The land is grade 3 agricultural land representing a loss to high grade soils in this location;</li> <li>• Employment uses will increase water use and waste generation.</li> </ul>

<b>ST19: Northminster Business Park</b>	
<b>Site size</b>	15 hectares
<b>Location</b>	Rural/adjacent to existing business park. Rural West Ward



<b>Allocated for</b>	60,000 sq.m (40% plot ratio and 1 storeys) for R&D, Light Industrial, storage and Distribution (B1b/B1c/B2/B8).
<b>Objectives</b>	
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>

<p>13: Minimise flood risk and reduce the impact of flooding to people and property in York</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>
<p>14: Conserve or enhance York's historic environment, cultural heritage, character and setting</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>
<p>15: Conserve or enhance York's natural and built landscape</p>	<p>I 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>
<p><b>Key positives</b></p>	<ul style="list-style-type: none"> <li>• This site will directly contribute to the employment land supply and is one of the principle sites in delivering B1b/B1c/B2/B8;</li> <li>• The site is adjacent to an existing business park which encouraging linkages with existing businesses;</li> <li>• 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;</li> <li>• The site would be in close proximity to the new park and ride offering a high frequency bus service to the City Centre;</li> <li>• 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;</li> <li>• The scale of development should allow the incorporation of climate change mitigation through design, layout and the incorporation of renewable technologies;</li> <li>• There are currently no air quality issues.</li> </ul>
<p><b>Key challenges</b></p>	<ul style="list-style-type: none"> <li>• 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;</li> <li>• The type of employment lost at the former cement works will not be replaced;</li> <li>• Whilst there is access to frequent bus routes, the transport network needs to be vastly improved to enable connectivity with established</li> </ul>

	<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"> <li>• Potential for exacerbating congestion, particularly at peak times, from increased traffic flows;</li> <li>• The majority of the site is greenfield;</li> <li>• The land is grade 3 agricultural land representing a loss to high grade soils in this location;</li> <li>• Employment uses will increase water use and waste generation.</li> </ul>
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<b>ST20: Castle Piccadilly</b>	
<b>Site size</b>	n/a
<b>Location</b>	City centre. Guildhall Ward
<b>Allocated for</b>	25,000 sq.m for retail (A1)
<b>Objectives</b>	
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

<p>travel and deliver a sustainable integrated transport network</p>	<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>
<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 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>
<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 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>
<p>9: Use land resources efficiently and safeguard their quality</p>	<p>++</p> <p>The is a brownfield site and should incorporate the re-use as well as re-development of existing buildings.</p>
<p>10: Improve water efficiency and quality</p>	<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>

<p>11: Reduce waste generation and increase level of reuse and recycling</p>	<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>
<p>12: Improve air quality</p>	<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>
<p>13: Minimise flood risk and reduce the impact of flooding to people and property in York</p>	<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>
<p>14: Conserve or enhance York’s historic environment, cultural heritage, character and setting</p>	<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>
<p>15: Conserve or enhance York’s natural and built landscape</p>	<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>
<p><b>Key positives</b></p>	<ul style="list-style-type: none"> <li>• 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;</li> <li>• The central location means that there is existing access to sustainable transport modes within close proximity to the site;</li> <li>• 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;</li> </ul>

	<ul style="list-style-type: none"> <li>• This is a brownfield site;</li> </ul>
<b>Key challenges</b>	<ul style="list-style-type: none"> <li>• Improvements to ensure safety of pedestrians would be required, particularly at the junction of Piccadilly with Parliament Street;</li> <li>• There are potential implications on water quality due to its straddling of the River Foss;</li> <li>• 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;</li> </ul>
<b>Mitigation</b>	

<b>ST21: Naburn Designer Outlet</b>	
<b>Site size</b>	n/a
<b>Location</b>	Rural /extension to the existing Designer Outlet. Fulford Ward
<b>Allocated for</b>	12,000 sq.m for Leisure (D1)
<b>Objectives</b>	
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.
<b>Key positives</b>	<ul style="list-style-type: none"> <li>• This is a brownfield site</li> <li>• The leisure development will be co-located at the designer outlet increasing the sites attractiveness and viability;</li> <li>• The site does not contain any nature conservation sites;</li> <li>• The site is within a low flood risk zone and not at immediate risk from flooding.</li> </ul>
<b>Key challenges</b>	<ul style="list-style-type: none"> <li>• 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;</li> <li>• Development may require the relocation of the park and ride;</li> <li>• Major Barriers to accessibility, particularly on foot or by cycling, are the ring-road and proximity to existing residential areas;</li> <li>• Would promote the use of the car and increase traffic flows;</li> <li>• 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;</li> <li>• Any development or relocation of the park and ride should not impact on the adjacent community orchard;</li> </ul>

<b>ST22: Germany Beck</b>	
<b>Site size</b>	n/a
<b>Location</b>	Extension to main urban Area. Fulford Ward
<b>Allocated for</b>	Planning permission for 700 dwellings permitted. Ref: 01/01315/OUT and 12/01802/OUTM

<b>General</b>	This site has outline planning permission and is included under Policy H2.
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**ST23: Derwenthorpe**

<b>Site size</b>	n/a
<b>Location</b>	Extension to main urban Area. Osbaldwick Ward
<b>Allocated for</b>	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.
<b>General</b>	This site has outline planning permission and is included under Policy H2.

**ST24: York College**

<b>Site size</b>	n/a
<b>Location</b>	Main urban Area. Dringhouses and Woodthorpe Ward
<b>Allocated for</b>	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
<b>General</b>	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 <b>very positive</b> impact																	
+				The option is likely to have a <b>positive</b> impact																	
0				<b>No significant effect / no clear link</b>																	
?				<b>Uncertain or insufficient information</b> on which to determine impact																	
-				The option is likely to have a <b>negative</b> impact																	
--				The option is likely to have a <b>very negative</b> impact																	
I				The option could have a positive or a negative impact depending on <b>how it is implemented</b>																	
Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15						
ST1: British Sugar	++	I	I	+	++	I	I	+	+	++	I	+	I	I	++	I	I				
ST2: Former sports ground at Millfield lane	++	I	?	+	++	I	I	+	++	0	I	+	I	I	+	I	+				
ST3: The Grainstores	++	I	+	?	+	++	I	I	+	++	++	I	+	I	?	+	+	+			
ST4: Land adj Hull Road Grimston Bar	++	I	+	?	I	+	++	I	I	+	++	--	I	+	I	I	+	I	-	I	-
ST5: York Central	++	+	I	++	++	+	-	I	+	++	++	I	+	I	-	I	-	I	I	I	
ST6: Land East of Grimston Bar	+	I	+	I	+	-	+	-	I	+	+	--	I	+	I	I	+	I	I	I	
ST7: Land East of Metcalfe Lane	++	I	+	I	+	I	+	+	I	I	+	++	-	I	+	I	I	I	I	I	
ST8: Land North of Monks Cross	++	I	+	I	+	+	I	+	+	-	I	+	++	-	I	+	I	++	+	I	I
ST9: Land North of Haxby	++	I	+	I	+	+	I	+	+	-	I	+	++	-	I	+	I	++	+	I	I
ST10: Land at Moor lane Woodthorpe	++	I	+	I	+	+	I	+	+	-	I	+	--	-	I	I	+	-	I	I	I
ST11: Land at New Lane,	++	I	+	I	+	+	I	+	+	-	I	+	+	+	I	+	I	I	+	I	I

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 <b>very positive</b> impact																		
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--		The option is likely to have a <b>very negative</b> impact																		
		The option could have a positive or a negative impact depending on <b>how it is implemented</b>																		
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.